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of West Yorkshire

Connectivity Infrastructure Plan

Engagement Outcome Report

2021/2022

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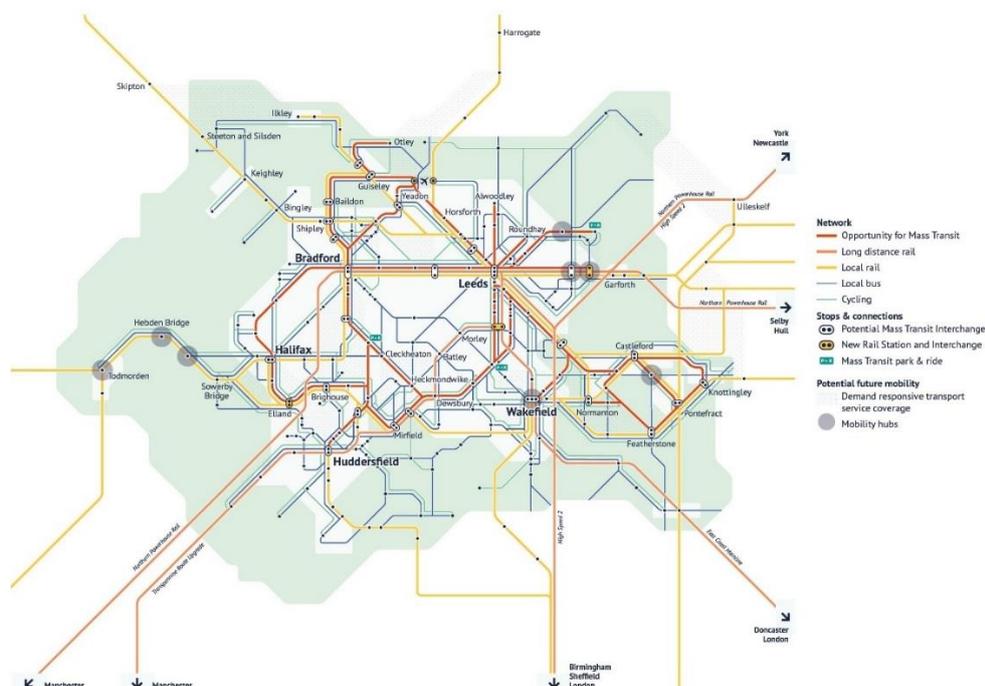
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1 Introduction

1.1 Background

- 1.1.1. West Yorkshire Combined Authority (WYCA) is developing a Connectivity Infrastructure Plan. The Connectivity Infrastructure Plan sets out a long-term transport infrastructure investment programme for the next 20 years, providing a picture of where improvements are most needed to enhance people's quality of life and bring investment to the area.
- 1.1.2. It is built on detailed evidence on the role different types of transport can play:
- Mass Transit 2040 Vision - a bold and ambitious plan for a new form of transport for West Yorkshire.
 - West Yorkshire Strategic Bus Network Review – a review of the region's core bus network and proposals for increasing the number of people travelling by bus.
 - West Yorkshire Rail Vision– Setting out how better rail services can support our ambitions for the region.
 - Local Cycling and Walking Infrastructure Plans – Proposals to improve infrastructure and remove barriers to people walking and cycling for more journeys.
 - Future Mobility Strategy – a review of how transport technology and innovation can improve lives and reduce carbon emissions.
- 1.1.3. WYCA has identified a range of options, informed by evidence, to create an integrated network bringing walking and cycling, rail, bus and a new mass transit system together.

Figure 1 - Proposed Options



1.1.4. The Connectivity Infrastructure Plan is a starting point, and views from members of the public were sought in order to inform the development of these proposals.

1.2 Consultation

1.2.1. A public consultation exercise was undertaken from **27th January 2021 to 4th June 2021**, and consisted of the following elements:

- A **Full Survey** to gather public views on the proposals;
- A **Mass Transit Survey** to gather additional public views on the Mass Transit proposals along route corridors in West Yorkshire; and,
- An interactive map, allowing members of the public to add their own suggestions of places to connect across West Yorkshire. The results of this tool are not included within this report.
- Focus groups - with young people and with disabled people
- Stakeholder meetings – District Consultation Sub-Committee (DCSC) and webinars
- Social media – advertisements and polls



- 1.2.2. Alternative formats of the engagement materials were available upon request, such as braille or large print. For members of the public of who did not speak or understand written English, WYCA offered to arrange a virtual drop in session with interpreters to explain the engagement and gather their feedback. Focus groups were also organised with young people.
- 1.2.3. Interested members of the public were also able to ask questions on using the Q&A tool on Your Voice page: www.yourvoice.westyorks-ca.gov.uk/connectivity or by using the dedicated email address: connectivity@westyorks-ca.gov.uk.
- 1.2.4. Chapters 2-8 provide an overview of the responses received from both the **Full Survey**, and the **Mass Transit Survey**, to feed into the development of the transport plans.
- 1.2.5. A **summary of letters and emails** received from stakeholders and members of the public is also contained with this document.

1.3 Number of Responses

- 1.3.1. A total of 593 responses were received to the **Full Survey**, and a total of 5,114 responses were received to the **Mass Transit Survey**. This represented an excellent response rate and demonstrates the level of community interest garnered towards the proposed Connectivity Infrastructure Plan.



593 responses to the Full Survey



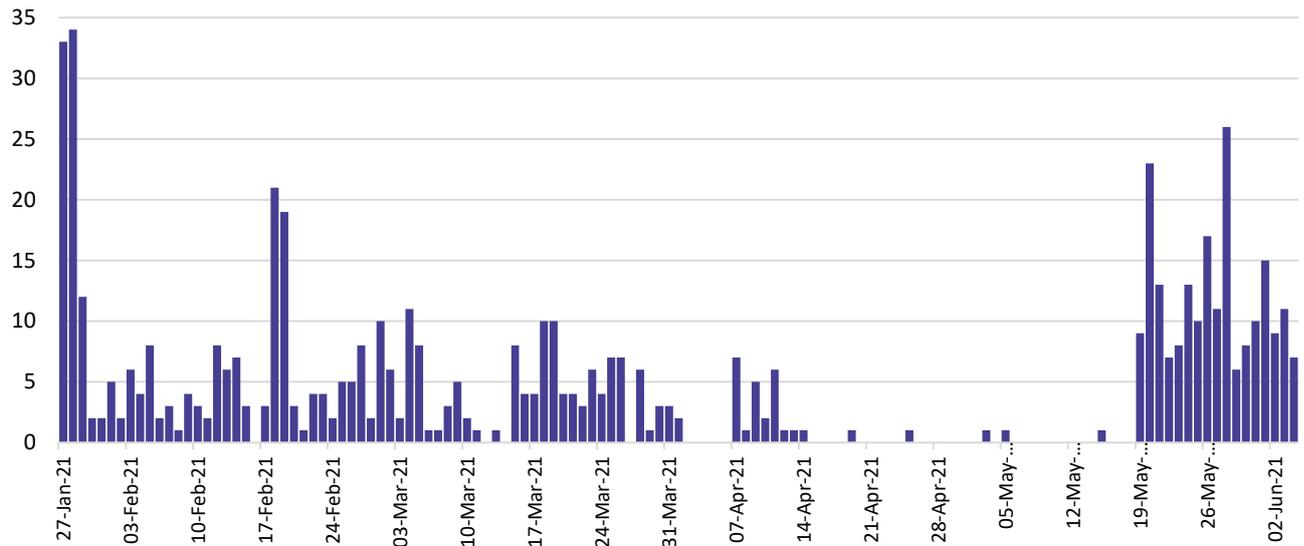
5,114 responses to the Mass Transit survey

- 1.3.2. In the Chapters which follow, the results of the two surveys will be presented. This includes the closed response questions (i.e. those with fixed response options) and open response questions (i.e. those where the respondent has typed in a comment as a response to the question).

Full survey responses

- 1.3.3. Out of a total of 593 responses to the Full Survey, 221 responses were made via a mobile phone platform (37%) while 372 responses were submitted via the website platform (63%).
- 1.3.4. Figure 2 shows the date that responses to the Full Survey were received – indicating that there was a large surge of responses at the opening of the consultation, followed by a steady flow of responses. The response rate then fell, before increasing from mid-May until the close of the consultation period.

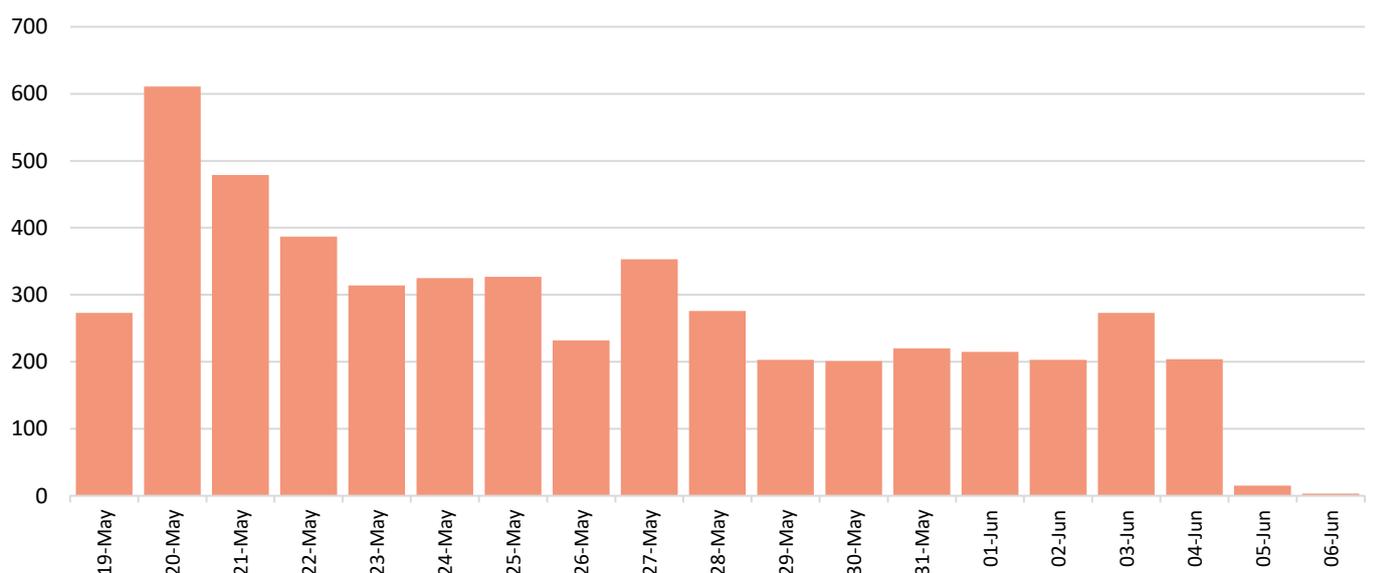
Figure 2 - Date that responses to Full Survey were received



Mass Transit survey responses

- 1.3.5. A total of 5,114 responses to the Mass Transit Survey were received, in the period between 19 May 2021 and 6 June 2021. Of these, 637 were submitted via the website platform (12%), while 4,477 were made by a mobile phone platform – of which 4,079 were completed on a smartphone or mobile phone (80%) and 398 were completed on a tablet (8%).
- 1.3.6. Figure 3 shows the date that responses to the Mass Transit Survey were received – indicating a relatively consistent response rate. This starts with a peak in mid-May, before falling away by the end of the engagement period in early June.

Figure 3 - Date that responses to Mass Transit Survey were received



1.4 Social media advertising

1.4.1. A Social Media campaign was carried out between January and June 2021, targeting West Yorkshire residents in order to promote the Connectivity Plan and encourage people to participate in the consultation. An example of such advertising is shown to the right. Throughout Phase 1 and 2 of the Social Media engagement, there was considerable interest in the proposals – with the results of this being shown below.



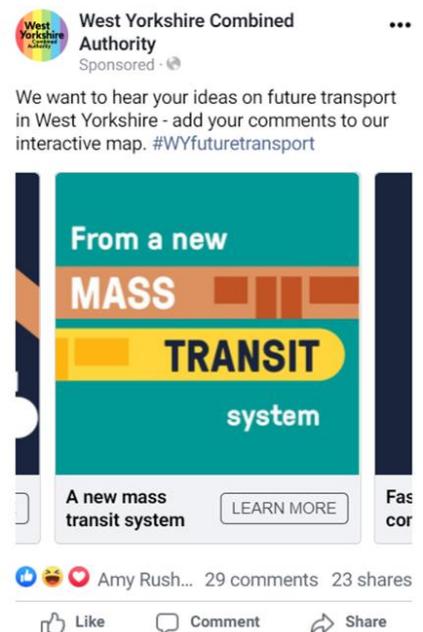
Reached approximately 430,900 people across West Yorkshire



26,900 people clicked through to our to survey/webinar sign up pages



1,686 poll responses



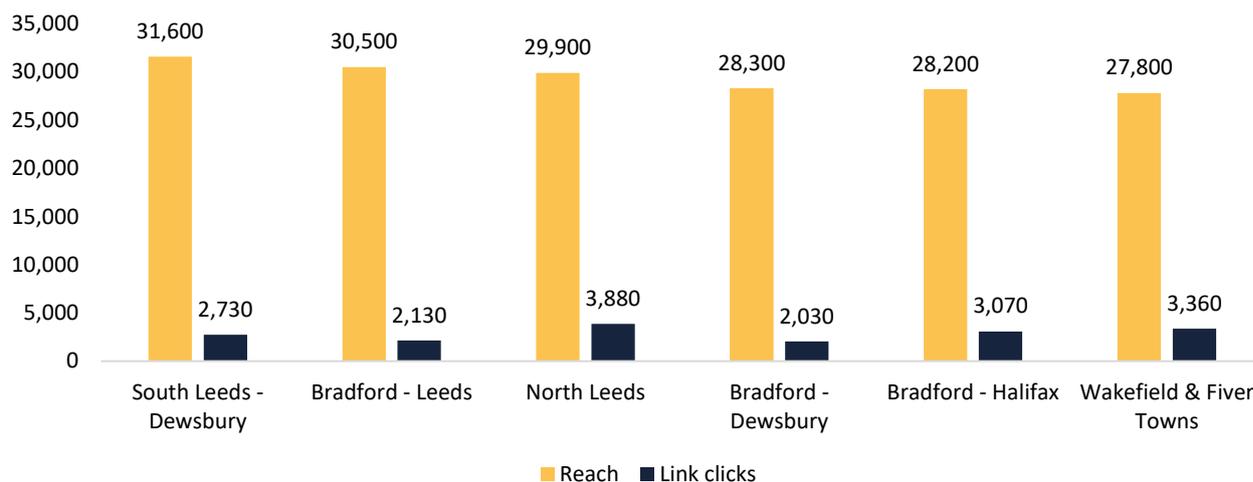
1.4.2. The social media content made use of videos, including from The Mayor of West Yorkshire, Tracy Brabin – as a means to generate interest and debate around the proposed interventions.

1.4.3. In addition to the information disseminated by Social Media, there were also opportunities for communities to engage with WYCA through completing polls with questions from the Full Survey as well as Webinars to explain elements of the Connectivity Plan.

1.4.4. In terms of the reach and link clicks across West Yorkshire, Figure 4 shows how many people were reached by the Social Media engagement between 19 May and 5 June 2021, as well as the number of people that clicked through on the links in the Social Media posts to view further information about the Connectivity Plan. This is shown split by the Mass Transit route corridors.



Figure 4 - Social media reach by route corridor



1.5 Report structure

1.5.1. This report is divided into the following sections:

- ◆ **Chapter 1: Introduction and methodology**

This section covers the background to the Connectivity Plan as well as detailing the overall responses and the methodology used to analyse the responses received.

- ◆ **Chapter 2: Full Survey**

A presentation of the Full Survey results (see below)

- ◆ **Chapter 3: Demographics (Full Survey)**

- ◆ **Chapter 4: Cross Tabulations (Full Survey)**

- ◆ **Chapter 5: Optional Responses to Full Survey**

- ◆ **Chapter 6: Mass Transit Survey**

- ◆ A presentation of the Mass Transit Survey results (see below)

- ◆ **Chapter 7: Mass Transit Corridor Summaries**

This sets out a summary of the results by route corridor.

- ◆ **Chapter 8: Conclusion and Next Steps**

1.5.2. The analysis undertaken to produce this report uses two sources of data:

The Full Survey

1.5.3. The Full Survey is based on a longer questionnaire, which considers potential interventions across several modes, including bus, rail, walking and cycling as well as potential mass transit corridors. This survey took place over a longer period, with responses being received between January and June 2021. The analysis in this report follows the questionnaire, which comprised of the following sections as elements of the Connectivity Plan:

- ◆ Objectives of Connectivity Plan

- ◆ Questions relating to proposed Mass Transit corridors
- ◆ Strategic Bus Network Review
- ◆ Rail Vision
- ◆ Local Cycling and Walking Infrastructure Plans
- ◆ Demographic breakdown of respondents
- ◆ Comparison of responses by location, age and gender (Cross-tabulations)
- ◆ Optional questions for comments on Bus, Rail and Walking & Cycling plans.

The Mass Transit Survey

- 1.5.4. The Mass Transit Survey is based on a shorter questionnaire, which is specifically focused on the proposals for Mass Transit connections along the same corridors as covered in the Mass Transit questions in the Full Survey. This survey took place over a shorter period, with responses being received between May and June 2021. The analysis in this report follows the questionnaire, which comprised of the following elements:
- ◆ Attitudes towards the Mass Transit Vision
 - ◆ Reasons for attitudes to Mass Transit proposals
 - ◆ General comments on Mass Transit Vision
- 1.5.5. The colour coding used for the **Full Survey** and **Mass Transit Survey** analysis will help with navigating this report. This colour coding also clearly denotes which dataset the results being presented are based upon.

1.6 Methodology

Full Survey and Mass Transit Survey

- 1.6.1. Our approach can be divided into two key stages as follows, and this section outlines each in more detail.
1. Coding of responses to the 'open' questions submitted for both surveys; and
 2. Analysis of the closed and coded open question data, including cross-tabulating the closed question based on respondent demographics.

Coding

- 1.6.2. In order to manage a large amount of 'verbatim' comments towards various aspects of the Connectivity Infrastructure Plan, it was necessary to summarise the content of these comments to permit quantitative analysis. In order to do so, responses were reviewed and pertinent issues occurring within these comments were used to develop codeframes relevant to the questions in the Full Survey and Mass Transit Survey.
- 1.6.3. The codeframes provided a summary of the main thematic issues raised in the comments made by respondents. For example, if a comment raised issues related to the Covid-19 pandemic, then a 'code' was introduced to reflect this issue, and this code is to be used in any subsequent further comments that also mentioned the

Covid-19 pandemic. A numeric reference number was used to 'code' the same issue where it occurs in other responses.

- 1.6.4. These codeframes then acted as a database from which codes are assigned to responses to each question, based on the comments expressed by the respondent in the respective question. For maximum accuracy, all coding was undertaken manually rather than using software-driven 'auto-coding' methods which often do not accurately capture figures of speech and vernacular.
- 1.6.5. The coding team carefully read, assimilated, analysed and extrapolated the themes, insights and meanings before coding the responses. Each response then has relevant codes allocated to it in order to identify the key themes within the comment. The codes could not be repeated in a single response, to allow a frequency count to be undertaken to identify how many respondents had raised the issue reflected by the code.
- 1.6.6. New codes were added to the code frame as new issues or topics emerged, a process that continued throughout the data processing.
- 1.6.7. Following completion of the coding, quality checks were undertaken on 11% of the comments (982 comments were reviewed out of a total of 9,086). This was to check for consistency of coding and to ensure that the codes assigned to each comment were an accurate reflection of the issues raised within that comment.
- 1.6.8. The image below (Figure 5) shows an example of the coded data, with the codes assigned to each comment shown in the columns at the right of the image. Within the codeframe, a number is assigned to each issue raised – as a more efficient method of summarising the issues. For example, the numbers shown here (e.g. 020) refer to a particular issue raised in the codeframe – in this case 020 represents a comment which agrees with the Mass Transit proposal on the Bradford to Dewsbury corridor.

Figure 5 - Example of coded data spreadsheet

A	B	C	D	E	F	G	H	I
Serial n	Section	Do you have any other comments on Mass Transit?	Code 1	Code 2	Code 3	Code 4	Code 5	Code 6
256	Bradford - Dewsbury	Get it done	020					
257	Bradford - Dewsbury	No	999					
258	Bradford - Dewsbury	The railtrack formation still exists between Low Moor and Thornhill Junction, enabling a proper rail connection to be rebuilt linking Bradford, the Spen towns, Dewsbury with Wakefield and ultimately connections with the ECML to London. As things stand to get from Dewsbury or Bradford to Wakefield means going via Leeds - which is hardly practical	064	203	206	200	223	041
259	Bradford - Dewsbury	A railway is badly needed in the Spen Valley	064					

Letters and Emails

- 1.6.9. Letters and emails were also received as responses to the Connectivity Infrastructure Plan consultation. A total of 44 stakeholders submitted a response by email or letter, which included some residents as well as organizational responses.
- 1.6.10. Analysis was undertaken for each letter and email response, summarising the feedback and key themes within the correspondence. A table has been produced showing the main issues raised in the correspondence as well as the name of the correspondent (where provided). The summary is presented within a table shown in **Appendix A1**.

Caveats and considerations

- 1.6.11. While the results obtained during the Connectivity Plan consultation provide WYCA with valuable insight into attitudes towards the proposed measures, and will help in the future development of these plans, there are some considerations for interpretation of these results. These considerations should be borne in mind when interpreting the findings.
- 1.6.12. The surveys did not limit response origin – meaning that there is a risk of individuals responding multiple times, which it would not be reasonably practical to prevent or identify. We have therefore considered all responses to be equal, thus there is a risk that any repetitive responses are presented in the results.
- 1.6.13. The open-ended nature of the data collection (large numbers of comment-based questions) meant that it was possible for respondents to mention locations which were out of scope. For example this could be related to mode (e.g. discussing improvements to bus services on a question which relates to walking and cycling improvements). Another possibility is referring to a particular part of West Yorkshire, on a question which relates to a corridor on another. An additional element of this is that respondents may suggest that the proposed Mass Transit system should serve a particular area and that area may already be served by the proposed design.
- 1.6.14. Finally, as a result of the considerable interest in the consultation, we received close to 6,000 responses in total. Within this, the feedback is mostly open-ended comment data, which we coded as outlined earlier in this section. Within the **Full Survey** in particular, there were large numbers of comment-type questions in which respondents left their views towards the proposed interventions. Some of these comments would suggest alternative routings to what was being proposed, or suggest that improvements should be made to improve connectivity to a particular area. To ensure the coding was manageable, the main centres were identified with their own codes, while for other areas a separate code was used '**Link to destinations outside major centres required**'. This decision was made due to the specific nature of some of the comments made (e.g. at street level in some cases), which if coded would have been too specific and would have resulted in an extremely large number of destinations. As a result, we have presented these 'destinations outside major centres' as an addendum.

1.7 Approach to equality, diversity and inclusion

Inclusive engagement methodology

- 1.7.1. West Yorkshire Combined Authority, are committed to promoting equality and value diversity in driving inclusion, by encouraging fairness with equal chances for all to work, learn and be free from any barriers, discrimination, or victimisation. [Please click here](#) to read more about our approach to equality, diversity and inclusion.
- 1.7.2. The term 'seldom-heard groups' refers to under-represented people and/or, communities, who rarely have the same opportunities or access to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. It is critical that efforts are made to connect and communicate

with diverse groups, to facilitate fuller participation and ensuring that our consultations are as accessible and progressively inclusive as possible.

- 1.7.3. Many factors can contribute to people, who use services, being seldom heard, including:
- Gender, including trans identity / history
 - Age
 - Disability
 - Race and ethnicity
 - Sexuality
 - Community impairments
 - Mental health
 - Homelessness
 - Geographical isolation
 - Socio-economic background
 - Caring responsibilities
 - Marriage, partner, and relationships
 - Religion and belief
 - Pregnancy, maternity, and parental leave
- 1.7.4. We are also keen to reach people who are unable to engage online, feel uncomfortable using online services, or may experience access issues. We supply a freepost address for letters or return of paper surveys, a dedicated telephone number for enquiries and we offer paper versions of our plans and surveys upon request. Contact details are supplied for those requiring consultation materials or to request alternative ways of accessing the information.
- 1.7.5. Utilising knowledge from within West Yorkshire Combined Authority and district partners, a detailed stakeholder mapping exercise was undertaken including to identify seldom-heard groups. Email communications were sent to stakeholder mapping contacts signposting the engagement and survey and offering the opportunity to engage further. It was also requested that the district partner communications leads circulated the information supplied to their wider networks and distribution lists.
- 1.7.6. As we develop the next stages of design for the Connectivity Infrastructure PPlan, we will proactively undertake further engagement with seldom-heard groups to enable their communities to input directly on specific components, and the wider strategy.

Full Survey Analysis



2 Full Survey

How are you responding to this survey?

- 2.1.1. Respondents were asked in what capacity they were responding to the full survey. Out of the 593 respondents to the Full Survey, 94% (557) said that they were responding as ‘a member of the public, giving my views as an individual’, while 5% were responding on behalf of, or as a representative of, a business or organisation (29). Seven respondents (1%) said they were responding in a capacity other than the two aforementioned categories.

2.2 Connectivity Infrastructure Plan (CIP)

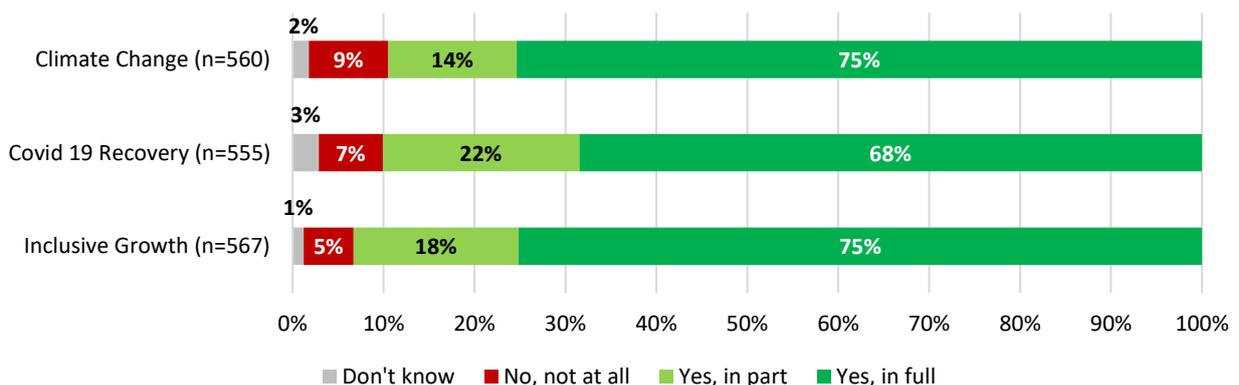
Do you agree that the key objectives outlined in the connectivity infrastructure plan are the correct priorities?

- 2.2.1. The CIP includes three key priority areas – these being:

- ◆ **Inclusive Growth**
- ◆ **Covid 19 Recovery**
- ◆ **Climate Change**

- 2.2.2. Respondents were asked whether they agreed that these priorities are the correct ones in their view. The results shown in Figure 6 indicate that for the vast majority of respondents, there is support towards the proposed key priority areas. Covid 19 recovery has the least full support, while Climate Change has the largest proportion that do not agree with the priority.

Figure 6 - Do you agree that these are the correct priorities? Please select one option for each priority



- 2.2.3. In addition to this, those respondents that answered ‘Yes, in part’ or ‘No, not at all’ were asked to provide an explanation as to their view. These open-ended comments were coded (as described in the **Methodology** chapter) and the most frequently occurring of these are presented below (top 10 most frequently occurring).

Table 1 - Climate Change: Issues raised in open comments

Issue	Count
Disagree with Climate Change Priority / Climate change should not be the priority	18
Climate Change Priority doesn't go far enough	16
Focus needs to be on sustainable transport / reducing car use / behaviour change	12
Policy wont make any difference	11
Criticism of objective and aim of policy (e.g. social engineering / political aim)	7
Need more information / query	6
Cars will still be needed / people will still use roads	4
Cycling should not be a priority / not effective	3
Nothing / I don't disagree with the Climate Change Priority	2
Concern over use of electric vehicles / sustainability of electric vehicles	2
Need more focus on trains / segregated lines	2

- 2.2.4. The comments towards the Climate Change priority appear to be largely split (Table 1) – with some respondents claiming that it shouldn't be a priority, while others claim the priority doesn't go far enough.

Table 2 - Covid 19 Recovery: Issues raised in open comments

Issue	Count
Disagree with Covid 19 Priority / Covid 19 should not be the priority / not relevant	25
Will take too long / question whether Covid will still be relevant in the future?	23
Criticism of objective and aim of policy (e.g. social engineering / political aim)	14
Covid 19 Priority doesn't go far enough	8
Nothing / I don't disagree with the Covid 19 priority	6
Priority should be elsewhere - Climate Change / the environment / sustainability	6
Priority should be elsewhere - Inclusive Growth	4
Need more support for public transport services	4
Public transport wont be needed in future / people will work from home / wont be used	3
Encourage alternative to public transport (cycling/walking)	3
Issues were already present before Covid 19	3

- 2.2.5. Comments towards the Covid 19 priority in the majority suggest that this is not a consideration that people expect to be a long-term issue, while some also feel that any policy objectives relating to Covid have a social engineering aspect which is not welcomed.

Table 3 - Inclusive Growth: Issues raised in open comments

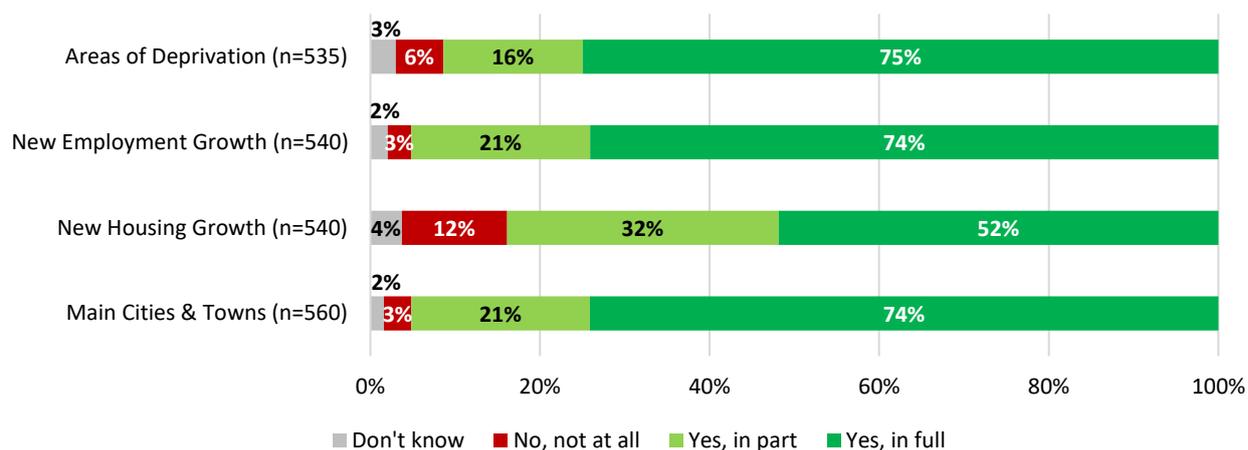
Issue	Count
Priority should be elsewhere - Climate Change / the environment / sustainability	15
Inclusive Growth Priority doesn't go far enough	13
Disagree with Inclusive Growth Priority / economic growth should not be the priority / not relevant	12
Do not believe it will make a difference / inequalities will remain (areas still poorly served)	10
Growth is finite / cannot grow economy forever	5
Too much emphasis on sustainable modes (e.g. cycling / public transport) excluding motorists	5
Nothing / I don't disagree with the Inclusive Growth Priority	4
Do not believe it will be cost effective for users / will be too expensive	3
Need more information / query	3
Priority should be elsewhere - Covid recovery	2
Criticism of objective and aim of policy (e.g. social engineering / political aim)	2
Disagree with Covid 19 Priority / Covid 19 should not be the priority / not relevant	2

- 2.2.6. The most frequently occurring comments regarding Inclusive growth suggest that it should not be a priority, and that focus should be elsewhere. Others feel it won't go far enough or won't make a difference. Interestingly there were some respondents that said growth is finite and cannot be continuous – with some advocating a 'de-growth' strategy where the economy is reduced in size as an alternative.

Do you agree that the types of places below should be the key focus of our plans to improve transport connectivity?

- 2.2.7. Next, respondents were asked whether they agreed that the type of places listed should be the focus of efforts to improve transport connectivity. There is full agreement among three quarters of respondents towards three of the four place types, while 'New Housing Growth' areas had a smaller proportion of full support (52%) and a greater proportion of those that did not agree at all with the this type of place being a focus for efforts to improve transport connectivity.

Figure 7 - Do you agree that the types of places below should be the key focus of our plans to improve transport connectivity? (See pages 20-21 and 24-30 of the Connectivity Infrastructure Plan).



2.2.8. In addition to this, those respondents that answered ‘Yes, in part’ or ‘No, not at all’ were asked to provide an explanation as to their view. These open-ended comments were coded (as described in the Methodology chapter) and the most frequently occurring of these are presented below.

Table 4 - Main cities & Towns: Issues raised in open comments

Issue	Count
Too much focus on major centres (e.g. Leeds / Bradford) / areas with good existing transport links	29
Need more focus on smaller towns and settlements	25
Need more focus on peripheral areas (e.g. near county boundary / in neighbouring counties)	19
Disagree with proposed Main cities policy / it isnt needed	5
Main cities policy doesn't go far enough / won't make a difference	4
Need more focus on growth areas / areas undergoing development	3
Need more information / insufficient evidence for Main cities policy	3
Need more focus on major facilities (e.g. hospitals, colleges, transport hubs, shopping centres)	2
Ensure sufficient route options / alternative routes and modes	2
Don't disagree with Main cities policy	2

2.2.9. The most frequently occurring comments suggested that there is too much focus on major settlements and that smaller settlements and peripheral areas should be the focus of plans to improve connectivity.

Table 5 - New Housing Growth: Issues raised in open comments

Issue	Count
New housing should not be on green field land / use existing buildings or settlements (brown field sites)	38
Ensure existing areas of housing are served first / don't focus on new housing	30
New Housing policy doesn't go far enough / won't make a difference	15
Disagree with proposed New Housing policy / New housing is not needed	15
New housing development should discourage car use / encourage sustainable modes (cycling, walking, public transport)	14

New housing development should be focused around transport links (existing or proposed)	11
Ensure new housing is affordable / council owned	7
New housing development should include sufficient community facilities	6
Need more information / insufficient evidence for New Housing policy	4
Don't disagree with New housing policy	1

2.2.10. The most frequently occurring comments were that housing should be focused on existing built up areas, rather than greenfield land. Similarly, there were many comments that suggested that the focus of transport connectivity should be at existing housing, rather than new areas being developed.

Table 6 - New Employment Growth: Issues raised in open comments

Issue	Count
Disagree with proposed New Employment policy / focus on existing areas first	8
New employment areas won't be needed / covid19 impact on travel / changes to way of working	6
Don't prioritise employment over other land uses	5
New employment areas should not focus on Leeds - new job opportunities for smaller towns	5
Need more information / insufficient evidence for New employment areas.	5
New employment areas should not be on green field land / use brown field sites	4
New employment areas should be in areas where jobs are needed (e.g. deprived / poor areas)	4
New employment areas should be near to public transport routes / served by public transport	4
New employment areas should be for sustainable / green business - not polluting industry	4
New employment areas should be close to housing / housing development to minimise commuting	4

2.2.11. Relatively few commonly occurring comments were made regarding new employment growth. Of those that were made, the reaction was negative – that there should be focus on existing areas instead, that employment shouldn't be prioritised over other land uses, and as above that there should be a focus away from the major settlements. The long-term impact of Covid 19 is a consideration also, with suggestions that this will change ways of working and therefore impact on future areas of employment. Finally, there was a degree of criticism that there is insufficient evidence of the need for new areas of employment, which may link to the Covid 19 issue to some degree.

Table 7 - Areas of deprivation: Issues raised in open comments

Issue	Count
Should have equal focus on all areas / too much focus on deprived areas	15
Policy for areas of deprivation doesn't go far enough / won't make a difference	12
Deprivation is a wider issue than transport (social issue)	9

Need more information / insufficient evidence for defined areas of deprivation	6
Disagree with definition of deprivation / focus on potential and opportunities	4
Ensure transport is accessible and affordable to all users (including those in deprived areas)	4
Need to provide employment opportunities in deprived areas	4
Major redevelopment of deprived areas is needed	4
Too many areas are identified as deprived	3
Don't disagree with areas of deprivation as defined	2

2.2.12. The most frequently occurring comments were that focus shouldn't be on deprived areas, but spread equally to other areas of West Yorkshire. There were also comments that the policy doesn't go far enough in its current form and that deprivation is a wider issue than just transport.

Table 8 - Other: Issues raised in open comments

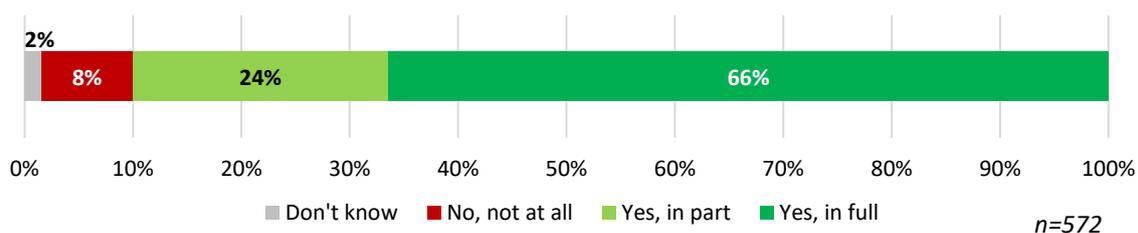
Issue	Count
Connect to wider region / rural areas	26
Focus away from major centres (smaller towns / suburbs)	11
Connect to leisure / retail / recreational facilities / education	10
Do not focus too much on new development / serve existing areas	9
Focus on areas with existing transport problems / poor connections	8
Ensure areas are served sustainably	4
Connect to industrial / employment sites	3
Do not focus too much on Leeds	2
Try to use existing transport corridors	2

2.2.13. Other comments repeated the earlier point about ensuring that transport investment does not prioritise major settlements over smaller towns and suburbs. This was clearly an issue of interest to many of those commenting on the proposals.

Our connectivity plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door?

2.2.14. Two-thirds of respondents (66%) were in full agreement with the proposals to join up other modes of transport for easier door-to-door journeys, as an alternative to private car use.

Figure 8 - Do you agree with this approach? Please select one option.



2.2.15. Respondents that answered 'Yes, in part' or 'No, not at all' were asked to provide an explanation as to their view, which have been coded and are shown below.

Table 9 - Connectivity Plan Approach: Issues raised in open comments

Issue	Count
Wont make any difference / still need a car (e.g. for work / responsibilities)	24
Car use is quicker / safer / more convenient than alternatives	18
Do more / doesn't go far enough / more needs to be done to discourage car use	15
Public transport is not a realistic option / not good enough	14
Public transport service is patchy / does not serve all areas / more routes needed	13
Criticism of objective and aim of policy (e.g. social engineering / political aim)	12
More services needed in rural areas / outside major centres	11
Need more information / query	9
Ensure tickets are affordable / attractive pricing	8
Agree with proposal / promote alternatives to car use (incl. roadspace reallocation)	7
Alternatives wont work for me / don't serve my area	7
Need to ensure a good standard of service (frequent, reliable, fast)	7
Provide high quality cycle / walking (active travel) routes	7

2.2.16. Comments from those that did not agree with the Connectivity Infrastructure Plan were mostly on the grounds that it was felt unlikely to make a difference and that car use would still be necessary (e.g. for work or family commitments) while for others it would also remain the more convenient choice – being quicker and safer than the alternatives. There were further comments to this effect, in that public transport doesn't serve enough areas, isnt good enough and is therefore not a realistic option compared with car use.

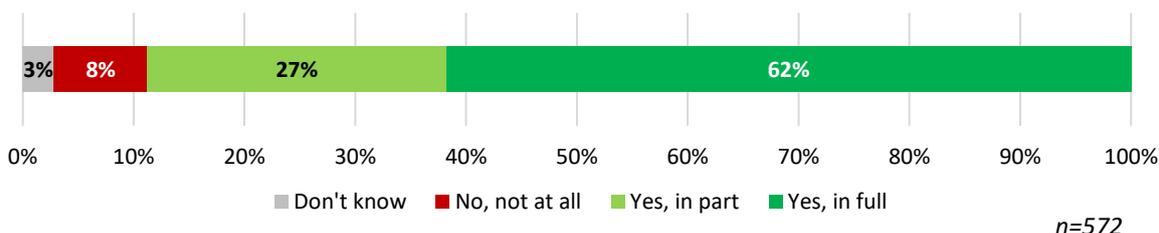
2.2.17. As the consultation took place during the Covid-19 pandemic, it is also worth noting that three respondents mentioned more car use due to Covid19 as a potential issue, while one respondent also mentioned that there may be more home working / less commuting as a result of Covid 19.

2.3 Mass Transit (Questions in Full Survey)

Do you agree with the ambition set out in the mass transit vision 2040 document for a new form of high quality, high-capacity public transport?

2.3.1. Just under two-thirds of respondents (62%) agreed in full with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport. Just over a quarter of respondents (27%) partially agreed, and 8% did not at all agree with the ambition.

Figure 9 - Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport? (as set out in the document here)



2.3.2. Respondents that answered 'Yes, in part' or 'No, not at all' were asked to provide an explanation as to their view, which have been coded and are shown below.

Table 10 - Mass Transit Vision: Issues raised in open comments

Issue	Count
Proposals are too costly / waste of money / question over funding	14
Should have been done already / happen sooner	9
No benefit / unlikely to use new system	8
Needed to provide better links to major transport hubs / stations	8
Need for more information / query	8
Unnecessary / Not needed / existing public transport system is fine	7
Proposals should go further / don't go far enough	6
Suggest alternative route configuration	6
Ensure mass transit is affordable / has integrated ticketing	5
Spend funding on the road network instead	4
Suggest ensuring stations / mass transit are accessible for those with poor mobility (e.g. disabled/elderly)	4
Suggest enhancing cycling and walking corridors	4
Suggest alternatives to mass transit (e.g. Demand Responsive Transport / Trams without rails - ART)	4

2.3.3. Comments were made by those not agreeing fully with the proposals for the Mass Transit system. Some respondents felt that the proposals would be a waste of money and not beneficial to them. However, some respondents also commented that these proposals should have already happened or that they needed to happen as soon as possible. The need to provide high-quality links to transport hubs was also mentioned, with alternative route configurations being suggested to permit this.

Table 11 - Mass Transit Vision: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	26
Wetherby	6
Leeds	3
Headingley	2
Huddersfield	2
Wakefield	2
Airport (LBA)	1

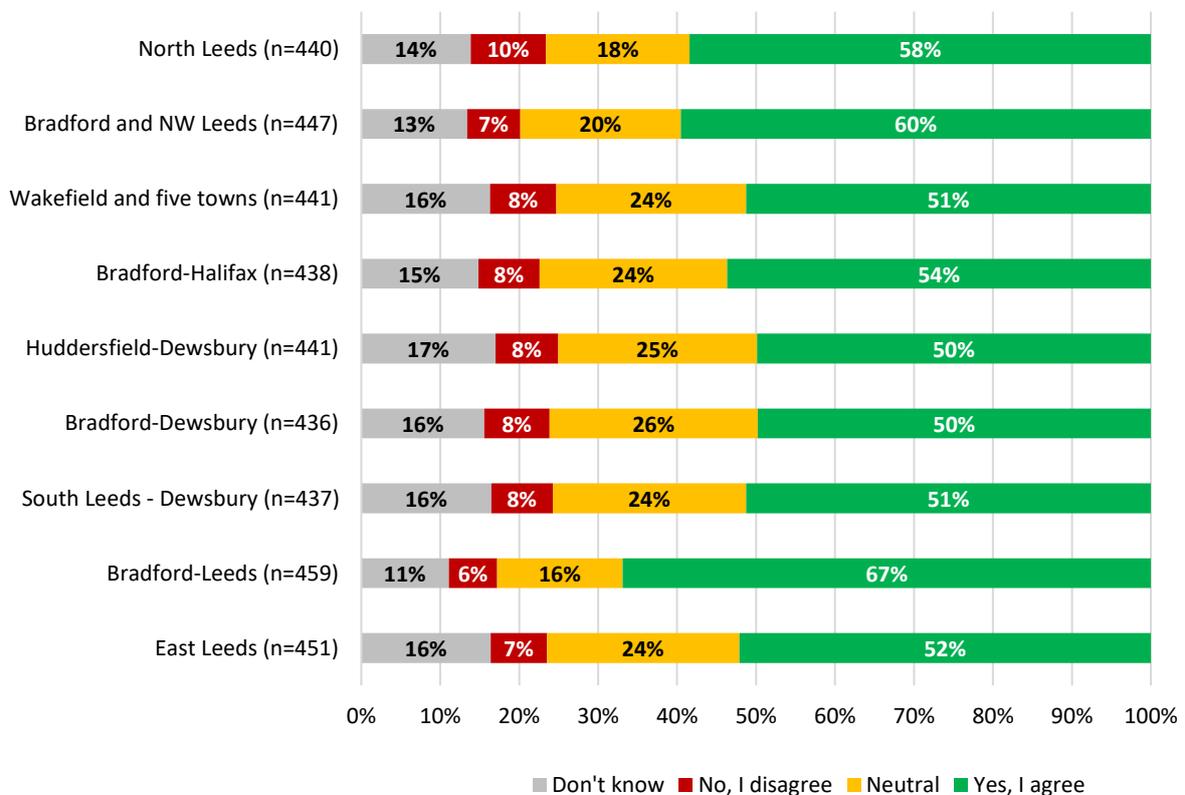
Bradford	1
Dewsbury	1
Halifax	1
Harrogate	1
Manchester	1
Morley	1

*Mass Transit Corridor Summaries contain a record of the destinations outside major centres.

Do you think the mass transit vision 2040 document identifies the right places to connect by mass transit?

2.3.4. The Mass Transit Vision 2040 document identifies corridors proposed to be connected by a mass transit system. The results shown in Figure 10 give an indication of the level of support among respondents towards the proposed Mass Transit corridors. As can be seen, in all cases, the level of support exceeds the level of opposition for all route corridors. There is a very high level of support for the proposed mass transit corridor between Bradford and Leeds – with 67% of respondents indicating agreement with plans to connect the cities by mass transit. This is greater than for any of the other corridors, with only Bradford to North West Leeds being the other corridor exceeding the 60% mark for support.

Figure 10 - Do you think the Mass Transit Vision 2040 document identifies the right places to connect by Mass Transit? (View the document here)



2.3.5. Respondents were asked to provide an explanation as to their view, which have been coded and are shown below, by the most frequently occurring issues raised along each route corridor. Two tables are presented for each – the first showing the

top ten most prevalent issues raised, while the second shows suggested destinations / locations to be served.

East Leeds

Table 12 - East Leeds: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	46
Suggest alternative route configuration	12
Unnecessary / Not needed / existing public transport system is fine	9
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	8
Proposals should go further / don't go far enough	7
Need for more information / query	7
Reduced car use / less car use	7
Needed to provide better links to major transport hubs / stations	6
No benefit / unlikely to use new system	5
Needed to replace poor bus services	3
Suggest more stations are needed	3
Suggest mass transit route should be tram / tram-train	3
Query over proposed route	3
Economic benefit (e.g. regeneration)	3

Table 13 - East Leeds: Suggested destinations / locations to be served

Location	Count
Wetherby	5
Link to destinations outside major centres required*	3
Garforth	2
Castleford	1

*Mass Transit Corridor Summaries contain a record of the destinations outside major centres.

Bradford – Leeds

Table 14 - Bradford - Leeds: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	62
Unnecessary / Not needed / existing public transport system is fine	18
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	14
Reduced car use / less car use	13
Need for more information / query	10
Ensure mass transit has sufficient services (frequency, long hours of operation, enough capacity)	6
Proposals should go further / don't go far enough	6
Economic benefit (e.g. regeneration)	6
Reduced air pollution / improved air quality / environmental benefit	5

Suggest alternative route configuration	4
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Table 15 - Bradford - Leeds: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	8
Airport (LBA)	2
Halifax	1
Leeds	1
Wetherby	1

*Mass Transit Corridor Summaries contain a record of the destinations outside major centres.

South Leeds – Dewsbury

Table 16 - South Leeds - Dewsbury: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	22
Unnecessary / Not needed / existing public transport system is fine	11
No benefit / unlikely to use new system	6
Reduced car use / less car use	5
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	5
Query over proposed route	4
Economic benefit (e.g. regeneration)	4
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	3
Comment on existing bus service reliability (punctuality / safety)	3
My area is ignored	2
Needed to provide better links to major transport hubs / stations	2
Suggest alternative route configuration	2
Suggest enhancing existing bus services	2
Reduced air pollution / improved air quality / environmental benefit	2

Table 17 - South Leeds - Dewsbury: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	17
Morley	7
Dewsbury	4
Leeds	4
Batley	2
Halifax	1
Huddersfield	1
Ossett	1
Wakefield	1
Wetherby	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres.*

Bradford – Dewsbury

Table 18 - Bradford - Dewsbury: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	38
Unnecessary / Not needed / existing public transport system is fine	7
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	6
Question need for mass transit (general)	5
No benefit / unlikely to use new system	4
Proposals should go further / don't go far enough	4
Suggest use of disused railway lines for Mass Transit (incl. Spen Valley Greenway / Queensbury Tunnel)	4
Economic benefit (e.g. regeneration)	4
Suggest alternative route configuration	3
Proposals are too costly / waste of money / question over funding	2
Spend funding on the public transport network instead	2
Needed to replace poor bus services	2
Suggest enhancing existing bus services	2
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	2
Concern regarding loss of Spen Valley Greenway (cycle corridor)	2
Reduced car use / less car use	2

Table 19 - Bradford - Dewsbury: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	2
Bradford	1
Wetherby	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres.*

Huddersfield – Dewsbury

Table 20 - Huddersfield - Dewsbury: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	26
Unnecessary / Not needed / existing public transport system is fine	19
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	8
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	6
Ensure mass transit has sufficient services (frequency, long hours of operation, enough capacity)	4

No benefit / unlikely to use new system	3
Needed to provide better links to major transport hubs / stations	3
Economic benefit (e.g. regeneration)	3
Proposals are too costly / waste of money / question over funding	2
Should have been done already / happen sooner	2
Suggest enhancing existing bus services	2
Suggest enhancing road network	2
Need for more information / query	2
Concern regarding loss of roadspace / increased congestion once built	2
Reduced car use / less car use	2

Table 21 - Huddersfield - Dewsbury: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	10
Huddersfield	2
Wakefield	2
Batley	1
Dewsbury	1
Halifax	1
Wetherby	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres*

Bradford - Halifax

Table 22 - Bradford - Halifax: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	29
Unnecessary / Not needed / existing public transport system is fine	11
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	8
Reduced car use / less car use	8
Proposals are too costly / waste of money / question over funding	6
Proposals should go further / don't go far enough	6
Suggest alternative route configuration	5
Query over proposed route	5
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	5
Needed to provide better links to major transport hubs / stations	4
Need for more information / query	4

Table 23 - Bradford - Halifax: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	4
Huddersfield	2
Wetherby	1

*Mass Transit Corridor Summaries contain a record of the destinations outside major centres

Wakefield and five towns

Table 24 - Wakefield and five towns: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	37
Suggest alternative route configuration	9
Economic benefit (e.g. regeneration)	7
Unnecessary / Not needed / existing public transport system is fine	4
Query over proposed route	4
Need for more information / query	4
Reduced car use / less car use	4
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	4
No benefit / unlikely to use new system	3
Needed to provide better links to major transport hubs / stations	3
Suggest mass transit route should be tram / tram-train	3

Table 25 - Wakefield and five towns: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	7

Ossett	3
Wetherby	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres.*

Bradford – North West Leeds

Table 26 - Bradford - North West Leeds: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	39
Needed to replace poor bus services	7
Needed to provide better links to major transport hubs / stations	7
Suggest alternative route configuration	7
Reduced car use / less car use	7
Unnecessary / Not needed / existing public transport system is fine	6
Proposals should go further / don't go far enough	5
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	5
Suggest mass transit route should be tram / tram-train	4
Need for more information / query	4

Table 27 - Bradford - North West Leeds: Suggested destinations / locations to be served

Location	Count
Airport (LBA)	8
Link to destinations outside major centres required*	5
Otley	2
Bradford	1
Ilkley	1
Wetherby	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres.*

North Leeds

Table 28 - North Leeds: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	35
Proposals should go further / don't go far enough	17
Reduced car use / less car use	16
Suggest alternative route configuration	12
Unnecessary / Not needed / existing public transport system is fine	8
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	5
Should have been done already / happen sooner	4
Suggest enhancing existing bus services	4
Query over proposed route	3
Reduced air pollution / improved air quality / environmental benefit	3

Table 29 - North Leeds: Suggested destinations / locations to be served

Location	Count
Airport (LBA)	7
Headingley	7
Wetherby	7
Link to destinations outside major centres required*	4
Harrogate	1

*Mass Transit Corridor Summaries contain a record of the destinations outside major centres.

Other (anything else?)

Table 30 - Other: Issues raised in open comments

Issue	Count
Suggest alternative route configuration	16
Much needed / Agree with proposals	13
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq and Interchange stations)	12
Ensure mass transit is affordable / has integrated ticketing	11
Suggest an orbital system	10
Proposals should go further / don't go far enough	8
Suggest more stations are needed	7
Suggest enhancing existing bus services	7
Query over proposed route	7
Comment on existing bus service operations (Re-introduction, new routes)	6
No benefit / unlikely to use new system	5
Needed to provide better links to major transport hubs / stations	5
Ensure mass transit has sufficient services (frequency, long hours of operation, enough capacity)	5
Suggest mass transit route should be tram / tram-train	5
Need for more information / query	5
Improve connections to employment / education / leisure / healthcare (e.g. hospitals)	5
Comment on existing bus service reliability (punctuality / safety)	5

Table 31 - Other: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	89
Wetherby	25
Leeds	20
Huddersfield	16
Wakefield	15
Headingley	14
Halifax	11
Harrogate	9
Bradford	8

Location	Count
Ilkley	6
Morley	6
Otley	6
Dewsbury	5
Keighley	5
Manchester	5
Ossett	5
Airport (LBA)	4
Garforth	4
Batley	2
Castleford	2
Hebden Bridge	2
Sheffield	2
Sowerby Bridge	2
Brighouse	1

**Mass Transit Corridor Summaries contain a record of the destinations outside major centres.*

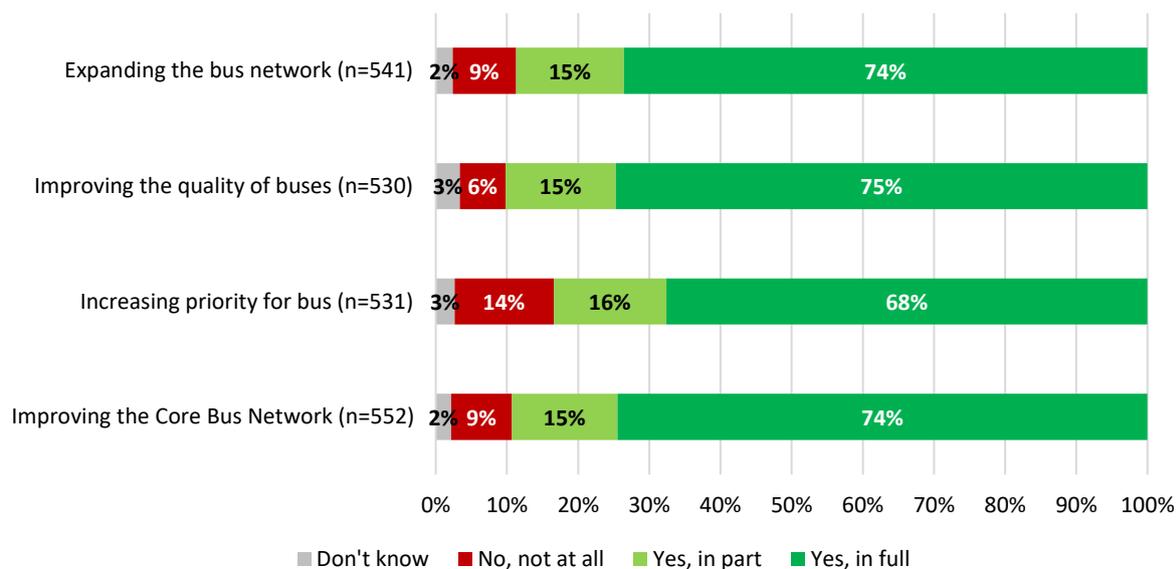
- 2.3.6. The most frequently occurring comments regarding the various route options suggested that there is support among even those respondents that do not agree fully. The most commonly occurring comment among respondents, relating to all route corridors is that the schemes are much needed – so it may be that there are elements of the scheme which are the reason behind them not being fully supportive.

2.4 Strategic Bus Network Review

Do you agree that these are the correct priorities for the bus network?

- 2.4.1. The Strategic Bus Network Review, set out as part of the CIP set a range of priorities. Respondents were asked to give their level of agreement to these priorities. As can be seen in Figure 11, around three-quarters of respondents agreed in full with three of the bus priorities, while fewer respondents support the 'Increasing Priority of Bus' priority (68% full support and 14% not supporting). For all priorities set out in the CIP, the proportion of support far exceeds the level of opposition.

Figure 11 - Do you agree that these are the correct priorities for the bus network?



2.4.2. Respondents that answered ‘Yes, in part’ or ‘No, not at all’ were asked to provide an explanation as to their view, which have been coded and are shown below, split by the four different priorities for the bus network. The top ten most frequently occurring issues are shown in the tables below.

Table 32 - Improving the Core Bus Network: Issues raised in open comments

Issue	Count
Improvements wont make a difference / waste of money - spend money elsewhere	14
Tram / light rail route instead	13
Don't prioritise this measure / priority should lie elsewhere	9
Focus on network expansion / new routes / reinstating withdrawn services	9
Loss of roadspace to bus lanes / increased congestion (including rarely used bus lanes)	7
Not a realistic / convenient alternative to car use	7
Bus is outdated / has a poor image	6
Ensure bus services are sufficient (frequency, long hours of operation, enough capacity)	6
Ensure bus services are reliable (punctual / run on time)	6
Need for regulated bus provision / taken under council control	5

Table 33 - Increasing priority for bus: Issues raised in open comments

Issue	Count
Loss of roadspace to bus lanes / increased congestion (including rarely used bus lanes)	38
Don't prioritise this measure / priority should lie elsewhere	30
Tram / light rail route instead	14
Not a realistic / convenient alternative to car use	12
Increase bus priority over cars - but not over active travel modes (cycle/walking)	9
Support, but more needs to be done / go further	5

Concern about increase in buses causing congestion / air pollution / noise in city and town centres	5
Cycling and walking infrastructure instead	4
Support, bus is a good alternative to car	3
Criticism of objective and aim of policy (e.g. social engineering / political aim)	3
Ensure segregation of buses from other modes / safety concerns for pedestrians and cyclists	3
Suggested location to be served by bus / my area isnt served	3
Ensure interchange between buses and with other modes is integrated / less waiting time	3
Ensure bus services are sufficient (frequency, long hours of operation, enough capacity)	3
Heavy rail route instead	3

Table 34 - Improving the quality of buses: Issues raised in open comments

Issue	Count
Don't prioritise this measure / priority should lie elsewhere	36
Ensure bus services are sufficient (frequency, long hours of operation, enough capacity)	9
Focus on network expansion / new routes / reinstating withdrawn services	7
Tram / light rail route instead	6
Ensure buses are affordable / integrated ticketing	5
Need more low-emission buses (e.g. electric / hydrogen / LPG / Nitrogen)	5
Improvements won't make a difference / waste of money - spend money elsewhere	4
Source of funding / taxpayers and public shouldn't have to pay for changes	4
Ensure bus services are reliable (punctual / run on time)	4
Bus is outdated / has a poor image	3
Not a realistic / convenient alternative to car use	3

Table 35 - Expanding the bus network: Issues raised in open comments

Issue	Count
Don't prioritise this measure / priority should lie elsewhere	32
Tram / light rail route instead	17
Focus on network expansion / new routes / reinstating withdrawn services	9
Need more information / query	9
Suggested location to be served by bus / my area isnt served	8
Ensure bus services are sufficient (frequency, long hours of operation, enough capacity)	7
Heavy rail route instead	7
Loss of roadspace to bus lanes / increased congestion (including rarely used bus lanes)	4
Concern about increase in buses causing congestion / air pollution / noise in city and town centres	4
Ensure interchange between buses and with other modes is integrated / less waiting time	4

Ensure bus services are reliable (punctual / run on time)	4
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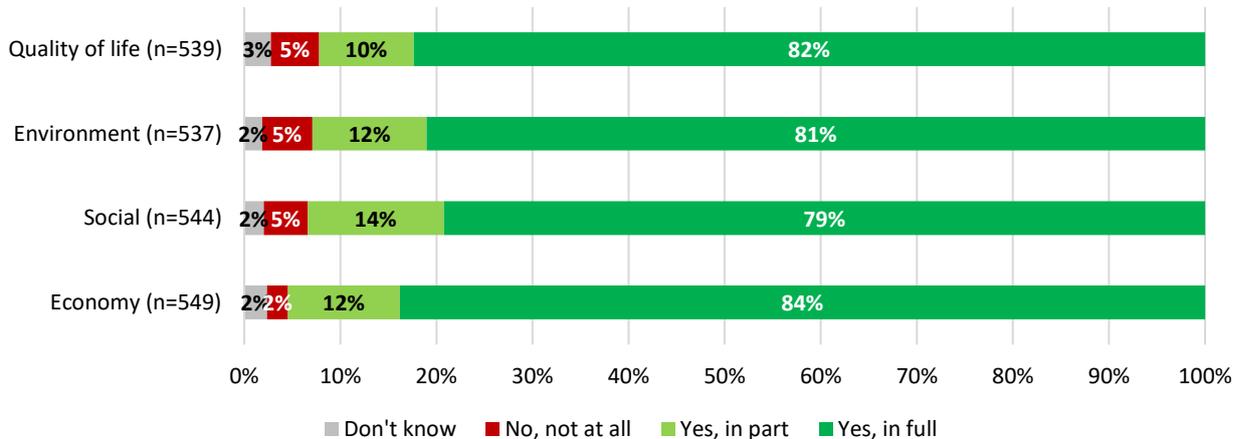
2.4.3. The most frequently occurring comments regarding the Strategic Bus Network Review included that a tram or light rail route should be developed instead – with this issue occurring frequently in the tables above, regarding each of the policy objectives. It is also a commonly occurring comment that buses shouldn't be the priority and that this should lie elsewhere. Loss of roadspace to bus lanes, causing increasing congestion was a major issue in the proposals to increase priority for buses.

2.5 Rail Vision

The key objectives for the rail vision are outlined below. How strongly do you agree with these objectives?

The CIP included a Rail Vision, which respondents were asked whether they agreed with the objectives set out in the Rail Vision. As can be seen in Figure 12 all of the objectives are strongly supported by respondents – with around 80% of respondents fully supporting the Rail Vision objectives. Very few respondents suggested no support for the proposed objectives.

Figure 12 - How strongly do you agree with these objectives?



2.5.1. Respondents that answered 'Yes, in part' or 'No, not at all' were asked to provide an explanation as to their view, which have been coded and are shown below, split by the four different themes in the Rail Vision. The top ten most frequently occurring issues are shown in the tables below.

Table 36 - Economy: Issues raised in open comments

Issue	Count
Focus on the environment / reducing the need for development / don't encourage development	6
Need more information / query	6
Improvements won't make a difference / waste of money - spend money elsewhere	5

Criticism of objective and aim of policy (e.g. social engineering / political aim)	4
Don't prioritise this measure / priority should lie elsewhere	4
Focus on network expansion / new routes / reinstating withdrawn services	4
Support, but more needs to be done / go further	3
Suggested location to be served by rail / my area isnt served	3
Car is more convenient than rail / will still use car	2
Prioritise this measure	2
Consider impact of Covid19 (less travel, more working from home)	2
Trains are expensive to use / make more affordable / integrated ticketing	2
Ensure interchange between train and with other modes is integrated / easy	2
Prioritise capacity over speed / frequency	2

Table 37 - Social: Issues raised in open comments

Issue	Count
Improvements won't make a difference / waste of money - spend money elsewhere	6
Criticism of objective and aim of policy (e.g. social engineering / political aim)	6
Focus on network expansion / new routes / reinstating withdrawn services	6
Don't prioritise this measure / priority should lie elsewhere	5
Trains are expensive to use / make more affordable / integrated ticketing	4
Need more information / query	4
Suggested location to be served by rail / my area isnt served	3
Ensure interchange between train and with other modes is integrated / easy	3
Car is more convenient than rail / will still use car	2

Table 38 - Environment: Issues raised in open comments

Issue	Count
Don't prioritise this measure / priority should lie elsewhere	7
Focus on the environment / reducing the need for development / don't encourage development	6
Criticism of objective and aim of policy (e.g. social engineering / political aim)	5
Support, but more needs to be done / go further	4
Car is more convenient than rail / will still use car	3
Consider cyclist use of trains (i.e. storage, carriage and parking)	3
Electrify the rail network (or hydrogen trains)	3
Support the planned rail service improvements / much needed	2
Improvements won't make a difference / waste of money - spend money elsewhere	2
Suggested location to be served by rail / my area isnt served	2
Trains are expensive to use / make more affordable / integrated ticketing	2
Ensure interchange between train and with other modes is integrated / easy	2

Focus on network expansion / new routes / reinstating withdrawn services	2
Need more information / query	2

Table 39 - Quality of life: Issues raised in open questions

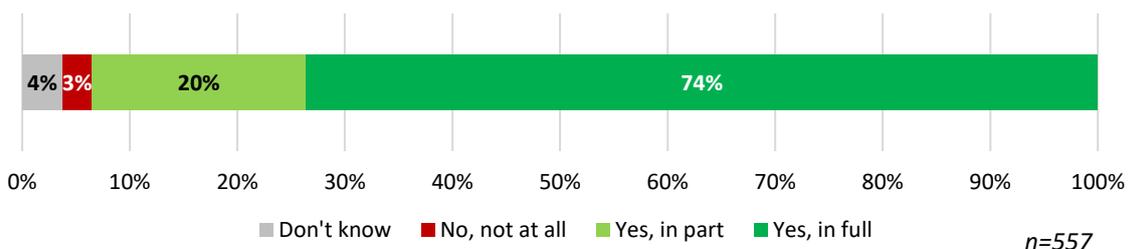
Issue	Count
Need more information / query	6
Focus on network expansion / new routes / reinstating withdrawn services	5
Improvements won't make a difference / waste of money - spend money elsewhere	4
Don't prioritise this measure / priority should lie elsewhere	4
Support, but more needs to be done / go further	2
Criticism of objective and aim of policy (e.g. social engineering / political aim)	2
Focus on the environment / reducing the need for development / don't encourage development	2
Car is more convenient than rail / will still use car	2
Consider impact of Covid19 (less travel, more working from home)	2

2.5.2. There were comparatively few open comments regarding the Rail Vision, as a result of the high proportion of 'fully supportive' responses to the objectives as shown in Figure 13. It is noteworthy that in response to the Economy objective, the most frequently occurring response is to focus on the environment instead. The Social objective led to comments that this was social engineering. When the Environment objective was raised, the largest number of comments said not to prioritise this, while a slightly smaller number said that this should be the focus – suggesting that views are split.

To what extent do you agree with the ambition for rail set out in the Rail Vision?

2.5.3. Respondents were asked the extent to which they agreed with the Rail Vision overall, with the result indicating that close to three-quarters of respondents were in full agreement with the proposal, while a fifth of respondents agreed in part. A small 3% of respondents said that they did not at all agree with the Rail Vision's ambitions. This is therefore indicative of strong support for the Rail Vision (94% overall support).

Figure 13 - To what extent do you agree with the ambition for rail set out in the Rail Vision?



- 2.5.4. Respondents that answered 'Yes, in part' or 'No, not at all' were asked to provide an explanation as to their view, which have been coded – with the top ten most frequently occurring issues raised being shown below.

Table 40 - Rail Vision: Issues raised in open comments

Issue	Count
Focus on network expansion / new routes / reinstating withdrawn services	18
Do not believe it will make a difference / inequality will remain (areas still poorly served)	10
Suggested location to be served by rail / my area isnt served	10
Trains are expensive to use / make more affordable / integrated ticketing	10
Ensure interchange between train and with other modes is integrated / easy	7
Suggest enhancement to rail infrastructure (i.e. trains and/or stations)	6
Rail Vision needs to go further / don't go far enough	5
Support the Rail Vision / I don't oppose the Rail Vision	4
Consider cyclist use of trains (i.e. storage, carriage and parking)	4
Ensure rail services are sufficient (frequency, long hours of operation, enough capacity)	4
Ensure rail services are reliable (punctual / run on time)	4

- 2.5.5. The most frequently occurring comments regarding the Rail Vision were that the focus should be on spreading the benefits of the network by focusing on expanding routes and re-instating services which had been withdrawn in the past. Affordability of ticketing and ensuring integration with other modes were also key considerations from the open comments.

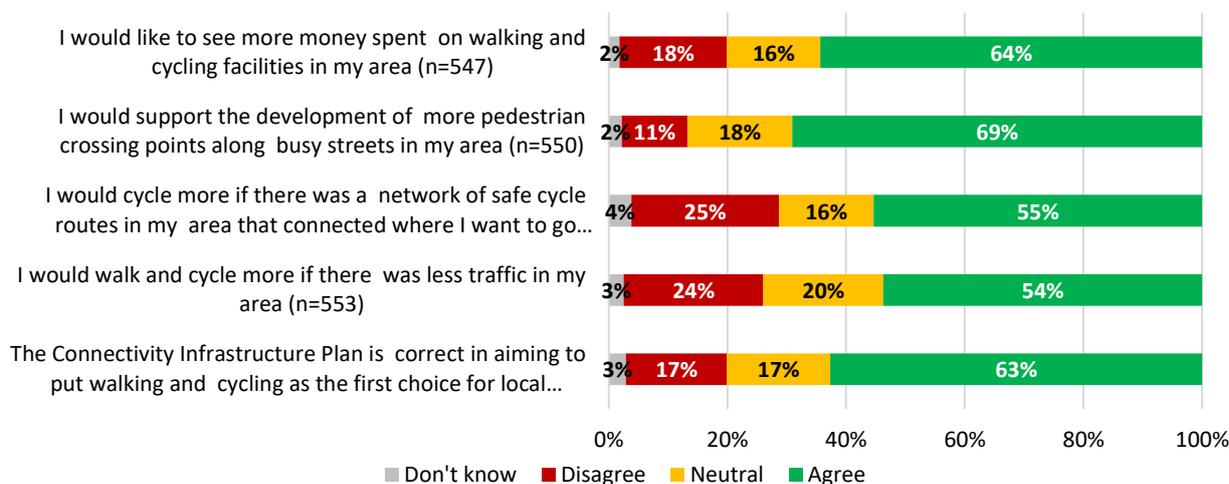
2.6 Local Cycling and Walking Infrastructure Plans

Please state whether you agree or disagree with the following statements?

The CIP also included measures proposed to improve active travel modes across West Yorkshire (cycling and walking), these were set out in Local Cycling and Walking Infrastructure Plans (LCWIPs). Respondents were asked to state whether they agreed or disagreed with statements relating to the LCWIPs. The results shown in Figure 14 indicate that there are a larger proportion of respondents that agree that they would like to see more money being spent on walking and cycling facilities in their area (64% agree vs 18% disagree). Meanwhile 69% of respondents support the development of more pedestrian crossing points along busy streets in my area (11% oppose). Just over half of respondents (55%) agreed that they would cycle more if there was a network of safe cycle routes connecting to where they want to go, while 54% said agreed they would cycle more if there was less traffic in their area. A key question was whether the CIP is correct in aiming to put walking and cycling as the first choice for local journeys – in this case, 63% of respondents agreed, while 17%

disagreed with this plan – suggesting there is a majority of support among respondents.

Figure 14 - Please state whether you agree or disagree with the following statements: (tick as appropriate)?



2.6.1. Respondents were asked to provide an explanation as to their view towards the five statements relating to cycling and walking. These have been coded and are shown below, by the most frequently occurring (top ten) issues raised.

Table 41 - The Connectivity Infrastructure Plan is correct in aiming to put walking and cycling as the first choice for local journeys: Issues raised in open comments

Issue	Count
Walking and cycling are healthy / good exercise	57
Cycling and walking are not option for everyone / not everyone wants to walk and cycle	43
Agree with measures to support walking and cycling (incl. funding)	34
Walking and cycling are good for the environment / reducing air pollution / noise	32
Too much traffic - support measures to reduce car use / need to reduce number of cars	19
Too much importance given to walking / cycling - waste of money	19
Weather discourages walking and cycling	17
Ensure any plans are inclusive of those with poor mobility (disabled / elderly)	17
Walking and cycling are important on local journeys	16
Walking and cycling help to reduce car use / congestion	13
Consider local geography (hills / rivers / distance)	12

2.6.2. There were many comments that recognised the health benefits of cycling as well as the environmental benefits. However, there was also acknowledgement in the comments that it is not an option for everyone and simply that not everyone will want

to walk and cycle. This suggests that there is a split in attitudes to walking and cycling.

- 2.6.3. It should be noted that there are also aspects that discourage cycling that while beyond the remit of WYCA, should be considered – for example the weather conditions discouraging this. Topography was also mentioned as a barrier to cycling – although it may be possible to overcome these barriers with investment in appropriate infrastructure.

Table 42 - I would walk and cycle more if there was less traffic in my area: Issues raised in open comments

Issue	Count
Doesn't feel safe to cycle / lack of confidence	59
Too much traffic - support measures to reduce car use / need to reduce number of cars	40
Do not believe it will make a difference / inequality will remain (areas still poorly served)	40
Agree with measures to support walking and cycling (incl. funding)	22
Pedestrians and cyclists should be separated from traffic / motor vehicles	20
Consider local geography (hills / rivers / distance)	19
Ensure any plans are inclusive of those with poor mobility (disabled / elderly)	19
Cycling and walking are not option for everyone / not everyone wants to walk and cycle	16
Better enforcement of traffic speeds and driver behaviour (police)	16
Walking and cycling are good for the environment / reducing air pollution / noise	14
Cars will always be necessary on some journeys (e.g. work, commitments, heavy loads)	11

Table 43 - I would cycle more if there was a network of safe cycle routes in my area that connected where I want to go: Issues raised in open comments

Issue	Count
Doesn't feel safe to cycle / lack of confidence	60
Do not believe it will make a difference / inequalities will remain (areas still poorly served)	47
Too much traffic - support measures to reduce car use / need to reduce number of cars	41
Cycling and walking are not option for everyone / not everyone wants to walk and cycle	24
Agree with measures to support walking and cycling (incl. funding)	21
Pedestrians and cyclists should be separated from traffic / motor vehicles	21
Consider local geography (hills / rivers / distance)	20
Ensure any plans are inclusive of those with poor mobility (disabled / elderly)	19
Better enforcement of traffic speeds and driver behaviour (police)	15
Walking and cycling are good for the environment / reducing air pollution / noise	12

Cars will always be necessary on some journeys (e.g. work, commitments, heavy loads)	10
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Table 44 - I would support the development of more pedestrian crossing points along busy streets in my area: Issues raised in open comments

Issue	Count
Agree with measures to support walking and cycling (incl. funding)	66
Doesn't feel safe to cycle / lack of confidence	53
Support improved crossings for cyclists and pedestrians / reduce severance	50
More crossings for cyclists and pedestrians aren't needed	26
Traffic signals should prioritise pedestrians / cyclists (over cars)	22
Better enforcement of traffic speeds and driver behaviour (police)	18
Traffic signals disrupt traffic flow / cause congestion	16
Too much traffic - support measures to reduce car use / need to reduce number of cars	13
Ensure any plans are inclusive of those with poor mobility (disabled / elderly)	11
Do not believe it will make a difference / inequality will remain (areas still poorly served)	8
Provide crossings near schools / provide safer access for children	8

- 2.6.4. Not feeling safe while cycling is an issue mentioned many times in comments responding to this question – it figures at or close to the top of the most frequently mentioned issues in the comments made. There being too much traffic also features a great deal in the comments made.

Table 45 - I would like to see more money spent on walking and cycling facilities in my area: Issues raised in open comments

Issue	Count
Agree with measures to support walking and cycling (incl. funding)	75
Too much importance given to walking / cycling - waste of money	27
Walking and cycling are good for the environment / reducing air pollution / noise	22
Pedestrians and cyclists should be separated from traffic / motor vehicles	20
Walking and cycling are healthy / good exercise	16
Doesn't feel safe to cycle / lack of confidence	16
Support, need more cycling routes / additional connections	15
Too much traffic - support measures to reduce car use / need to reduce number of cars	15
Support, need more walking routes / additional connections	14
Pedestrians and cyclists should be separated (i.e. not shared paths)	14

- 2.6.5. Most comments agreed with the measures to support cycling and walking and felt that the funding was worthwhile. Meanwhile, a smaller number of comments felt that there was too much importance being given to walking and cycling and that any investment would be a waste of money. Segregation was mentioned in the

comments, both in terms of separating cyclists from motor vehicle traffic, as well as segregating cyclists and pedestrians.

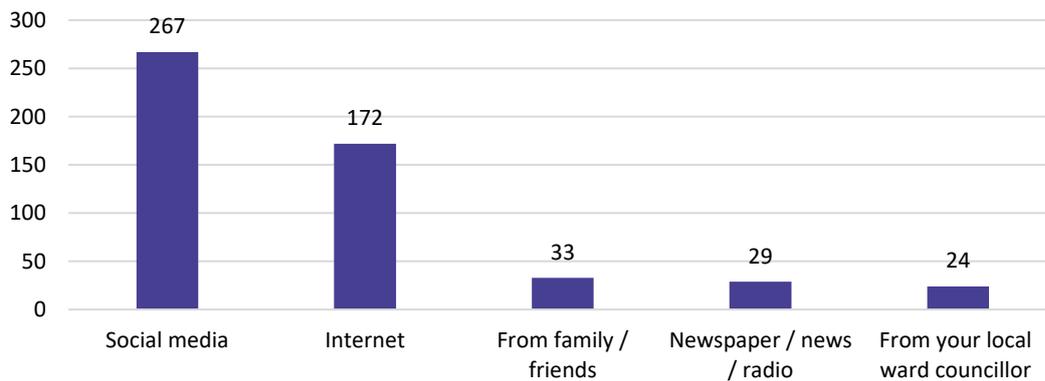
3 Demographics

3.1.1. Respondents were asked several demographic questions in order to identify the type of responses that were received during the consultation period.

How did you find out about this engagement?

3.1.2. Respondents were asked how they found out about the Connectivity Infrastructure Plan engagement. Just over half of the respondents heard about the consultation via social media (51%), with a third of respondents hearing about the consultation via the internet.

Figure 15 - How did you find out about this engagement?



Respondent location - based on postcode

3.1.3. Figure 16 and Figure 17 show the number of respondents within each district of West Yorkshire, and demonstrates that almost half of respondents are from Leeds District (47%), with 20% of respondents from Bradford District, and an average of 10% of respondents from Leeds, Wakefield, and Calderdale Districts. This shows that an overwhelming majority of respondents were based within West Yorkshire.

Figure 16 - Based on Postcode - what district are you in?

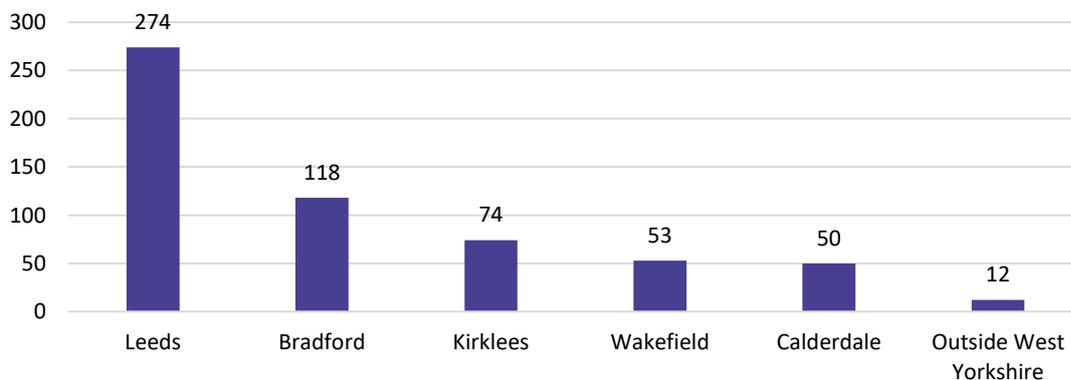
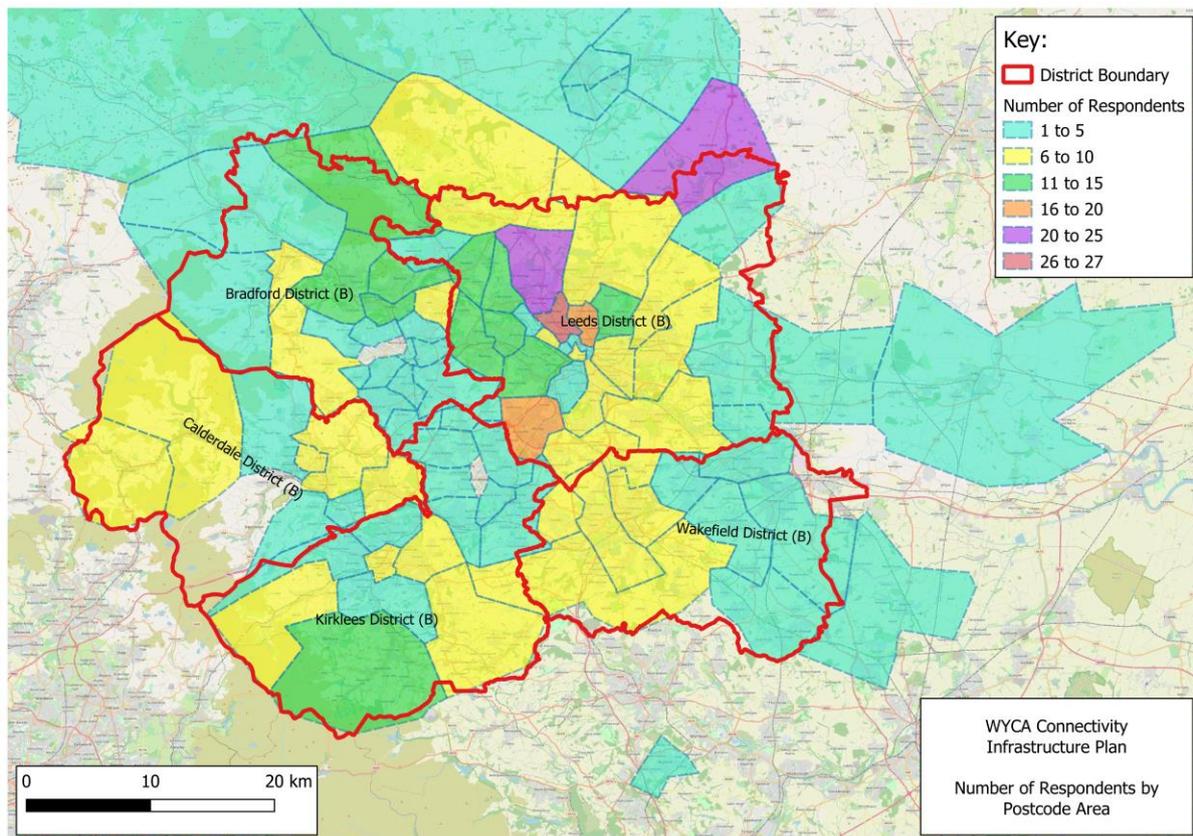


Figure 17 - Number of Respondents by Postcode Area



Please select the sector that best describes your group or organisation.

- 3.1.4. The largest number of respondents describing their group or organisation, did so as a business (9 people), followed by those in the Voluntary and community sector (6 people), those in an Action group (3), Charity (3) and Local government (3). Two respondents described their organisation as being Transport related, while there were single respondents identifying as Academic, Civil Service or Government, plus one respondent who preferred not to say.

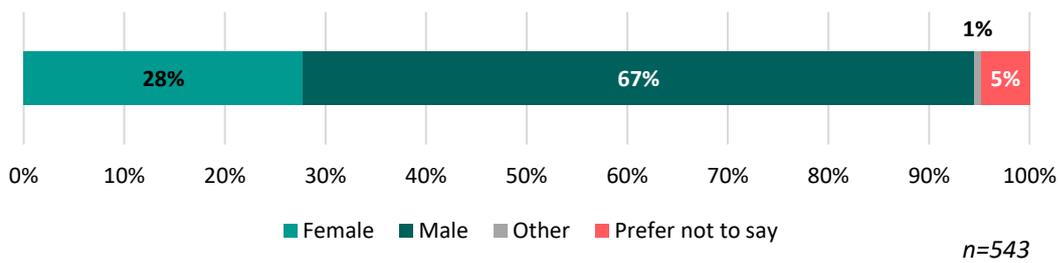
Please select the sector that best describes your business.

- 3.1.5. Those described as a business said that they were in the Health and life sciences sector (2 people), Financial and professional services (1 person), Low carbon and environmental (1) and Manufacturing sector (1).

How do you describe your gender identity?

- 3.1.6. The split of genders of genders in the responses received, is shown in Figure 18. with a majority of respondents identifying as Male (67%), while only 28% identified as Female, 1% identifying as another gender group, and 5% preferring not to say.

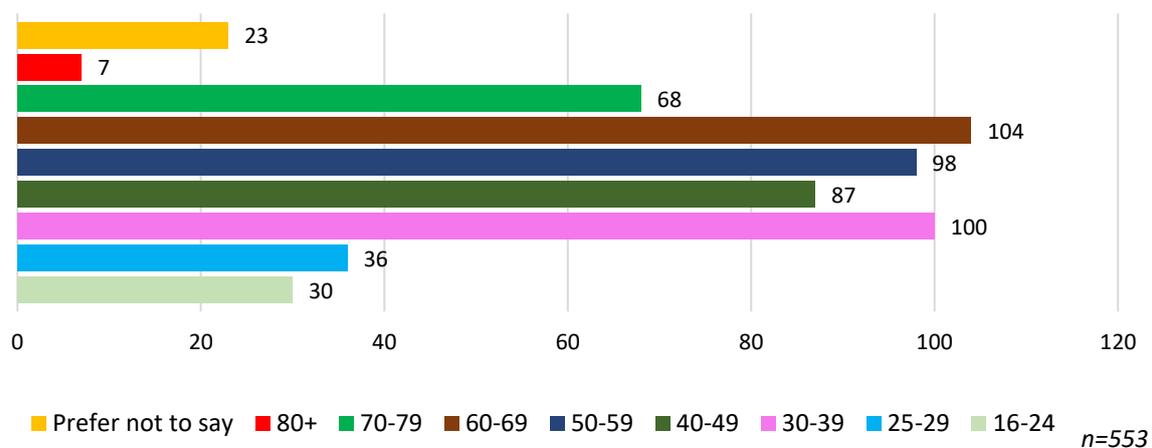
Figure 18 - How do you describe your gender identity?



Which age category do you fall within?

3.1.7. The age profile of respondents suggests that there was a spread of respondents from all age groups. However, it is clear from Figure 19 that the largest proportion of the 533 respondents were in the 60-69 years age group (19%), followed by those in the 30-39 years age group (18%). The 30-69 years age groups comprise 70% of all responses, with the 70-79 years group (12%), 25-29 years group (7%), 16-24 years group (5%) and 80 years and over (1%) comprising the remaining responses. As such, there is a greater representation of middle age categories, and a low representation among younger respondents (aged under 30 years) and older respondents (79 years and over).

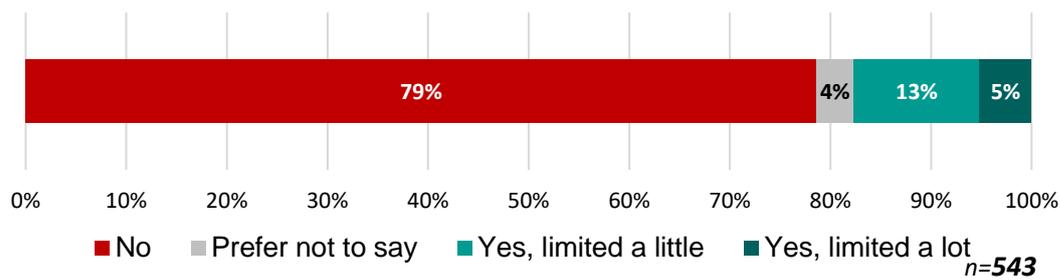
Figure 19 - Which age category do you fall within?



Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

3.1.8. As shown in Figure 20 the majority of respondents stated that their day-to-day activities are not limited by a long term health problem or disability (79%), while 4% preferred not to say. A total of 18% of respondents (96 people) said that they are limited by a long-term health problem or disability.

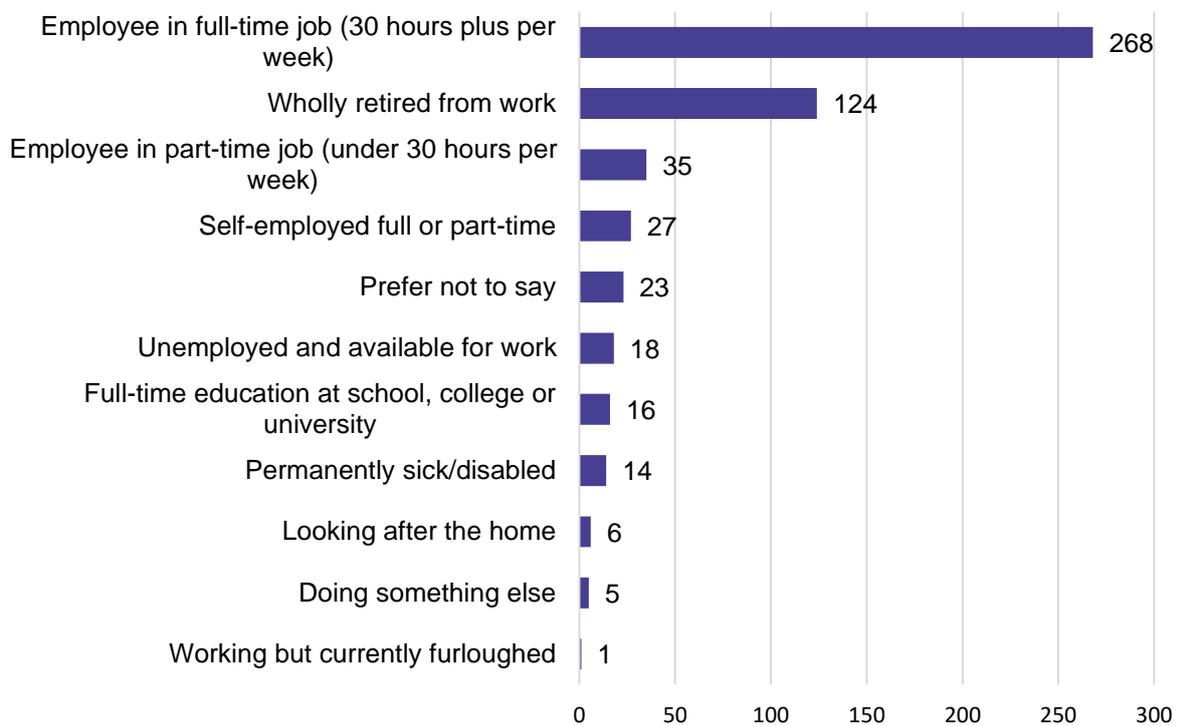
Figure 20 - Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?



Which of the following activities best describes what you are doing at present?

3.1.9. Respondents were asked which activities best described their current situation. The results in Figure 21 show that half of respondents were in full-time employment. This represented the most significant of respondents, whilst 23% indicated they were wholly retired from work, with a further 7% employed in a part time job, and 5% self-employed. A total of 23 respondents (4%) preferred not to say, with the remaining 11% of respondents providing undertaking other activities.

Figure 21 - Which of the following activities best describes what you are doing at present?

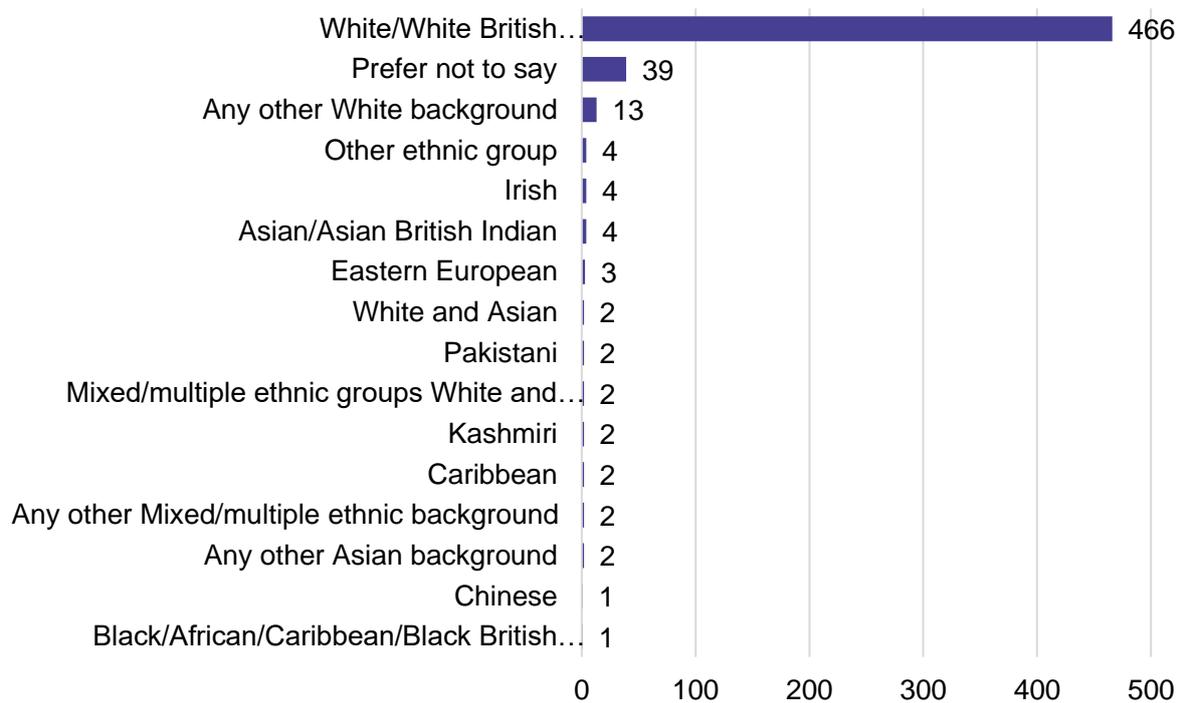


What is your ethnic group identity?

3.1.10. A significant majority of respondents (85%) indicated that their background was White/White British English/Welsh/Scottish/Northern Irish/British. Approximately 8% indicated another background, with 7% of respondents preferring not to say. The

relatively small number of non-white respondents limits the usefulness of any cross-tabulation by ethnicity.

Figure 22 - What is your ethnic group identity?

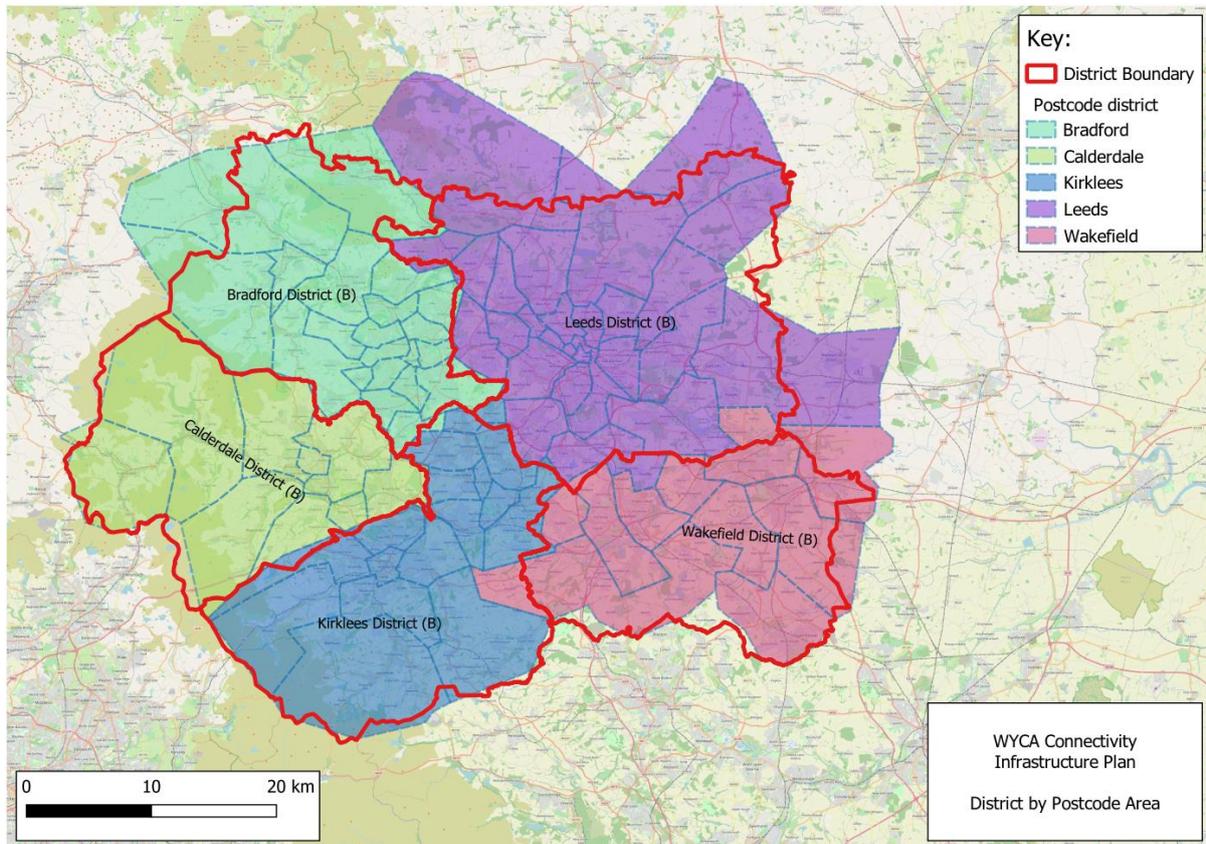


4 Cross Tabulations

4.1 Location

4.1.1. Using the partial postcode data provided by respondents, it was possible to identify which of the five districts of West Yorkshire they were responding from. Postcode boundaries do not map precisely to the boundaries of the district; therefore, the postcode was assigned to the district with either most of the postcode area, or the part which has most of the population. Figure 23 shows how the postcode boundaries (blue dashed lines) have been assigned to a district, based on the actual district boundary (red solid lines).

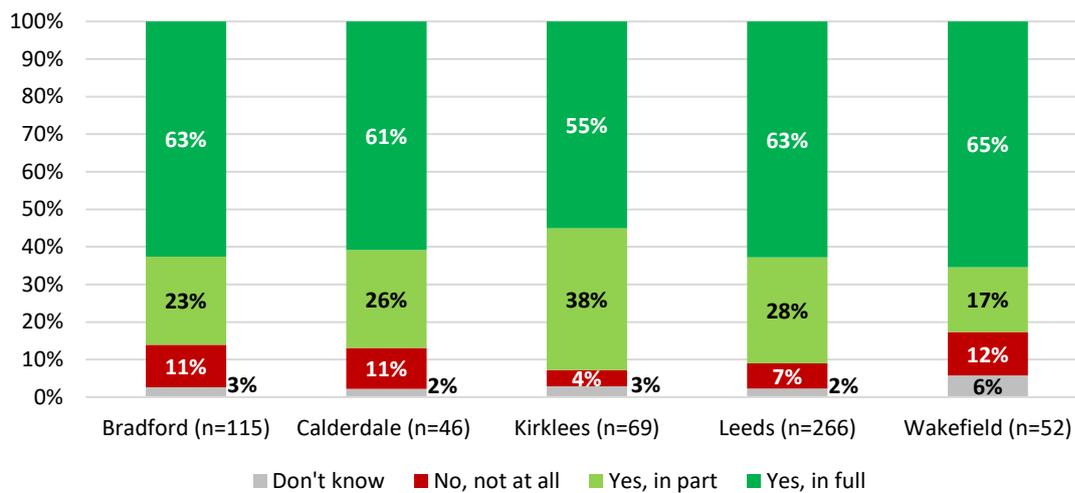
Figure 23 - Postcode areas assigned to districts of West Yorkshire



Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?

4.1.2. Respondents were mapped to a district of West Yorkshire based on the first half of the postcode which they provided. A comparison of views on the Mass Transit Vision 2040 document by district is shown below in Figure 24. The results show that there is broadly a similar pattern of support for the Mass Transit 2040 ambition across the five districts of West Yorkshire. The greatest proportion of full support is in Wakefield (65%), however this is broadly similar across all the districts.

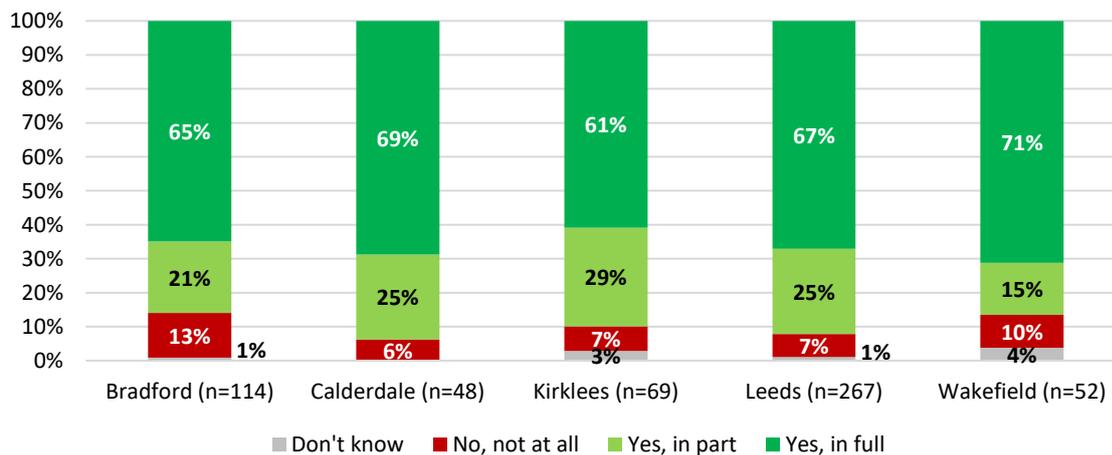
Figure 24 - Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?



Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?

4.1.3. As above, views on the CIP approach to joining up other forms of transport as an alternative to private car use is shown in Figure 25, compared across the five districts of West Yorkshire. The results show that there is broadly a similar pattern – with the vast majority of respondents fully supportive of the CIP, with a far smaller proportion of respondents that are not in favour.

Figure 25 - Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?



4.2 Age

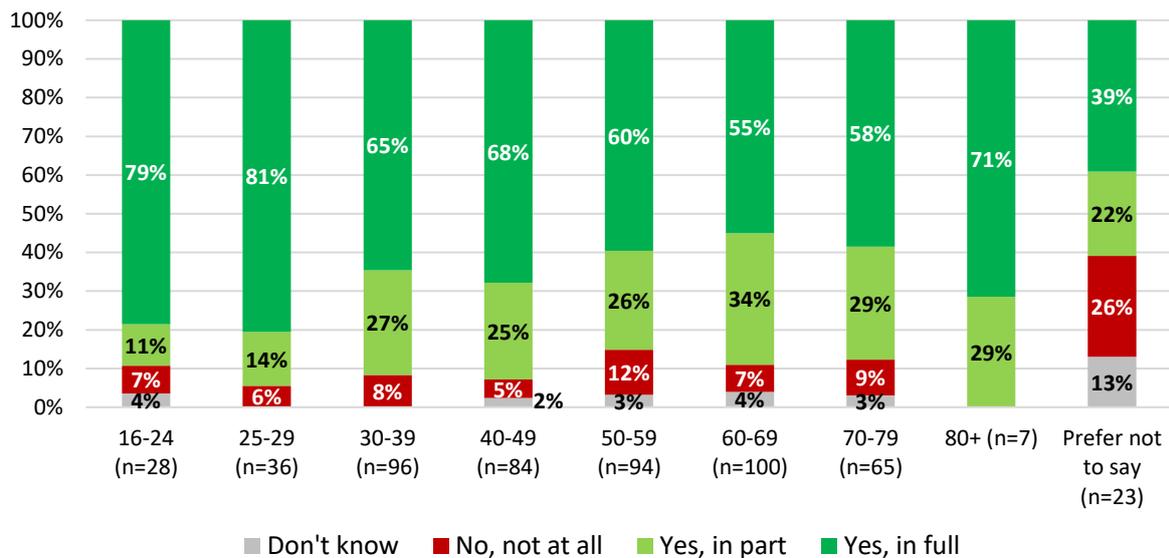
4.2.1. The demographic profile collected has allowed a cross-tabulation of attitudes towards the Mass Transit Vision, and the approach set out to join up alternative modes of transport, compared by age. This is in order to identify whether there are any age-related effects, where respondents have differing views on the proposal by

age. The smaller numbers of older and younger age respondents should be noted in considering any of the results.

Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?

4.2.2. Figure 26 shows that attitudes towards the Mass Transit Vision are relatively consistent across age groups - although there is limited evidence of a greater proportion full agreement in the younger age categories.

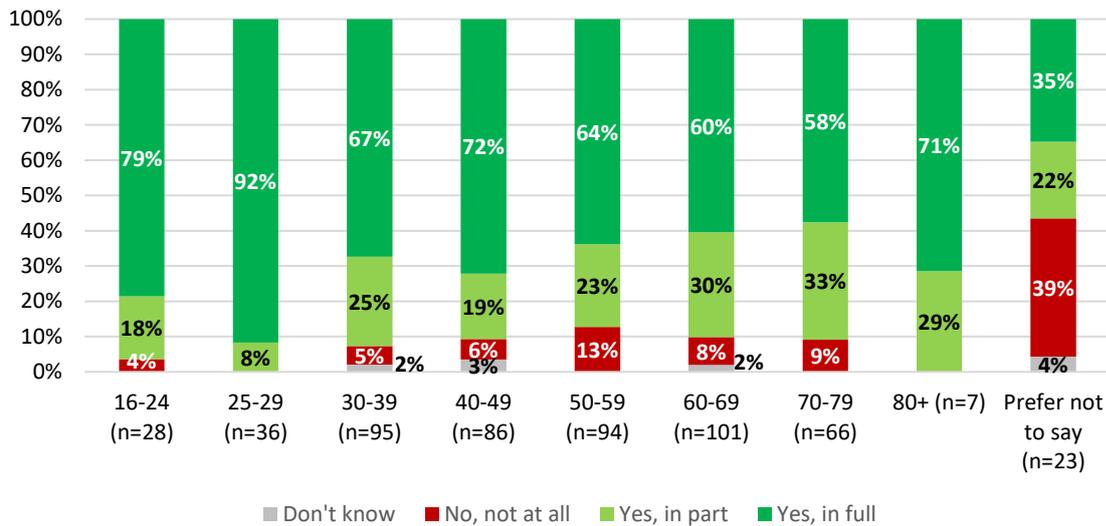
Figure 26 - Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?



Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?

4.2.3. Figure 27 shows that attitudes towards the approach to connecting alternative modes that is set out within the Connectivity Plan. Again, whilst the results are relatively consistent across age groups, it is noted that there appears to be an increased level of full agreement with the approach across the younger age categories.

Figure 27 - Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?

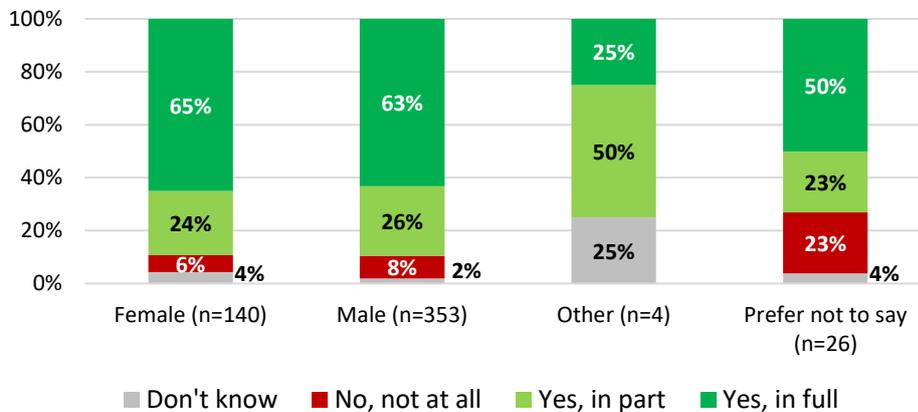


4.3 Gender

Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?

- 4.3.1. Attitudes towards the ambition set out a new form of high quality, high-capacity public transport are consistent between male and female respondents, with 89% of male and 89% female respondents agreeing with the vision (either in part, or in full).

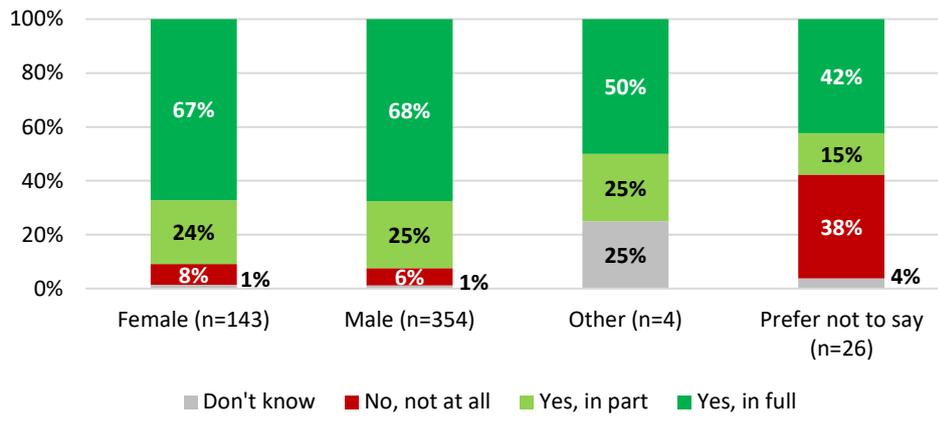
Figure 28 - Do you agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport?



Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?

- 4.3.2. The results are very similar across male and female respondents, with Figure 29 demonstrating that 91% of female respondents agree with the approach to joining up alternative modes, compared with 93% of male respondents.

Figure 29 - Our Connectivity Plan proposes alternatives to private car use by joining up other forms of transport for easier journeys door to door. Do you agree with this approach?



5 Optional Responses to Full Survey

5.1.1. The following questions were covered in a separate section of the **Full Survey** questionnaire and were optional. They relate to the strategy documents for Bus, Rail, and Walking & Cycling and give the respondent an opportunity to add further to their comments on the Bus, Rail and Cycling & Walking elements of the Connectivity Plan.

5.2 Bus

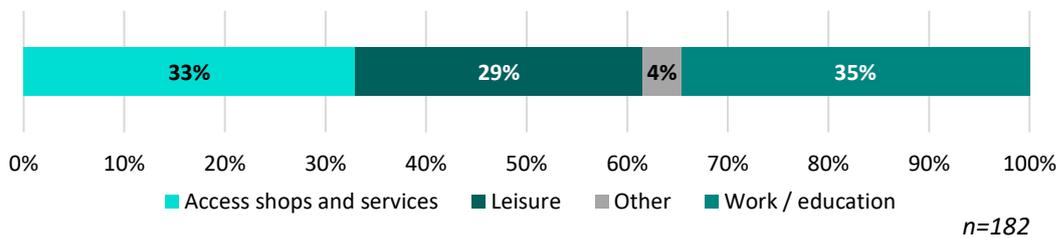
Do you use your local bus service(s)?

5.2.1. Out of 219 respondents that answered in relation to bus services, 184 respondents (84%) said that they used local bus services, while 35 respondents said that they do not (16%).

What is the purpose of your most regular bus journey?

5.2.2. Respondents provided the purpose of their most regular bus journey. As shown in Figure 30, the journey purpose indicated by respondents was spread relatively evenly, with 35% of respondents travelling most frequently by bus to access work / education, approximately 33% travelling by bus to access shops and services, and 29% of respondents accessing leisure.

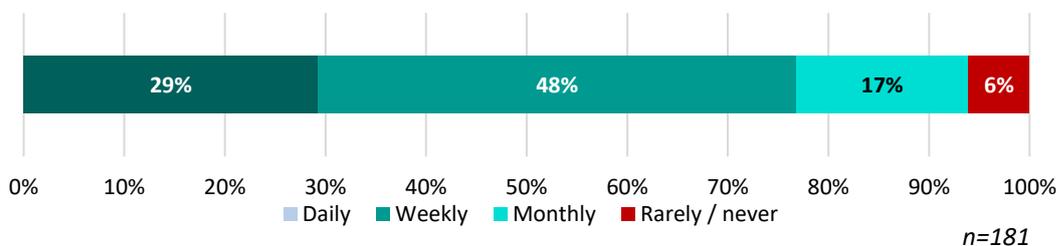
Figure 30 - What is the purpose of your most regular bus journey?



What is the frequency of your most regular bus journey?

5.2.3. The frequency of bus use varied between respondents, with almost half of respondents travelling by bus for their most regular bus journey on a weekly basis (48%). A further 29% of respondents travel via their regular bus journey on a daily basis, with 17% of respondents using monthly, and 6% using bus rarely or never.

Figure 31 - What is the frequency of your most regular bus journey?

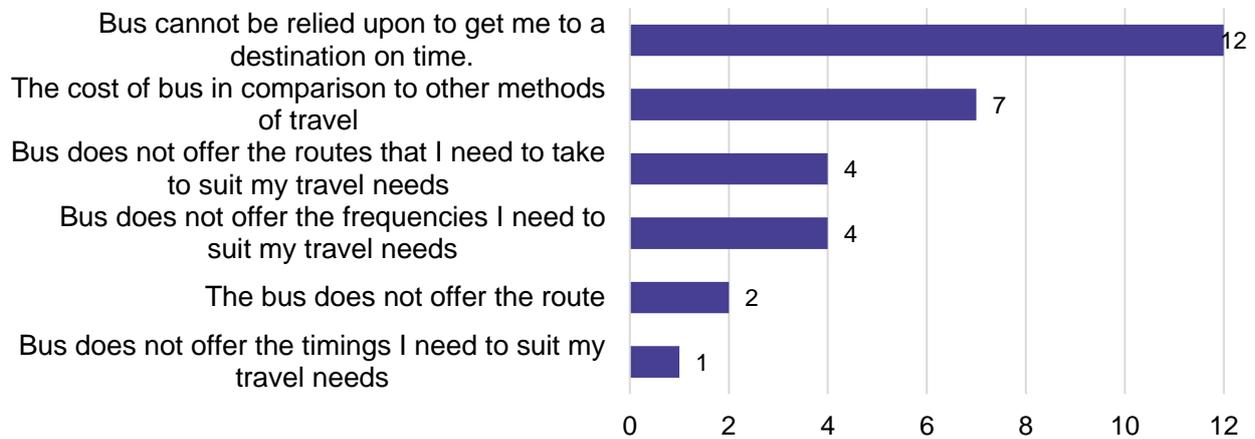


What reason most significantly prevents you from using your local bus service(s)?

5.2.4. Respondents selected from a range of reasons that prevented them from using their local bus services. The most frequently selected reason was being unable to rely upon their local bus to get to the required destination on time – this was selected by

40% of respondents. A further 23% of respondents indicated that the cost of bus was a barrier to them, with the next reasons provided being that routes (13%) and frequencies (13%) were not suitable. Other reasons were provided by 10% of respondents.

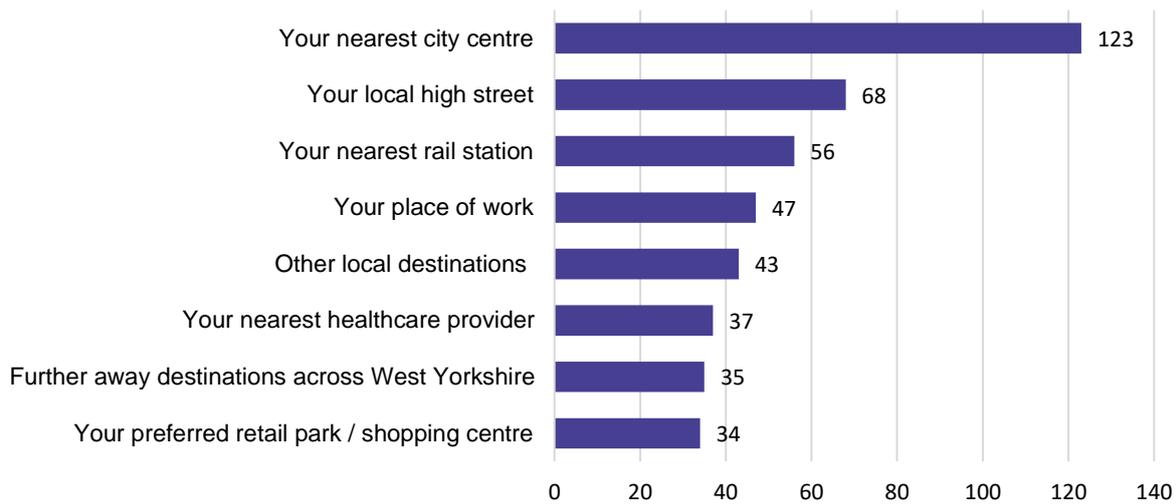
Figure 32 - What reason most significantly prevents you from using your local bus service(s)?



Does your local bus service(s) provide a convenient and/or attractive option for journeys to:

5.2.5. Respondents were asked to answer whether their local bus service provided a convenient and / or attractive option for journeys to a series of destinations. Over a quarter of respondents feel that their local bus service provides them with an safe / convenient option in accessing their nearest city centre, whilst 15% feel this is the case for their local high street, with 13% deeming bus suitable for their nearest rail station, and 11% for their place of work. Ten percent of respondents indicated that other local destinations could be conveniently accessed by bus, and nearest healthcare facility, further destinations, and preferred retail / shopping locations were each selected by 8% of respondents.

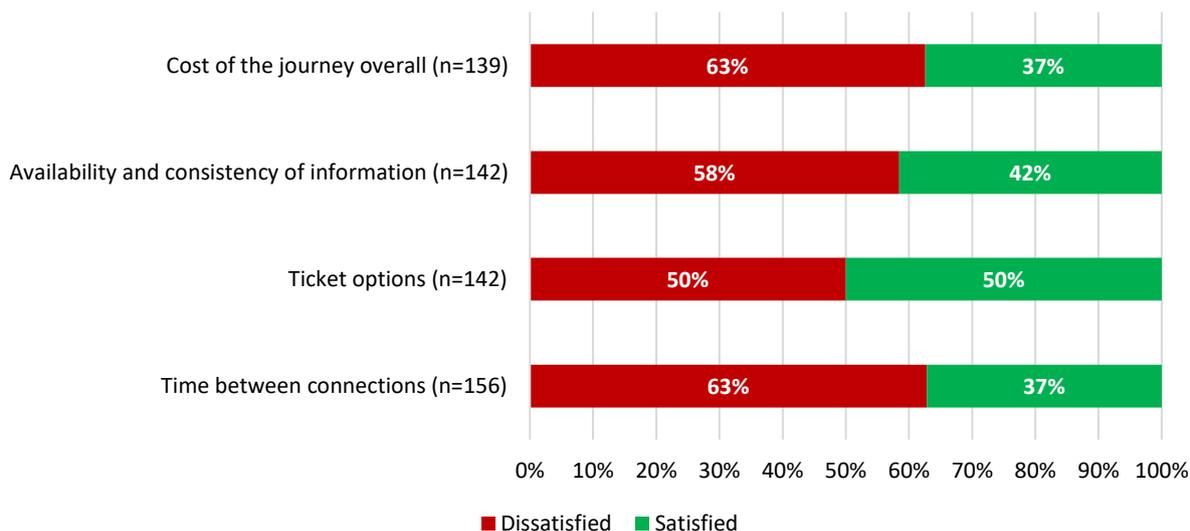
Figure 33 - Does your local bus service(s) provide a convenient and/or attractive option for journeys to:



If you ever make a journey that requires you to take more than one bus, please indicate if you were satisfied or dissatisfied with...

5.2.6. Half of respondents indicated that they are satisfied with ticket options when making journeys that require them to take more than one bus, but 58% of respondents are dissatisfied with the availability and consistency of information. Majority of respondents were dissatisfied with the cost of their overall journey (63%), and the time between connections (63%).

Figure 34 - If you ever make a journey that requires you to take more than one bus, please indicate if you were satisfied or dissatisfied with...



Thinking of a journey you would usually make by car, what do you think would encourage you to choose bus instead?

5.2.7. Respondents were asked to think about a journey that they would normally make by car, and to indicate what they felt would encourage them to choose to travel by bus instead. The table below shows the most frequently occurring issues mentioned in the comments, including the aspects that would encourage use of bus over use of car.

Table 46 - What would encourage use of bus: Issues raised in open comments

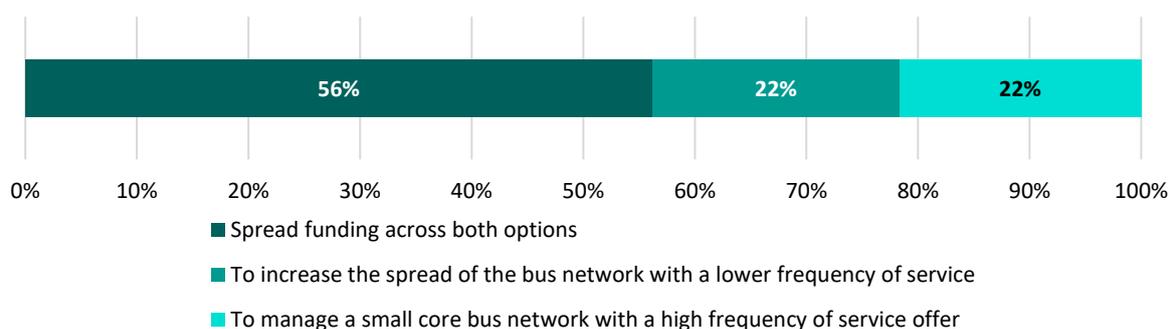
Issue	Count
Ensure bus services are sufficient (frequency, long hours of operation, enough capacity)	71
Ensure buses are affordable / integrated ticketing	61
Ensure bus services are reliable (punctual / run on time)	39
Faster, more direct journeys (i.e. express services) / less changes	30
Ensure interchange between buses and with other modes is integrated / less waiting time	12
Support the planned bus service improvements / much needed	9
Not a realistic / convenient alternative to car use	6
Suggested location to be served by bus / my area isnt served	6
Increase bus priority over cars - but not over active travel modes (cycle/walking)	5
Need more low-emission buses (e.g. electric / hydrogen / LPG / Nitrogen)	5
Suggest enhancement to bus infrastructure (i.e. buses, bus stops)	4
More buses that avoid city centres / orbital routes	4

5.2.8. The most frequently raised issue in comments is that it is important to ensure that bus services are sufficient in terms of their capacity, frequency and hours of operation – with this being mentioned 71 times. Affordability and integrated ticketing are also important issues, as are the reliability of bus services – ensuring that they run on time and are punctual. Faster journeys and improved interchange with other buses and modes are also considered to be factors that would encourage greater use of buses by respondents.

The Strategic Bus Network Review sets out a core bus network. The core bus network is for services that have a frequency of 4 buses or more per hour. With a finite amount of money, where do you think should be prioritised for investment?

5.2.9. Respondents were asked to indicate their preferred priority for investment on the Strategic Bus Network. Majority of respondents indicated that the they would prefer for investment to be spread across both expanding the network at low frequency, and managing a small core bus network at high frequency (56%). The remaining respondents indicated that these measures should be prioritized, with each option selected by 22% of respondents.

Figure 35 - With a finite amount of money, where do you think should be prioritised for investment?



n=217

5.2.10. Respondents were asked to explain their answer to what they prioritised for investment. The table below shows the most frequently occurring issues raised by respondents to explain their answer to the priorities for the Strategic Bus Network.

Table 47 - Priority for bus network: Explanations given in open comments

Issue	Count
Maximise area served / more people benefit / underserved communities	39
Don't prioritise one over the other / need both	32
High frequency is essential	21
Good connections with other modes (tram, train etc.)	8
Not a priority, spend funding elsewhere (i.e. on other modes)	6
Minimise interchange / need for more direct services	5
Reliable service is essential	4
Good connectivity / better transfers between routes	4
Affordable / cheap tickets	2
Use fares from core network to expand services	2
More buses that avoid city centres / orbital routes	2
Buses aren't well used / poor away from main routes	2
Need more information / query	2

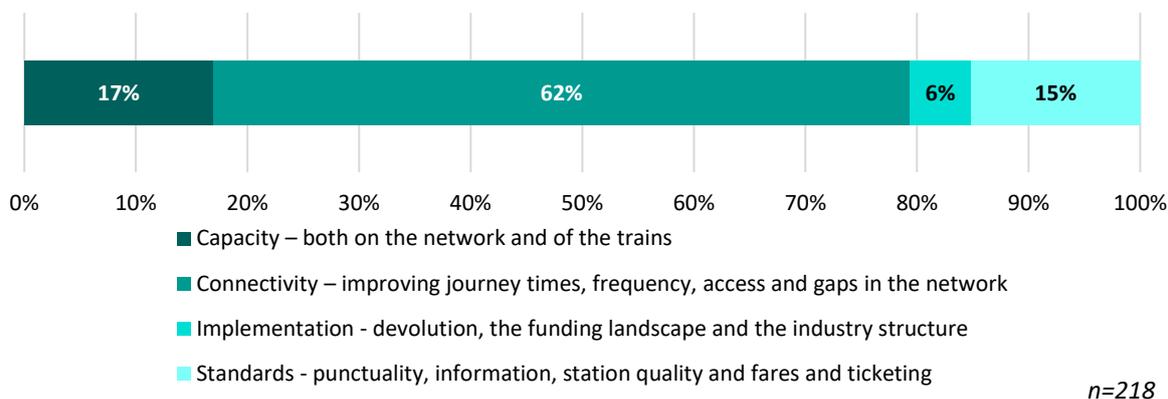
5.2.11. The comments made support the result shown in Figure 35 with the need for both frequency and extent of bus service being mentioned. There is thus no clear winner in terms of a smaller more frequent network versus a larger infrequent network – which is reflected both in the closed question responses and in the coding. There is a need to ensure that people benefit including underserved communities (39 respondents mentioning) while a high frequency of service is also considered essential (21 respondents mentioning). Overall, given the comments previously regarding the need to focus away from major centres – this needs to be considered further.

5.3 Rail

Which of the Rail Vision results is a priority for you to be developed?

5.3.1. Survey respondents selected which of the Rail Vision results they felt is a priority to be developed. The Connectivity result (improving journey times, frequency, access and gaps in the network) was selected by the most respondents (62%), whilst 17% of respondents believed that Capacity (both on the network and of the trains) should be prioritized, with 15% of respondents feeling there was a need to prioritise Standards (punctuality, information, station quality, fares and ticketing), and the remaining respondents (6%) opting for Implementation (devolution, the funding landscape and the industry structure) to be the priority.

Figure 36 - Which of the rail vision results is a priority for you to be developed (see pages 44 – 52). Please select one option.



5.3.2. Respondents were asked to explain their answer to what they prioritised for investment for the rail network. The table below shows the most frequently occurring issues raised by respondents to explain their answer to the priorities for the rail network.

Table 48 - Priorities for rail network: Explanations given in open comments

Issue	Count
Maximise connectivity / maximise area served including poorly served communities	52
Ticketing: Affordable / flexible / integrated	36
Ensure sufficient capacity on trains / more carriages / more seating	27
Reliable service is essential	15
Existing / pre-Covid train services are poor and need improvement	15
Good connections with other modes (tram, bus etc.)	14
Rail improvements will help reduce car use / better for the environment	11
High frequency is essential / more trains running	10
Good connectivity / better transfers between routes	9
Need supporting infrastructure: Station enhancements (travel information, seating etc.)	7
Minimise interchange / need for more direct services	6
Don't prioritise one over the other / need all	6

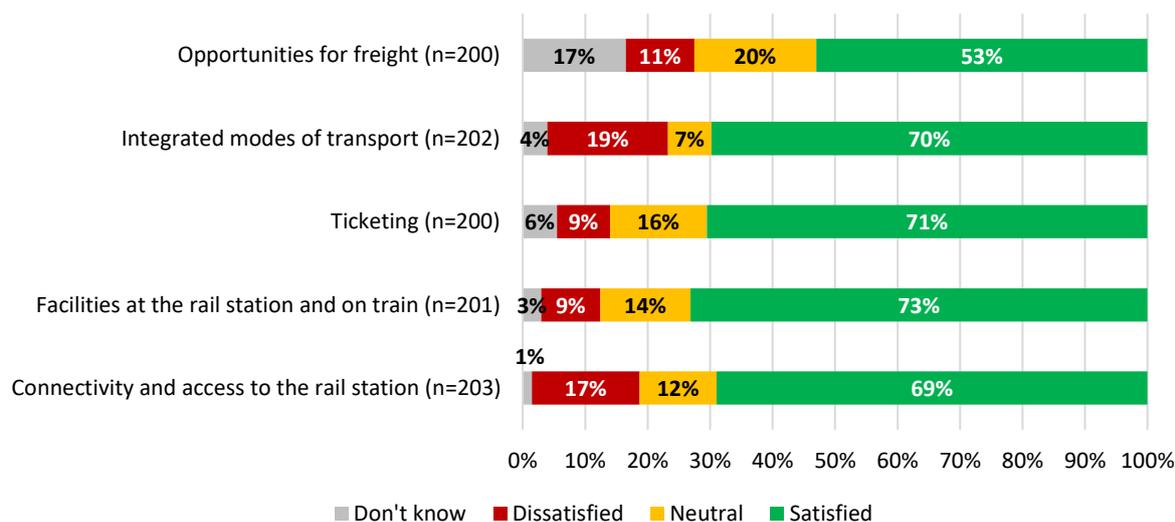
5.3.3. Maximising the area served and ensuring that ticketing is affordable are the most mentioned issues raised in the comments received. Ensuring a reliable service is also considered to be important, while ensuring sufficient capacity and frequency are also mentioned by a large number of the respondents that left a comment. It is noted that train services were considered to be poor prior to Covid19, which may have implications if social distancing measures are re-introduced at any point in the future, when use has increased from during the lockdown.

How satisfied are you with the following aspects of the vision of a journey?

5.3.4. The vision of a journey was well received with approximately 70% of respondents satisfied with facilities at the rail station and on the train (73%), Ticketing (71%), integrated modes of transport (70%), and connectivity and access to the rail station (69%). Opportunities for freight were less well received, with only just over half of

respondents satisfied with this aspect of the vision (53%), and the remaining 47% of respondents being either unsure, neutral, or dissatisfied.

Figure 37 - How satisfied are you with the following aspects of the vision of a journey?



5.3.5. Respondents were asked to explain their levels of satisfaction with aspects of the vision of a journey. This included some suggestions as to measures that could be introduced as part of the vision of a journey. These are shown in Table 49.

Table 49 - Vision of a journey: Explanations given in open comments

Issue	Count
Ticketing: Affordable / flexible / integrated	36
Agree with vision / support / do it now	30
Maximise connectivity / maximise area served including poorly served communities	21
Good connections with other modes	17
Need investment in stations (information screens, seating etc.)	14
Not enough consideration of freight / goods movements	12
Waste of time / not realistic / not interested	9
Need investment in bus stops / bus stations (information screens, seating etc.)	9
High frequency public transport services are essential	9
Ensure facilities are accessible for those with poor mobility (e.g. disabled/elderly)	7
Need more information / query	7

5.3.6. The Vision appears to be well supported with a large number of comments reflecting this to be the case. Affordable ticketing and maximising the area served also appear to be commonly mentioned issues. Investment in stations and a need for good connections with other modes are also frequently occurring issues. It should be noted that as shown in Figure 37, there is relatively less satisfaction with the proposals in terms of its offer for freight... which is further reflected in the comments

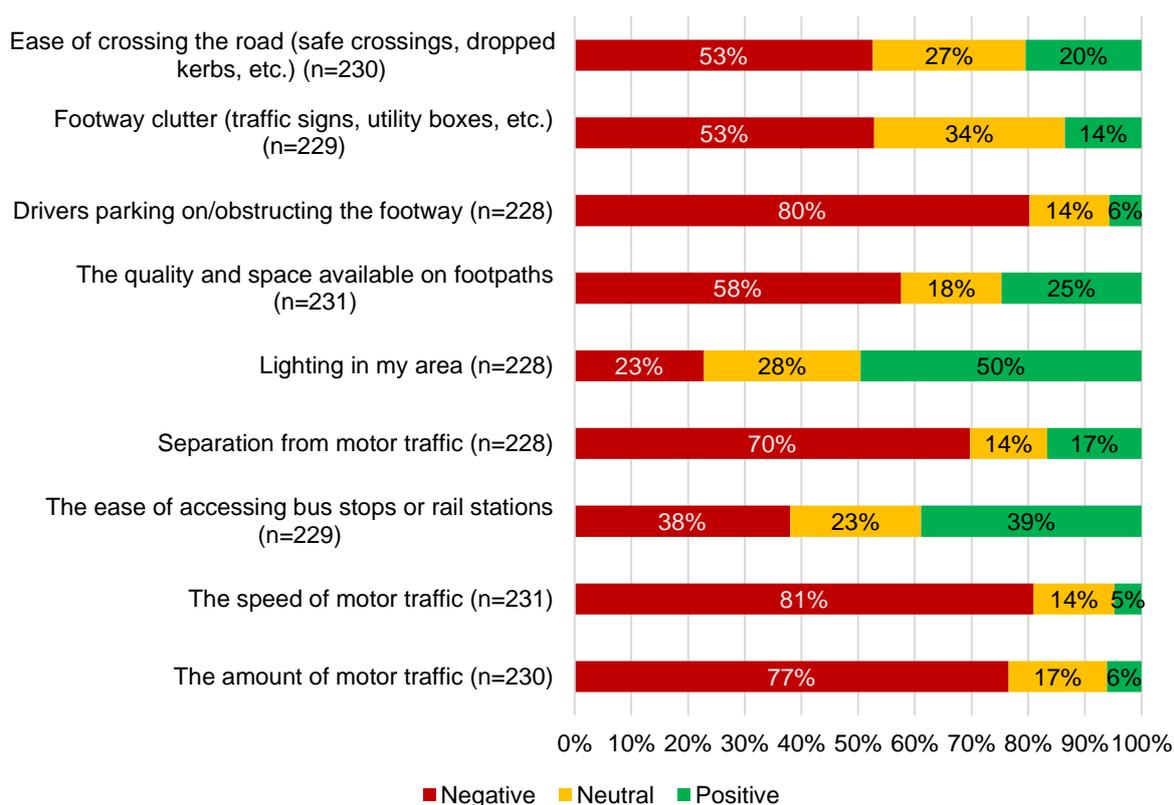
– with 12 respondents mentioning that there is not enough consideration of freight and goods movements in the Vision.

5.4 Walking and Cycling

Thinking about walking in your local area, please indicate whether you feel positively or negatively about the following:

- 5.4.1. The results in Figure 38 demonstrates a varied response to thoughts about walking within each respondents local area. The results suggest that there is room for improvement across many aspects of walking across West Yorkshire. The most positively regarded aspects of walking were lighting (50%), whilst 39% of respondents felt satisfied with ease of accessing bus stops or rail stations, and just a quarter of respondents satisfied with the quality and space available on footpaths. Ease of crossing the road and the amount of footway clutter (traffic signs, utility boxes etc.) were regarded as adequate by 20% and 14% of respondents respectively, whilst only 6% of respondents felt satisfied with the amount of traffic, and just 5% with the speed of traffic.

Figure 38 - Thinking about walking in your local area, please indicate whether you feel positively or negatively about the following: (tick as appropriate)?

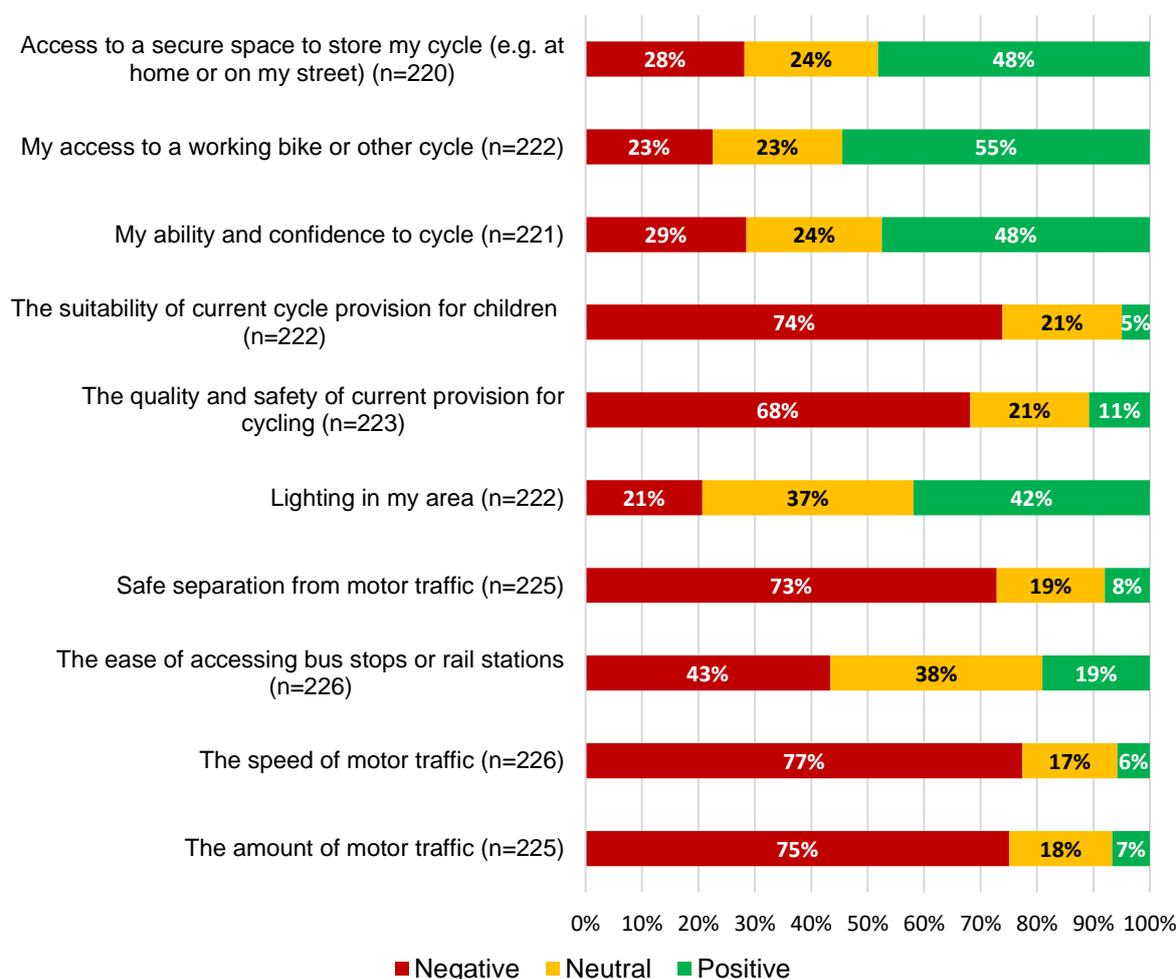


Thinking about cycling in your local area, please indicate whether you feel positively or negatively about the following.

- 5.4.2. Similarly to views on walking, the views provided on cycling (shown within Figure 39) demonstrate room for improving cycling across West Yorkshire. Over half (55%) of

respondents had access to a working bike or other cycle, whilst 48% felt confident and competent to cycle, and 48% indicated that they had access to a secure space to store their cycle within vicinity of their home, and 42% of respondents felt satisfied with lighting within their area. The ease of accessing bus stops or railway stations was only regarded as adequate by 19% of respondents, whilst the quality and safety of cycle provision satisfied just 11% of respondents. The remaining aspects of cycling within West Yorkshire were each regarded by less than 10% of respondents, with 8% feeling that safe separation from motor traffic was adequate, whilst 7% of respondents were happy with the amount of motor traffic, and only 6% of respondents indicated satisfaction with traffic speeds.

Figure 39 - Thinking about cycling in your local area, please indicate whether you feel positively or negatively about the following: (tick as appropriate)

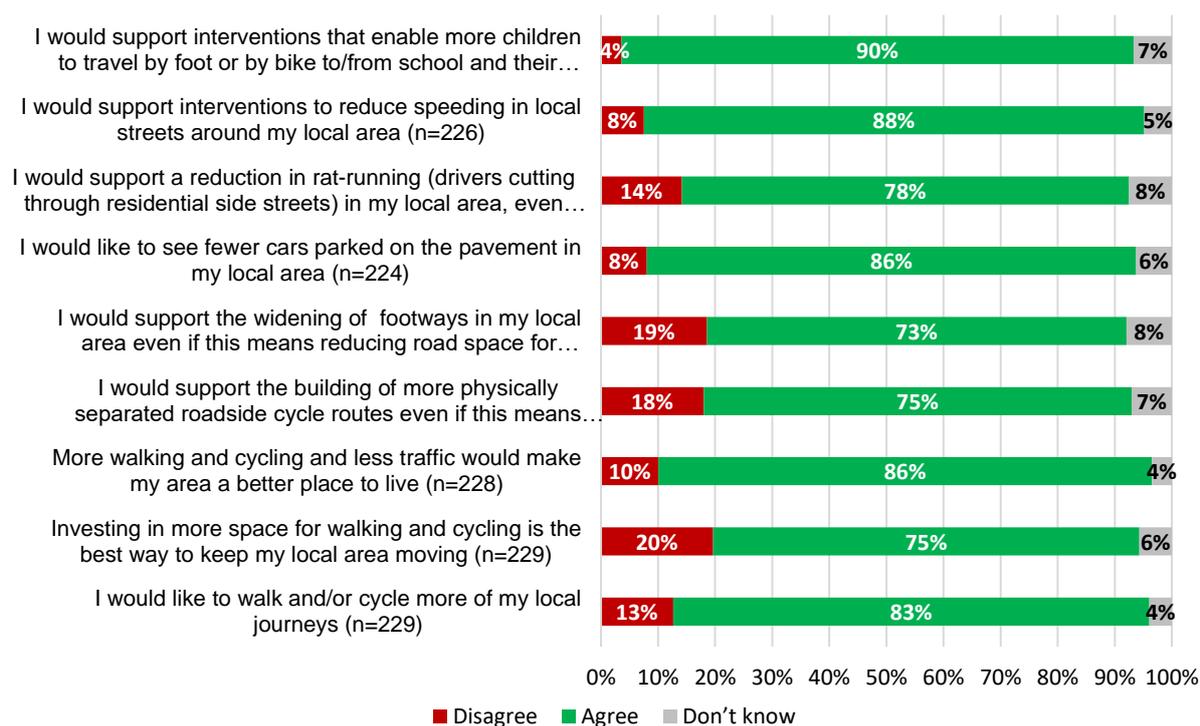


Please state whether you agree or disagree with the following statements.

5.4.3. The results in Figure 40 shows that respondents were overall very supportive of the statements in the questionnaire. A total of 90% of respondents agree that they support interventions that enable more children to travel by foot or by bike to/from school and their friends, while 88% support interventions to reduce speeding in local streets around their local area. The three statements that have the largest proportion of disagreement are those that relate to reducing roadspace through roadspace

reallocation. Twenty percent of respondents do not support investing in more space for walking and cycling, while 19% of respondents do not support widening footways in their local area even if this means reducing road space for private motor traffic / car parking. Eighteen percent of respondents do not support the building of more physically separated roadside cycle routes even if this means reducing road space for private motor traffic / car parking. However, despite this, it should be noted that the proportion of supportive reactions to the statements far outweighs the negative reactions.

Figure 40 - Please state whether you agree or disagree with the following statements: (tick as appropriate)



Thinking of a journey you would usually make by car, what do you think would encourage you to walk or cycle instead?

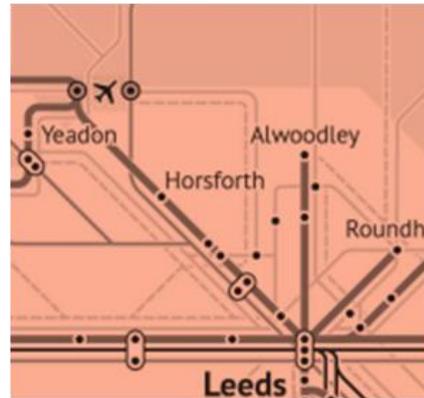
5.4.4. Respondents were asked what measures would be likely to encourage them to walk or cycle instead of using the car. A summary table of the suggested measures is shown below.

Table 50 - Thinking of a journey you would usually make by car, what do you think would encourage you to walk or cycle instead: Suggested measures

Issue	Count
Pedestrians and cyclists should be separated from traffic / motor vehicles	37
Pedestrians and cyclists should be separated (i.e. not shared paths)	27
Too much traffic - support measures to reduce car use / need to reduce number of cars	25
Consider local geography (hills / rivers / distance)	22
Consider need for cycle parking, lockers etc.	22
Support, need more cycling routes / additional connections	21
Ensure walking and cycling routes are safe (well-lit / CCTV)	21
Cars will always be necessary on some journeys (e.g. work, commitments, heavy loads)	20
Doesn't feel safe to cycle / lack of confidence	15
Cycling and walking are not option for everyone / not everyone wants to walk and cycle	13
Better enforcement of traffic speeds and driver behaviour (police)	12
Discourage poor parking (e.g. on footways / cycle lanes) / enforcement of parking fines	10

5.4.5. The comments made in response to this question are supportive of measures to introduce segregation between cyclists and other modes. The large amounts of traffic are also mentioned, while convenience issues such as storage, lighting and safety are also frequently mentioned.

Mass Transit Survey Analysis

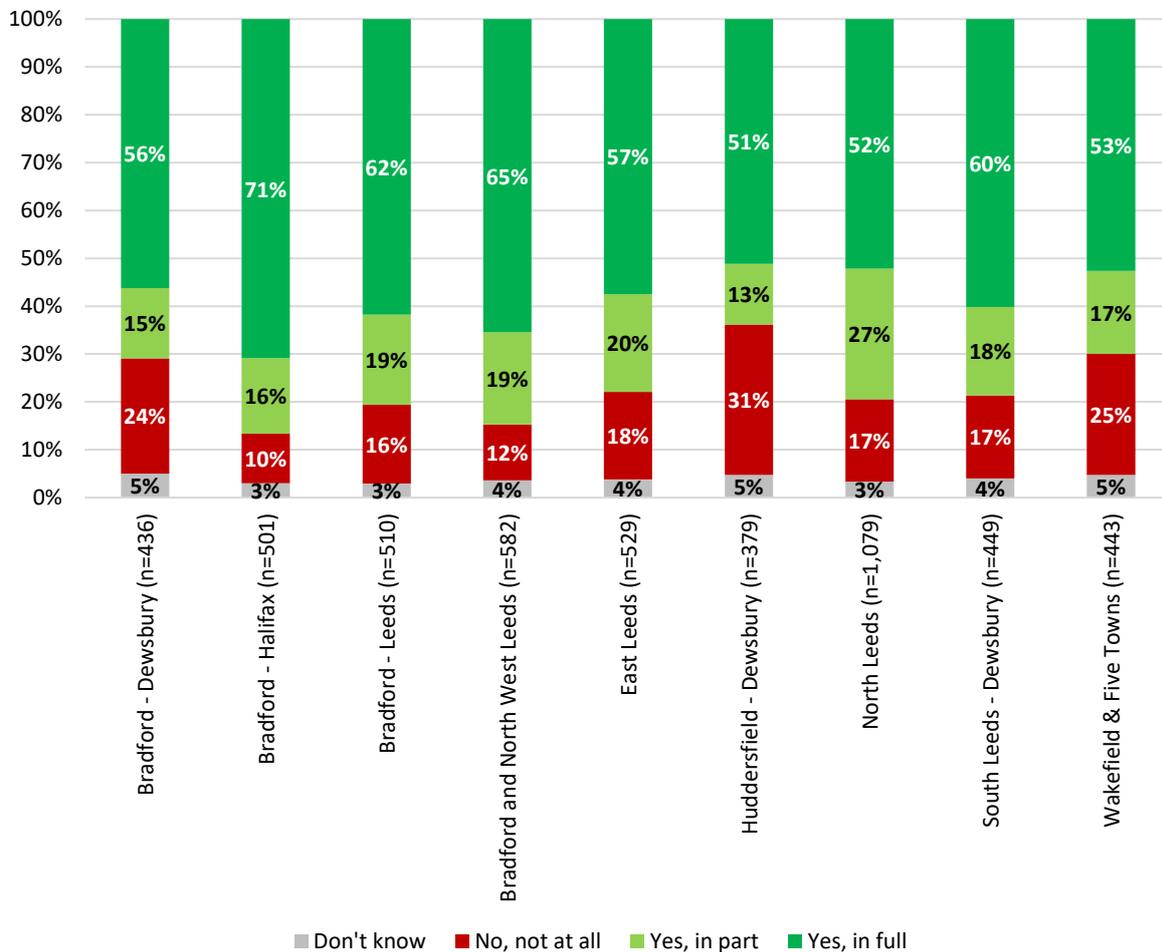


6 Mass Transit Survey

Do you agree with the mass transit vision for your area?

6.1.1. Respondents to the **Mass Transit Survey** were asked whether they agreed or disagreed with the Mass Transit Vision for their area. The results shown in Figure 41 indicate that overall there is a significant amount of support for the mass transit vision for each area. On all corridors, there is more than 50% full support for the mass transit option as proposed – while in many cases the partial support takes this towards three-quarters to four-fifths of responses. The Bradford to Halifax corridor has full support from 71% of respondents, while 65% gave their full support for the Bradford and North West Leeds corridor. The most negative reaction is towards the Huddersfield to Dewsbury corridor, although with 31% not supporting the mass transit proposals, this is still fewer than a third of respondents.

Figure 41 - Do you agree with the mass transit vision for your area?



6.1.2. Respondents to the Mass Transit survey that said that they did not fully agree with the proposals for their route corridor (i.e. those that agreed in part or did not agree at all) were asked to explain why this was the case. A summary of the main issues raised and the suggested destinations to be served by Mass Transit are shown in Table 51 and Table 52.

- 6.1.3. The comments in response to the Mass Transit Proposals are only from those that do not fully support the proposals developed by WYCA. As such, the a majority of comments that are not supportive of the proposals in their current configuration. A total of 121 respondents suggested using an alternative route configuration – these comments broadly suggested locations that the route should not focus on / serve, while mentioning other locations that it was felt should be served instead. Linked to this – there was also a suggestion to focus transport interventions on less well-served areas, rather than reinforcing existing locations.
- 6.1.4. Meanwhile, 119 respondents had questions and concerns over the funding and amount of money being spent on the proposals. These could be summarised as comments suggesting that the schemes would be a waste of money, too expensive and that there were concerns about cost escalations during construction.
- 6.1.5. A total of 113 people feel that the mass transit routes are not needed and that the existing public transport system is fine and would suffer a negative impact from the proposals. The comments generally stated that areas didn't need a mass transit system as the existing bus and rail services were sufficient. This particularly referred to the Leeds-Bradford corridor, which already has two rail lines. Concerns were expressed about duplicating existing transport links in areas that are already well-served by public transport. Specifically, respondents on the Bradford to Dewsbury corridor were of the view that the existing 268 bus route was an excellent service and was able to meet their transport needs. There was concern that the mass transit service could have an adverse impact on the 268 bus as a result of mass transit being introduced along this route corridor. It should be noted that those commenting are a small proportion of respondents overall, with all route proposals receiving a positive reaction from respondents
- 6.1.6. A second question on the Mass Transit survey asked respondents whether they had any other comments to make regarding the Mass Transit proposals for West Yorkshire. A summary of the most frequently occurring comments is shown in Table 53 and Table 54.
- 6.1.7. Most comments to the 'other' question were in agreement with the proposals (234 respondents commenting) while there were also a large number that felt the Mass Transit developments should have been done already or needed to happen sooner than indicated. A total of 101 respondents said that the mass transit proposals should ideally have been delivered already, and now that the scheme is being discussed, it should be delivered sooner than indicated. A large number of questions about the proposals were included within the comments, which have been captured within the coding exercise and can be reviewed by WYCA with responses prepared as required

Table 51 - Mass Transit proposals: Issues raised in open comments

Issue	Count
Suggest alternative route configuration	121
Proposals are too costly / waste of money / question over funding	119
Unnecessary / Not needed / existing public transport system is fine	113
Loss of local bus route / negative impact on existing public transport	87
Need for more information / query	48

Issue	Count
Suggest more stations are needed	42
Proposals focus too much on sustainable modes (cycle/walking)	41
No benefit / unlikely to use new system	38
Suggest mass transit route should be tram / tram-train	36
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq. and Interchange stations)	34
Query over proposed route	31
Concern regarding loss of roadspace / increased congestion once built	30
Proposals should go further / don't go far enough	29
Suggest enhancing road network	29
Location of Park & Ride is inconvenient (e.g. too far away) / need more Park & Ride facilities	23
Suggest enhancing existing bus services	22
Concern regarding loss of green space / parkland / trees / heritage assets (old buildings)	22
Suggest mass transit should be an underground system	18
Suggest enhancing cycling and walking corridors	17
Suggest an orbital system	16
Comment on existing bus service timings (Change of frequency, hours of operation)	16

- 6.1.8. The comments in response to the Mass Transit Proposals are only from those that do not fully support the proposals developed by WYCA. As such, there is a majority of comments that are not supportive of the proposals in their current configuration. A total of 121 respondents suggested using an alternative route configuration – these comments broadly suggested locations that the route should not focus on / serve, while mentioning other locations that it was felt should be served instead. Linked to this – there was also a suggestion to focus transport interventions on less well-served areas, rather than reinforcing existing locations.
- 6.1.9. Meanwhile, 119 respondents had questions and concerns over the funding and amount of money being spent on the proposals. These could be summarised as comments suggesting that the schemes would be a waste of money, too expensive and that there were concerns about cost escalations during construction.
- 6.1.10. A total of 113 people feel that the mass transit routes are not needed and that the existing public transport system is fine and would suffer a negative impact from the proposals. The comments generally stated that areas didn't need a mass transit system as the existing bus and rail services were sufficient. This particularly referred to the Leeds-Bradford corridor, which already has two rail lines. Concerns were expressed about duplicating existing transport links in areas that are already well-served by public transport. Specifically, respondents on the Bradford to Dewsbury corridor were of the view that the existing 268 bus route was an excellent service and was able to meet their transport needs. There was concern that the mass transit service could have an adverse impact on the 268 bus as a result of mass transit being introduced along this route corridor. It should be noted that those commenting are a small proportion of respondents overall, with all route proposals receiving a positive reaction from respondents.

Table 52 - Mass Transit proposals: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	468
Wetherby	130
Leeds	74
Airport (LBA)	36
Headingley	36
Wakefield	35
Otley	31
Ossett	30
Bradford	29
Halifax	26
Huddersfield	24
Morley	23
Garforth	18
Dewsbury	10
Batley	9
Keighley	9
Manchester	9
Ilkley	8
Brighouse	7
Harrogate	4
Sowerby Bridge	4
Castleford	3
Hebden Bridge	3
Sheffield	3
Skipton	2

6.1.11. As might be expected given the earlier comments in this report about serving a wider area and not focusing too much on major towns, respondents suggested a large number of destinations that are outside of the major centres (468 respondents). These suggestions have been captured within the feedback received and through the coding exercise undertaken, but are too varied and specific to go into detail on within this report. Of the main locations mentioned to be served, Wetherby was mentioned by 130 respondents, followed by areas of Leeds, Leeds Bradford Airport, Headingley and Wakefield.

Table 53 - Any other comments on Mass Transit proposals: Issues raised in open comments

Issue	Count
Much needed / Agree with proposals	234
Need for more information / query	140
Should have been done already / happen sooner	101
Ensure mass transit is affordable / has integrated ticketing	84
Suggest alternative route configuration	83

Proposals are too costly / waste of money / question over funding	76
Suggest mass transit route should be tram / tram-train	74
Needed to provide better links to major transport hubs / stations	44
Proposals should go further / don't go far enough	44
Suggest enhancing existing rail services (including railway stations / linking Bradford Foster Sq. and Interchange stations)	42
Suggest mass transit should be an underground system	36
Suggest reintroducing / reopening closed railway services (incl. Spen Valley / Queensbury Tunnel)	35
Unnecessary / Not needed / existing public transport system is fine	34
No benefit / unlikely to use new system	32
Ensure mass transit has sufficient services (frequency, long hours of operation, enough capacity)	32
Reduced car use / less car use	32
Suggest enhancing cycling and walking corridors	31
Suggest enhancing existing bus services	30
Suggest enhancing road network	30
Query over proposed route	29

6.1.12. Most comments to the 'other' question were in agreement with the proposals (234 respondents commenting) while there were also a large number that felt the Mass Transit developments should have been done already or needed to happen sooner than indicated. A total of 101 respondents said that the mass transit proposals should ideally have been delivered already, and now that the scheme is being discussed, it should be delivered sooner than indicated. A large number of questions about the proposals were included within the comments, which have been captured within the coding exercise and can be reviewed by WYCA with responses prepared as required.

Table 54 - Any other comments on Mass Transit proposals: Suggested destinations / locations to be served

Location	Count
Link to destinations outside major centres required*	188
Leeds	53
Wetherby	47
Airport (LBA)	29
Bradford	29
Wakefield	17
Huddersfield	16
Otley	10
Halifax	9
Ossett	9
Dewsbury	8
Morley	7
Headingley	6
Garforth	5
Keighley	5

Harrogate	4
Sheffield	4
Batley	3
Ilkley	3
Brighouse	2
Manchester	2
Sowerby Bridge	2
Skipton	1

6.1.13. As above, large numbers of respondents suggested destinations that are outside of the major centres (188 respondents). These suggestions have been captured within the feedback received and through the coding exercise undertaken, but are too varied and specific to go into detail on within this report.

6.1.14. The large number of suggested destinations may explain the reason why these respondents do not support the proposals in full. The principle may be supported, but given the large number of suggested destination, it is reasonable to extrapolate that there may be a desire to serve destinations beyond those included in the proposal. This would also correlate with the earlier comments of not favouring major centres too much in the proposals.

7 Mass Transit Corridor Summaries

7.1.1. In this section of the report, we have provided a summary of the main findings made during the consultation, relating to each route corridor as proposed in the Mass Transit vision, plus along other corridors that are not included in the Mass Transit Vision. Below are the sections presented here:

- ◆ **North Leeds**
- ◆ **Bradford & NW Leeds**
- ◆ **Wakefield & Five Towns**
- ◆ **Bradford to Halifax**
- ◆ **Huddersfield to Dewsbury**
- ◆ **Bradford to Dewsbury**
- ◆ **South Leeds to Dewsbury**
- ◆ **Bradford to Leeds**
- ◆ **East Leeds**
- ◆ **Corridors which weren't included within the Mass Transit Vision**

7.1.2. The summaries here are from both the **Full Survey**, and the **Mass Transit Survey** and the results obtained through each of these.

Mass Transit Vision (overall)

- In the **Full Survey** respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *It should apply to all areas equally. Especially those without good transport links now*
 - ◆ *I feel it doesn't consider rural areas enough*
 - ◆ *Does not address the need for bus services to to Queensbury and other areas with steep hills.*
 - ◆ *I do agree but all areas must have some form of link e.g. Wetherby not featured on any schematic*
 - ◆ *Don't understand why large parts of north east Leeds, with no current connections have been included*
 - ◆ *no it needs to go further to connect more of the outling towns across the authority*
 - ◆ *Mustn't forget the areas which it doesn't reach*
 - ◆ *Only for cities and key connections*
 - ◆ *Southwest Leeds (Lower Wortley) is clearly a missing spot on the plan.*
 - ◆ *Some connections between centres are population based rather than desire lines people might choose*
 - ◆ *As i say, disappointed that there's no connectivity to other regions*

- ◆ *Aire Valley & surrounding villages need more support*
- ◆ *North east Leeds up to Wetherby needs covering*
- ◆ *Only if it extends significantly to rural areas.*
- ◆ *You've missed the outer regions again. No surprise!*
- ◆ *All focussed on major urban areas and not the local surroundings*
- ◆ *Headingley / Adel has to be part of the mass transit system. It is a fundamental commuter route*
- ◆ *Lower Wortley needs better connectivity on the plan, don't just focus on rail connected areas.*
- ◆ *Thornhill Lees could have a station linking to Wakefield and Huddersfield*
- ◆ *Horsforth has lost a lot of public transport connections with Bradford - many people work there*
- ◆ *Only caters for city dwellers*
- ◆ *It doesn't reach Leeds Outer North East- we don't exist*
- ◆ *Again it makes Leeds the centre of the universe to the detriment of the rest of West Yorkshire*
- ◆ *Needs to happen ASAP and enable travelling across Leeds not just in and out of it*
- ◆ *this document completely excludes the villages between*
- ◆ *Wetherby > Leeds/Harrogate/York seems to have been ignored*

North Leeds

- In the **Mass Transit Survey**, a majority of respondents agreed in full with the proposed mass transit corridor (52%), while a much smaller proportion did not at all support the proposals (17%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (35), followed by those suggesting that they should go further (17) and that they will reduce car use (16).
- Locations suggested to be served by the North Leeds route corridor included: Leeds Bradford Airport (7), Headingley (7), Wetherby (7) and Harrogate (1). A further four respondents suggested locations outside of major centres.
- Four respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *A lot of the other places are already connected by train, North and North West Leeds is very congest*
 - ◆ *Sad to see Headingley and West Park omitted*
 - ◆ *More could be done with North Leeds*
 - ◆ *No rail connections No motorway connections poor road system very limited amount of busses*

Bradford & NW Leeds

- In the **Mass Transit Survey**, a majority of respondents agreed in full with the proposed mass transit corridor (65%), while a much smaller proportion did not at all support the proposals (12%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (39), followed by those suggesting that it is needed to replace poor bus services (7), to provide better links to transport hubs (7) and that it will reduce car use (7). Alternative route configurations were suggested by seven respondents.
- Locations suggested to be served by the Bradford – North West Leeds route corridor included: Leeds Bradford Airport (8), Otley (2), Bradford (1), Ilkley (1) and Wetherby (1). A further five respondents suggested locations outside of major centres.
- Five respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *Want to make sure Armley is not left out.*
 - ◆ *Where is North West Leeds?*
 - ◆ *I would like a mass transit line via Farsley. Also tramway along Ring Road.*
 - ◆ *better connections Horsforth to Bradford needed*
 - ◆ *Access to Airports and Yeadon*

Wakefield & Five Towns

- In the **Mass Transit Survey**, a majority of respondents agreed in full with the proposed mass transit corridor (53%), while a much smaller proportion did not at all support the proposals (25%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (37), followed by those suggesting an alternative route configuration (9).
- Locations suggested to be served by the Wakefield and Five Towns route corridor included: Ossett (3) and Wetherby (1). A further 7 respondents suggested locations outside of major centres.
- Seven respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *Doesn't cater for the natural flow across into South Yorkshire for employment and education needs.*
 - ◆ *needs to include Hemsworth, Upton and South Elmsall*
 - ◆ *It does not include the five towns!*
 - ◆ *There appears to no improvements for Ackworth*
 - ◆ *Wakefield, Horbury and Ossett not just the East of the City WMDC has run down Wakefield for yrs!!*
 - ◆ *Tram train would be good here, please connect Methley*
 - ◆ *These are by far the worst connected areas. Fitzwilliam should not have a rail station, but Hemsworth*

Bradford to Halifax

- In the **Mass Transit Survey**, the vast majority of respondents agreed in full with the proposed mass transit corridor (71%), while a much smaller proportion did not at all support the proposals (10%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (29), followed by those suggesting the opposite – that the existing transport system is fine, and the route is not necessary (11).
- Locations suggested to be served by the Bradford – Halifax route corridor included: Huddersfield (2) and Wetherby (1) A further four respondents suggested locations outside of major centres.
- Four respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ♦ *Does not address type of mass transit to service Queensbury.*
 - ♦ *denholme and thornorton areas?*
 - ♦ *what about Rastrick - you don't show all the housing planned on your map*
 - ♦ *Potential for tram-train. Possible use of former rail route through Holmfild?*

Huddersfield to Dewsbury

- In the **Mass Transit Survey**, a slim majority of respondents agreed in full with the proposed mass transit corridor (51%), while a smaller proportion did not at all support the proposals (31%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (26), followed by those suggesting the opposite – that the existing transport system is fine, and the route is not necessary (19).
- Locations suggested to be served by the Huddersfield - Dewsbury route corridor included: Huddersfield (2), Wakefield (2), Batley (1), Dewsbury (1), Halifax (1) and Wetherby (1) A further 10 respondents suggested locations outside of major centres.
- Ten respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ♦ *to link major town and smaller town*
 - ♦ *All places not well linked need improvement.*
 - ♦ *Large conurbations which need better connections*
 - ♦ *Emphasis on Leeds can diminish attention to areas outside that city*
 - ♦ *Area has been neglected over the last few years, only beneficial if the South Leeds part done first*
 - ♦ *Better access to Dewsbury Hospital needed*
 - ♦ *Fartown certainly needs more transit options. Huddersfield can grow as an economic hub under this.*
 - ♦ *All west yorkshire should be included*
 - ♦ *all major towns and cities need connected*
 - ♦ *Huddersfield/ Wakefield/ sandal side*

Bradford to Dewsbury

- In the **Mass Transit Survey**, a majority of respondents agreed in full with the proposed mass transit corridor (56%), while a smaller proportion did not at all support the proposals (24%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (38), followed by those suggesting the opposite – that the existing transport system is fine, and the route is not necessary (7).
- Locations suggested to be served by the Bradford – Dewsbury route corridor included: Bradford (1) and Wetherby (1) A further two respondents suggested locations outside of major centres.
- Two respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *Odsal & Low Moor Area of Bradford... Wyke connections to trans pennine cycling trail*
 - ◆ *All west yorkshire should be included*

South Leeds to Dewsbury

- In the **Mass Transit Survey**, a large majority of respondents agreed in full with the proposed mass transit corridor (60%), while a much smaller proportion did not at all support the proposals (17%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (22), followed by those suggesting the opposite – that the existing transport system is fine, and the route is not necessary (11).
- Locations suggested to be served by the South Leeds to Dewsbury corridor included: Morley (7), Dewsbury (4), Leeds (4), Batley (2), Halifax (1), Huddersfield (1), Ossett (1), Wakefield (1), and Wetherby (1). A further 17 respondents suggested locations outside of major centres.
- Seventeen respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *South Leeds to Dewsbury is really only currently served by bus transport apart from a few rail stations which are only close to town centres and miss out the developments further out of these towns. Mass transit would create a viable option to connect all of these areas.*
 - ◆ *these areas suffer lack of inclusion, better links would help*
 - ◆ *This plan needs to cover the WHOLE district*
 - ◆ *Needs to include Cottingley if the train station gets removed*
 - ◆ *South Leeds has been left behind, transport is focused on cars - no transport for those on limited incomes, disabilities or who don't own cars*
 - ◆ *a railway station at the white rose centre should have been part of it's original plans.*
 - ◆ *All places not well linked need improvement.*
 - ◆ *Churwell appears to have been totally missed out*
 - ◆ *If this includes cleckheaton, it needs direct connections to Leeds, current route too circuitous.*

- ◆ *In comparison to East Leeds, they get too many stops coming out of Leeds. Let's have the same for East or not at all.*
- ◆ *Need to pull in people to Leeds South or visa versa for economic growth and jobs*
- ◆ *All west yorkshire should be included*
- ◆ *This and the Bfd - Dew option will greatly improve public transport in North Kirklees*
- ◆ *Poor connectivity between Leeds and south Leeds/Tingley at the moment*
- ◆ *As I live in Batley, a faster way to get to the White Rose Centre would be AMAZING! Always thought there should be a rail station there.*
- ◆ *Morley- has key employment and housing growth but is not on here (+ existing services are awful). Better access to South Leeds Stadium too.*
- ◆ *Include a route along Dewsbury road through Beeston that has a branch to the White Rose to connect with the proposed line, as well as a branch on the Ring Road to connect with the proposed line at Middleton and provide access to Middleton Park.*

Bradford to Leeds

- In the **Mass Transit Survey**, the vast majority of respondents agreed in full with the proposed mass transit corridor (62%), while a much smaller proportion did not at all support the proposals (16%).
- The largest number of comments in the **Full Survey** agreed with the proposals and felt they are much needed (62), followed by those suggesting the opposite – that the existing transport system is fine, and the route is not necessary (18).
- Locations suggested to be served by the Bradford to Leeds corridor included Leeds Bradford Airport (2), Halifax (1), Leeds (1) and Wetherby (1). A further eight respondents suggested locations outside of major centres.
- Eight respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ◆ *Armley is mentioned as a key community but missed from the mass transit stops*
 - ◆ *More Connections the Better*
 - ◆ *Trams (inc TramTrains) MUST run through Pudsey itself, to connect to railways*
 - ◆ *The corridor needs capacity enhancements and mass transit would include areas such as Wortley and Laisterdyke, passed through but not served by the heavy rail network.*
 - ◆ *Areas between the cities (Armley/Wortley/Laisterdyke) are underserved*
 - ◆ *Bradford - Leeds has two rail services - rather than duplicate one of them, please serve Farsley/Rodley.*
 - ◆ *No provision for Armley - residents required to use Bramley, City Centre or Kirkstall?*
 - ◆ *Agree, but needs more intermediate stops. What about connecting into central Pudsey?*

East Leeds

- In the **Mass Transit Survey**, a majority of respondents agreed in full with the proposed mass transit corridor (57%), while a much smaller proportion did not at all support the proposals (18%).
- The largest number of comments in the **Full Survey** agreed with the proposals (46), followed by those suggesting an alternative route configuration (12).
- Locations suggested to be served by the East Leeds route corridor included Wetherby (5), Garforth (2) and Castleford (1). A further three respondents suggested locations outside of major centres.
- Three respondents identified destinations outside major centres which require a link, as shown in the following comments:
 - ♦ *Leeds Outer North east isn't mentioned*
 - ♦ *Also include a route along York Road and Selby Road to connect with the Thorpe Park development and station as well as Temple Newsam Park.*
 - ♦ *What about Neville Hill? Station-ready, and it is more Old Kent Road than Mayfair.*

Corridors which weren't included within the Mass Transit Vision

A660 corridor (Woodhouse Ln, Headingley Ln, Otley Rd and Leeds Rd)

- Across the two questions in the **Mass Transit Survey**, the following destinations on the A660 corridor were mentioned as suggested destinations / locations to be served.

Location	Mentions
Weetwood	5
Adel	14
Bramhope	6
Headingley	42

- Further to this, the A660 corridor was referenced (32 times) in responses to the Mass Transit survey (this includes Woodhouse Lane, Headingley Lane, Otley Road and Leeds Road). These comments related to the mass transit route serving the areas listed above, and were split as follows:
 - ♦ *Woodhouse Lane was mentioned twice in the comments.*
 - ♦ *Headingley Lane was mentioned three times in the comments.*
 - ♦ *Otley Road was mentioned 13 times in the comments.*
 - ♦ *Leeds Road was mentioned twice in the comments.*
 - ♦ *A660 was mentioned 12 times in the comments.*
- In the Mass Transit questions within the **Full Survey**, the A660 was mentioned eight times in the context of required mass transit improvements, while Otley Road was mentioned once. None of the other road names for the A660 were mentioned in this context.

Wetherby corridor

7.1.3. Wetherby is situated at the edge of West Yorkshire, and is not currently proposed to be served by a mass transit corridor. In the **Mass Transit Survey** a considerable number of the open-ended comments suggested that Wetherby should be included, or were questioning the reasons why Wetherby was not included in the proposals.

- Among other comments, it was claimed that Wetherby was getting treated unfairly compared to other parts of the County, where proposals were being focused.
- Wetherby featured strongly in the **Full Survey** as a suggested destination on both the East Leeds (5 respondents mentioning) and North Leeds (7 respondents mentioning) corridors.
- In the **Mass Transit Survey** results, Wetherby featured strongly as a suggested destination among respondents – appearing in comments by 130 respondents as a reason for partially or fully disagreeing with the proposed mass transit vision. Further to this, the town also featured as a suggested destination in 47 respondents comments as an ‘any other comment’.

Destinations outside major centres which require a link

7.1.4. Between the two questions in the **Mass Transit Survey**, there were a total of 656 suggested destinations outside of major centres, requiring a link. A separate analysis of these has been undertaken, available at Appendix XXX.

8 Conclusions of the surveys

- 8.1.1. The results of the surveys of the consultation suggest that there is widespread support for the measures proposed as part of the Connectivity Infrastructure Plan and for the proposed Mass Transit Corridors.
- The three Connectivity Infrastructure Plan priorities were mostly fully agreed with by respondents (Climate Change 75%, Inclusive Growth 75% and Covid 19 Recovery 68%).
 - There was strong agreement to focus plans to improve transport connectivity on Areas of deprivation (75% fully agree), Main Cities and Towns (74%), and New Employment Growth (74%). Meanwhile and New Housing Growth (52% fully supporting) was less positively received, though this is still a comfortable majority in support.
 - 66% of respondents fully agree with the proposal to join up other forms of transport for easier journeys door to door.
 - 62% of respondents fully agree with the ambition set out in the Mass Transit Vision 2040 document for a new form of high quality, high-capacity public transport.
 - There is strong agreement for the Mass Transit proposals – with widespread agreement for all corridors in the Full Survey (over 50% full agreement in all cases), while the same is seen in the Mass Transit Survey.
 - The four identified priorities for the Bus network were agreed with by the vast majority of respondents, with high levels of full support for Improving the quality of buses (75%), Improving the Core Bus Network (74%), Expanding the bus network (74%) and Increased Priority for buses (68%). Increased priority had the largest non-supportive proportion (14%) but this was still comparatively small.
 - The four Rail Vision objectives were widely supported – with full support for Economy (84%), Quality of life (82%), Environment (81%) and Social (79%).
 - Overall, the Rail Vision had 74% full support and 20% partial support – signifying 94% support for this proposal overall.
 - All suggested measures to improve walking and cycling facilities were supported by the majority of respondents (over 50% supporting in all cases). Proposals which impacted on traffic did elicit a more negative response however – 25% disagreeing with a network of safe cycle routes and 24% disagreeing with less traffic being in their area.
 - Most respondents were from the Leeds district of West Yorkshire (47%), followed by Bradford (20%), Kirklees (13%), Wakefield (9%) and Calderdale (9%) while those responding from outside of West Yorkshire were 2% of the responses received.
 - Over half of respondents (56%) said that the Strategic Bus Network Review approach to Spread funding across both options was their preferred approach.

- Close to two-thirds of respondents said that ‘Connectivity – improving journey times, frequency, access and gaps in the network’ was their main priority for development as part of the Rail Vision.
- Respondents were in the majority satisfied with the aspects of the vision of a journey (around 70% support). However, opportunities for freight had a less favourable response (53% support), which while still supportive overall, indicates that there is a need to consider freight opportunities further in the vision.
- The speed of motor traffic (81%) and drivers obstructing the footway (80%) are the aspects which respondents feel most negatively about when walking or cycling in their local area.
- When thinking about cycling in their local area, the speed of motor traffic (77%) and amount of motor traffic (75%) elicited the most negative responses. This was followed by the suitability of current cycle provision for children (74% negative) and safe separation from motor traffic (73%).
- Respondents were in the majority positive about the interventions to improve the conditions for sustainable travel. However, those measures that resulted in a loss of roadspace elicited the greatest negative response. Measures to help children to travel by foot or bicycle received the greatest support (90% agree).
- It should be noted that open comments often suggested more should be done to improve transport outside of the major centres. There was an overall sense that the transport network focused too much on the major cities and that some alternatives including an orbital transport route would be beneficial.
- Other issues raised in open comments related to the need to ensure that public transport is affordable for users.

8.1.2. The feedback received through this consultation period will now be reviewed by WYCA and the information and comments received will be used to help us to further develop the Connectivity Infrastructure Plan, alongside the plans for Mass Transit development corridors across West Yorkshire. Further refinement of the proposals will be undertaken subject to design matters, and it is our intention to liaise with stakeholders again further into the development stage as these designs progress. Feedback on the potential impact on the existing transport network will also be considered in any future phases of design.

8.1.3. The following are included within this report to supplement the analysis undertaken in this consultation report:

- Appendix A1: Summary of Letters and Emails.
- Appendix A2: Feedback from Railfuture.
- Appendix A3: Feedback from Action for Yorkshire Transport.
- Appendix A4: Feedback from Selby and District Rail Users Group.
- Appendix B: Full Survey questionnaire.
- Appendix C: Mass Transit Survey questionnaire.

9 Focus Groups – Young People

9.1 Background

9.1.1. Background

West Yorkshire Combined Authority recognises young people to be an important voice in shaping the Connectivity Plan, therefore it commissioned The Youth Work Unit -Yorkshire and Humber (YWU) to engage with young people across the region. YWU is the strategic youth work development agency for the Yorkshire and Humber region. It is the focal point for the youth work sector in the region and has a unique role in bringing together the dual functions of support and development.

9.1.2. Approach and methodology

The YWU created a youth friendly consultation document and plan based on the original consultation documents provided by WYCA. The YWU used a semi-structured questioning approach that allowed for conversations and responses to develop as young people shared their lived experience, providing unexpected but insightful learning.

The YWU identified and approach several organisations across the region, however due to due to impact of COVID restrictions only the following were able to engage:

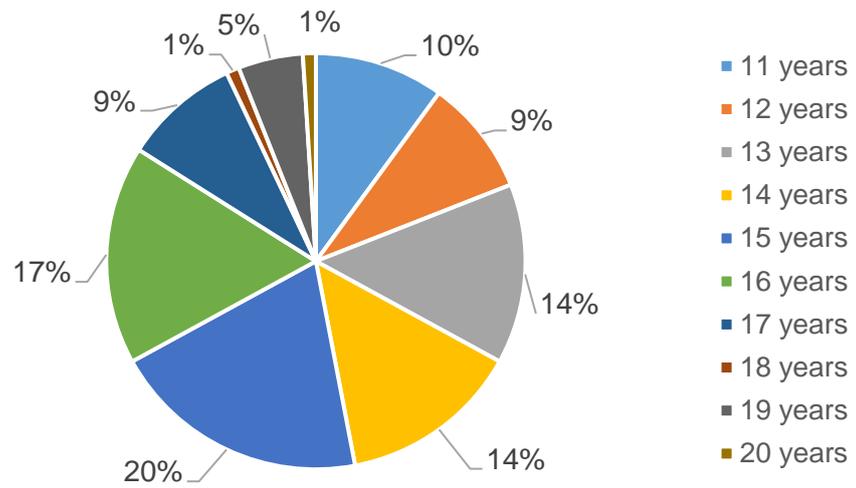
- Angels House Project
- Bradford - Huddersfield football club
- Build Our Futures – Light Waves Wakefield Cottingley Youth Club
- Calderdale Youth Council Leeds Youth Council South Hunslet Youth Club
- Stephen Longfellow Academy Swarcliffe Youth Club
- The Base Kirklees

9.1.3. Young people engaged:

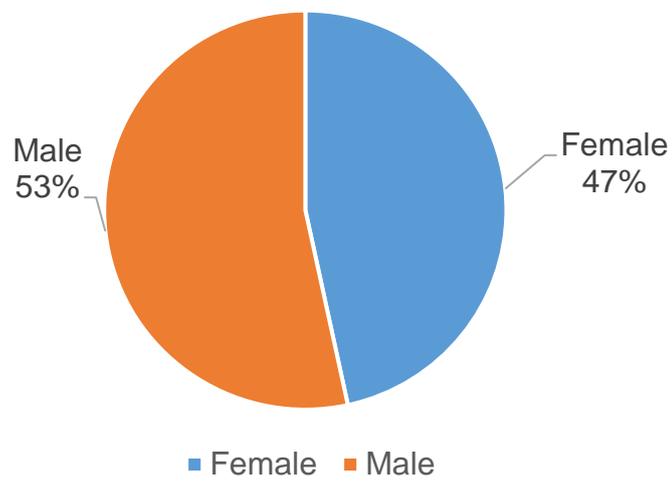
Overall, 104 young people were engaged in this consultation. They came from all districts of West Yorkshire, and use a combination of walking, cycling, cars, buses and trains, depending on travelling distance and reason. The majority of young people used some form of public transport, mostly buses, daily to get to education or work, with some spending a considerable amount of time commuting each day. Those who used cars, e.g., parents, did so for cost, safety or convenience.

The below charts show a breakdown of some of the demographic information of the young people engaged.

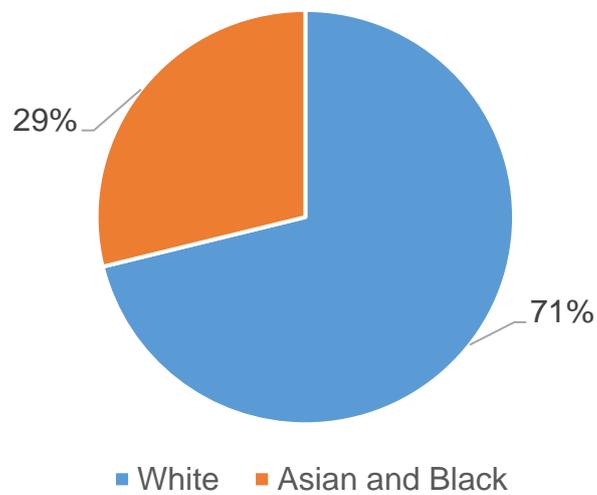
Age

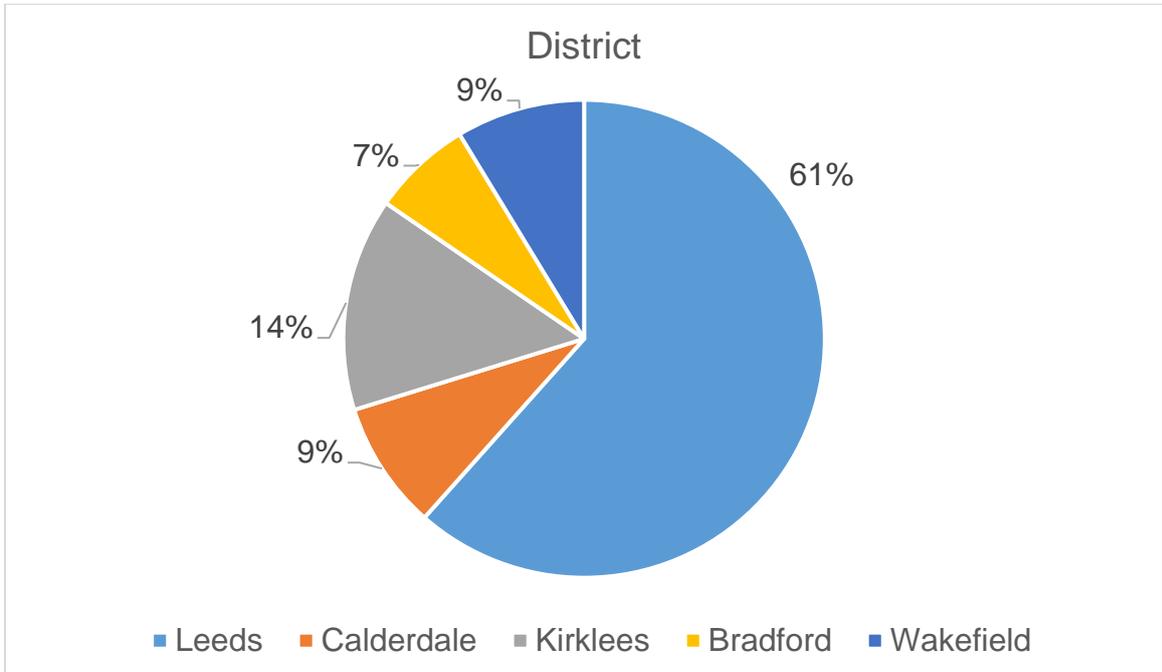
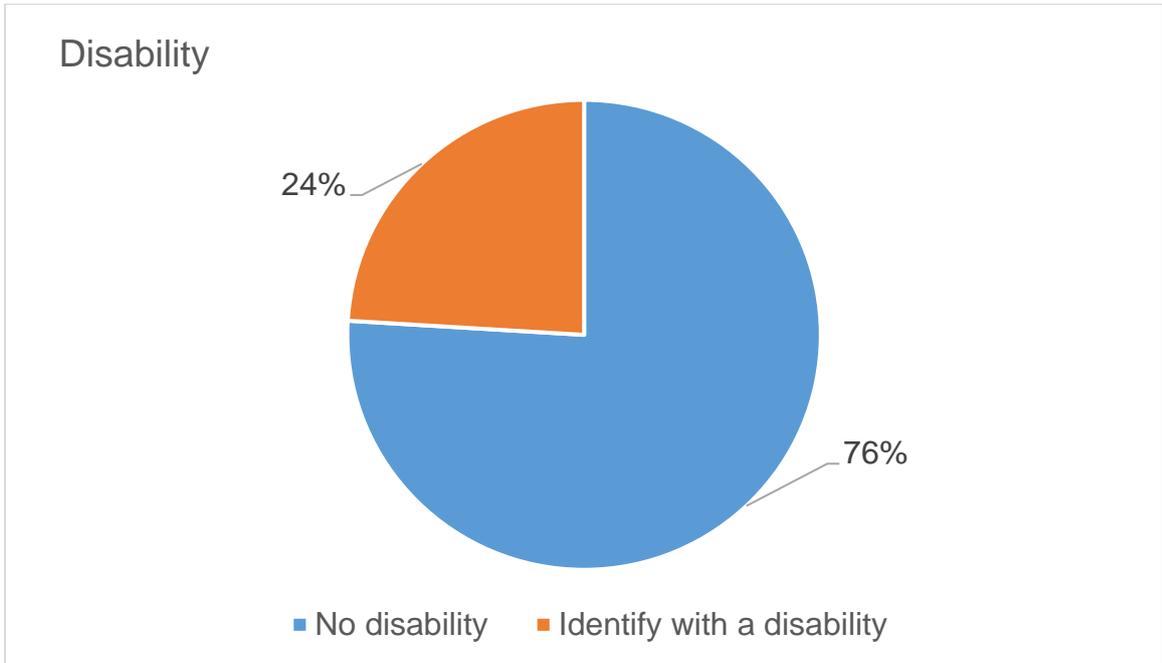


Gender



Ethnicity





9.2 Key points

The young people were asked about ways to improve the connectivity of transport across West Yorkshire and reduce reliance on private cars.

Young People felt that the two issues were connected as people use cars because of the challenges of alternative methods. According to them connectivity could be improved by:

- Transport systems that are closer together, for example:
 - Bus stops being outside train stations

- Buses having a central hub to reduce the walk between bus stops.
- More train stations
- More bus stops and bus routes.
- Improved systems:
 - Having one bus timetable
 - Timetables working together, to reduce wait times if you need to change, (trains and especially buses).
 - Provide journey planner information with top tips to make it easier.
 - A clear map of all routes
- Reducing costs - Costs was a common theme in every group.
- Better public transport experience, which can be improved through;
 - Cleanliness
 - Attitude of staff
 - One joint app – for all travel providers
 - Clearer ticket options
 - Unified payment – (with a cap & clearer ticket options and prices)
 - Improved WIFI (if this is meant to be a selling point)
- Alternatives to car use
 - Provide alternatives - bus, bikes, scooters, walking options
 - Make these safer and attractive
 - Educate on their use

The next section presents the young people’s feedback in more details

9.3 Results

9.3.1. This section contains feedback from several consultations with young people and it is structured as follows:

- General comments associated with their initial thoughts on transport
- Comments on each mode of transport – Trains, Buses, Cycling, Walking, Trams,
- Young people’s thoughts on how to reduce car use and how the transport budget should be prioritised.

9.3.2. General comments on transport

In general, young people felt that their day-to-day journeys would be improved by:

9.3.2.1 Better connectivity

-
- Connected services
 - One main station for all transports to make connecting easier.
 - Train services available in more places that link with other transport.
 - Tips that join different services together to make journeys easier.
 - Better rail / bus links networks
 - Connecting areas between all the various transport
 - New bus routes linking people with other city centres
 - Able to reach other cities and towns quicker, for better opportunities.

9.3.2.2 Improved routes and services

- More frequent services
- No delays
- More and better choices
- Direct routes between place, not having to go into the city centre all the time
- Cleaner - interventions for damage – vandalism etc
- More bins and storage places
- Preference for trams – trams are cheaper, more casual, electric

9.3.2.3 Trained and polite staff

- Polite staff
- Make sure all drivers aware of the school uniform rule, as we get charged full price.

9.3.2.4 Lower cost and better facilities for payment:

- High costs were a common theme amongst all the groups
- Affordable, fair prices and cheaper options are needed
- Better apps for payment – e.g., one for all
- More accessible places to purchase travel cards
- Be able to purchase different tickets on the app / online – e.g. at the moment there isn't an option to for the school uniform child fare on the app, therefore young people have to pay full fare if they want to use the app.
- Affordable snacks etc, on trains prices are expensive.

9.3.2.5 More accessible information

- Combine timetables.
- Dyslexia and dysphasic friendly (font and colours)

9.3.2.6 Alternative transport / active travel

- Option to hire electric scooters or bikes, provided by the council. Electric scooters have their own lane, which makes them safer to use and convenient as it doesn't impact on the road or pedestrian traffic.
- More walking options. / More nature walking.
- More cycle lanes – as roads can be dangerous.

9.3.2.7 Car options

- Cars are convenient as they provide the easiest and fastest way to get around and they provide comfort as well. However, as cars can have a negative impact on the environment there needs to be more encouragement for the usage of electric cars.
- Promote more affordable electric cars and scooters
- More parking spaces are needed

9.3.3. Trains – general comments on train services

Young people identified several issues with the train service:

- There is a need for faster service
- Sometimes there are delays due to drivers / conductors not turning up
- Need for more frequent services
- Some services are too crowded/busy (such as Leeds to Shipley / Bradford)
- Uncomfortable seats and not enough leg room.
- There is a need for better facilities
- Trains can be too expensive

Some young people reported that train journeys can be stressful for them as they sometimes they get confused which platform they need to be on, and they are concerned that they may get lost or get on the wrong train

9.3.3.1 Solutions

Some of the solutions identified by young people for the above issues are:

- Suggestions for themed trains, with each carriage having a different theme
- Being able to use one ticket on all transport - like South Yorkshire.
- Being able to purchase online tickets
- Lower ticket price
- Wi-Fi and charging facilities

- Improved capacity - more trains/carriages or seats are needed on popular routes
- Later train services
- More train stations/ stops needed on certain routes
- Having the options for seat/carriage reservations
- More bike spaces on trains, as these are limited currently
- More leg room needed
- Quiet zones in trains
- Teach people how to use a bus and transport - social niceties
- Better toilet facilities with cleaner toilets and more secure toilet doors
- Available hand sanitizer
- More bins on trains
- Food and drink offer on the trains
- Easier to get to places without a lot of changes.
- More staff who can deal with problems are needed on the train
- Trains need to be safe for young people / women
- Safer transport with conductors, which also creates jobs

9.3.4. Buses - General comments on bus journeys and facilities

9.3.4.1 Issues

Young people identified a few issues with the bus service, which are:

9.3.4.1.1 Capacity

- Buses are often overcrowded and busy
- The journeys sometimes take too long or there are bus delays
- When the buses are full the passengers on the route are not let in anymore, and they have to wait for the next bus which can be full as well
- Due to Covid the number of buses on some routes have were reduced which made the situation even worse
- Some areas are not well connected. One young person reports that sometimes they have to take 3 or 4 buses to get from Armley to Pudsey which make them late for work and difficult to get home. Another young person reports that they have to take two buses to get to school as there are no direct buses from his area to the school. They report that a journey that would take 15 min in a car, it takes them over an hour since the bus is going into city centre and then out in the area of the school.

9.3.4.1.2 Congestion / delays

- The traffic congestion creates delays for buses and taxis

-
- It is difficult to plan journeys when there are delays
 - Bad weather creates more issues and delays for buses and trains
 - Bus delays are stressful, especially for people with children
 - There is no understanding from colleges if young people are late to classes due to bus or train delays

9.3.4.1.3 Accessibility issues

- Although there are designated spaces for wheelchairs in buses, young people noticed that people with prams are often struggling to use the bus
- Time boards can be hard to read for some people
- Some busses are not easy to get on
- People with hidden disabilities might struggle to use the bus due to the conditions and atmosphere on the bus, such as loud music, shouting, bad smells, etc.
- There needs to be more information on the bus regarding hidden disabilities and sensory / learning difficulties, some people's need for personal space, the effects of struggling with anxiety, etc
- Sometimes the walk between bus stops can deter people to use the bus

9.3.4.1.4 Difficulties experienced by young parents

- Young people reported that sometimes buses don't stop if they see people with prams in the bus stops and often in the morning many parents are left waiting in the bus stop
- They also noticed a decrease in the number of school buses, and increase in school children using public buses, which makes it more difficult for parents to get on the bus if they have prams
- Some reported that in some bus stops buses park a long way from the kerb and if there are no seats available, parents often have to stand with a child which can be difficult at times.

9.3.4.1.5 Knowledge

- Some young people reported that they often don't know which bus to get and where some of the buses go and how much it would cost.

-
- They also struggle with understanding or reading maps and where to get tickets from
 - They also reported that they prefer to use one app for all tickets

9.3.4.1.6 Poor facilities

- Not enough spaces for bikes, push chairs, wheelchairs
- Better Wi-Fi on buses and trains, and at bus stops
- Charging point with cables are needed on trains and busses, especially if there is a push towards electronic tickets
- Cleaner buses and trains

9.3.4.1.7 Bad attitude from staff

- Some young people reported that they experienced mistreatment from bus drivers
- They also reported that bus drivers at times failed stop when they pressed the bell, or drive pass them in the bus stops

9.3.4.1.8 Safety issues

- Some young people reported being approached by strangers on the bus which made them feel unsafe

9.3.4.1.9 High cost

- Young people reported that ticket costs can be expensive for them and families with young children and that they find the different fares (peak/off peak) for the tickets confusing
- They also mention that there is no indication of a ticket price on most buses
- Some reported that they got charged for a full fare price, even if they were in uniform and that it is complicated for them to get the under 19s discount
'If you use the under 19s card, you have to go to some random shop and find where they do it, with odd opening hours.' Young person
- Other reported that the app doesn't have the option to get the weekly tickets on child fare
- They also mentioned that the apps need to be joined up and that they would prefer to pay one fee for their trip regardless if they change buses or travel with different bus companies

'You have to pay twice when you change buses – if they are different companies Apps have made it better, but they aren't joined up - as you have to download each company's. and then you have to pay for data, which runs out and then you can't show your bus ticket and the Wi-Fi doesn't work.' Young person

9.3.4.1.10 Buses have a negative impact on the environment

'Buses pollute and are noisy. At my school we have 10 buses -and we can see the fumes - so electric.' Young person

9.3.4.2 Solutions for:

9.3.4.2.1 Capacity

- More frequent services

'Make them more frequent as sometimes you have to wait around 30-45 minutes for another bus which could potentially make you late.' Young person

- Less road works as the temporary bus stops are not always provided
- Closer bus stops / tram stops - as they are far from a part, and this isn't safe - long way to walk to them.
- More buses that go to college – this needs to be prioritised
- More cross-town bus routes

'Armley to Pudsey -I have to take 3 sometimes 4 buses, so late for work a lot and getting home. need one bus - a direct route'. Young person

9.3.4.2.2 Accessibility

- Improved and cleared time boards

'In my experience the time boards are hard to read and tell when the next bus is coming.' Young person

- Signs/technology on busses announcing the stops and the route

'I feel like busses should announce where they are or like on trains, they have a map that moves.' Young person

- Raise awareness about hidden disabilities and how some behaviours like loud music, shouting, etc might impact some people

9.3.4.2.3 Knowledge

- Availability of information such as timetables, routes, easy to read map, cost, and type of tickets at the bus stops and in buses
- Clear information on tickets, such as type of tickets, best value for money, cost

9.3.4.2.4 Better and cleaner facilities

- More bike and pushchair spaces

- Cleaner spaces
- Wi-Fi and chargers with cables to be available on buses and bus stops. This would make young people feel safer as they would be able to contact people if needed or keep in touch with people whilst on route. It would also help them provide proof of electronic ticket at all times, allow them to check the timetable and track the bus location

'For safety reasons - so we can let people know where we are, if we need picking up, if the bus is late.' Young person

'Your phone dies you would want somewhere to plug your phone in, a usb ports and more of them - in case you get lost, or your ticket is on the phone.' Young person

9.3.4.2.5 Safety

- Raising awareness on how to use public transport (social niceties)
- Make them safer

'Random people start talking to you, they can smell and be dirty.' Young person

- Hand sanitizers in all buses
- Encourage social distancing

9.3.4.2.6 Staff

- Bus drivers to be more polite
- Less cig breaks
- Design scenario training for bus drivers
- Mystery shopping for bus journeys

9.3.4.2.7 Costs and payment

- Better and clearer information about how to purchase tickets, the available options, and costs
- College and University students should have free travel pass bus and train pass.
- No peak times for tickets
- Easier and affordable prices / payment - make it cheaper.
- Introduce free buses which go around the outskirts.
- Affordable prices for families and young people
- One ticket to use across all companies, so when you change buses, you don't have to pay again/ Join First Bus and Arriva apps, to be able to use both companies

'Apps have made it better, but they aren't joined up - as you have to download each company's. and then you have to pay for data, which runs out and then you can't show your bus ticket and the Wi-Fi doesn't work.' Young person

- Cap on bus fare
- Make it easier to get money on cards, need more outlets such as colleges, and on your phone.

'If you use the under 19s card, you have to go to some random shop and find where they do it, with odd opening hours' Young person

9.3.4.2.8 Environment

- Make transport greener / eco-friendly, be electric or hydro to reduce emissions buses pollute and are noisy.
- Make buses more entertaining (books, screens) and more colourful inside out (professional artist to decorate.)

9.3.5. Cycling

9.3.5.1 Issues

Young people identified reasons that discourage them to cycle more:

- Can be dangerous due to bad drivers.
- Need to wear safety equipment.
- Bikes can be expensive
- Journeys take longer
- Road conditions

'What discourages me cycling is the road conditions the roads aren't smooth in Birmingham the roads were better smoother I need to use brakes more'

- Negative behaviour towards cyclists

'If you're on your bike people shout at you, either on the pavement or on the road'

9.3.5.2 Positive aspects of cycling

- Young people also identified reasons that encourage them to cycle:
- Good exercise
- Can cycle to work or with friends.
- Some schools and colleges have tried to encourage change to walking cycling but not really worked.

9.3.5.3 Solutions to make cycling more appealing

9.3.5.3.1 Need more bike friendly areas and storage.

- More cycle lanes that meet up, so you can go places without the danger of the big roads.

- Wider cycling lanes as cars get too close and if you're cycling you can get scared need to feel safe.
- Bike lanes clearly marked, preferably designated spaces (especially in city centre) - not just left-hand bit of the road, with safer places to cross when turning right.
- Bike sheds and safe storage at schools and city centres, next to bus stops, with the locks attached to the poles like a locker at a leisure centre so you can put in a pound

9.3.5.3.2 Make it more accessible

- It costs to be healthy (bikes cost),
- Less expensive offers for bikes and scooters
- Bike libraries - that give away bikes (Welcome to Yorkshire scheme) or hourly rent (Boris bikes) but all over not just the cities inc. electric bikes / scooters.

9.3.5.3.3 Raising awareness

- More training on how to cycle on the roads / cycling safety and opportunities to refreshing cycling skills.
- Schools motivate parents and they would motivate children
- Run bike maintenance workshops - so people can look after their bikes.
- Promote the mental health benefits as well as health benefits of cycling
- Encourage bike riding as a fun activity.
- Give rewards.
- Educate people about how their behaviour impacts on others - e.g., shouting out /cat calling.
- Car insurance is very expensive, so I use the bus or cycle.

9.3.5.3.4 Police to follow up on bike theft

9.3.5.3.5 Available showers at work/school to use it after cycling

9.3.6. Walking

9.3.6.1 Issues:

Young people reported that uneven paths make it harder to walk on them.

They also commented on how young women don't feel safe walking on the street due to street harassment.

'Women's safety - cat calling, whistling, guys driving pass - you don't know what they said, but it makes you anxious / fearful - so I don't go out at night. it isn't a complement, it's more objectifying. stigma of women.'

However, they also recognised the positive aspects of walking, such as its mental and physical health benefits and the fact that it can be an activity done with friends.

9.3.6.2 Solutions to make walking more attractive:

- Increase pedestrian areas in city, having car free roads in towns and cities so people don't have to look out for cars lorries et cetera when shopping.
- Paths need to be level and flat and benches to rest along routes should be provided
- Green trails / trim trails - try to make it nicer - make outside cleaner, brighter, more bins.
- More organised group walks - for those that do not feel comfortable walking alone.
- Make it safer by providing more street lights, CCTV on traffic lights, less ASB
- Raise awareness about how some behaviours impact others - e.g., shouting out /cat calling.
- Walking trails
- Work with schools to encourage and be part of the change, e.g., ten mins extra break.
- Give rewards.

9.3.7. Trams

9.3.7.1 Young people liked the idea of a tram in the region. Some positive aspects of trams include:

- Trams are easier to use for young people, as they don't stop, they go fast, and you know the route.
- They are faster and more reliable than buses that can get caught up in traffic especially at peak times.
- Would reduce car use

Some young people however reported that they wouldn't use one as they prefer to walk and wouldn't know how to use it.

9.3.7.2 Recommendations for good tram service:

- Trams should be electric.
- Only build a tram if it doesn't go through people's home - like HS2, or green spaces - destroying woodland. Should go via green spaces, but not through them like HS2.
- Trams could be put along the scenic routes so it's nice and would encourage people to use them.

-
- Have many of stops
 - They should be close to bus stops / train stops
 - They need to have clear destinations - so you know which one to get.
 - Affordable (as cheap or cheaper than buses) -preferably included as part of a universal ticket, so people could use a combination a trams, buses, and trains.
 - Payment needs to be flexible – cash, card, membership online or in store.
 - Have information and tickets on an app as well, so all generations can access it.
 - Bright and colourful trams
 - It's safer on the tram, you can move about, get away from people.
 - Have good routes:
 - A good / wide network, linking the key / larger towns and cities.
 - Go through all the city centres and to outskirts as well
 - Need to connect different health care services in the region – e.g. Wakefield to Halifax - thinking about the hospitals and accessing services.
 - The tram needs to end where you can get either a bus or train - to continue your journey.
 - Go to the colleges – Leeds city college, the building college York and places like Kirkstall leisure park Middleton Park, places people want to go
 - Connections from Leeds to:
 - Wakefield (for school)
 - Huddersfield (for university)
 - Castleford (for escape)
 - Bradford
 - Halifax
 - Huddersfield
 - Dewsbury
 - Batley
 - Scarborough
 - Skipton
 - Keithley
 - Seacroft
 - All major parts e.g., Rothwell / Otley
 - Cross city / areas to increase coverage and connectivity:

- e.g.Farnley to Kirkstall
 - Bradford to Harrogate – as it would cover a lot of areas.
 - Bradford to Keighley - as the trains are rubbish.
 - Dewsbury to Huddersfield,
 - Crossgates to Bradford Swarcliffe to Whinmoor
 - Tesco shopping centre to Temple Newsam
 - Batley – Huddersfield
 - Doncaster to Leeds interchange Wakefield to Pontiffract / Barnsley
 - Altham to Leeds
 - Doncaster to Nottingham
- Have a central hub point in West Yorkshire, that could also be a park and ride, and or link up with a train station. All trams would pass through, so would act as a central exchange, where everyone could change trams to if the one, they were on went to different destination. so not Leeds but the centre

9.3.8. Environment – car use reduction

9.3.8.1 Challenges

Young people identified some challenges they think stop people using their car less:

- People look forward to getting a car and they like driving it and using it to get to places
- There is a stigma associated with using the bus - if you got the bus, you were seen as poor.
- Cars are more convenient
- Every time the costs of using a car increases it affects the whole family
- Some people treat their car like a child - they take care of it, they are proud of it, it's an asset - so it is not going to be easily persuaded to give the cars up - people have worked for these, and it gets them from A to B –
- If you have a disability, it's easier to use the car. A bus is hard work. as you have to walk to the bus stop and at the other end. but your car is right there and takes you straight to your destination
- Cars are expensive and if people decide to invest in them, they will be reluctant to not use it anymore.

'The environment doesn't matter no one cares, people aren't gonna give up their cars.'

Young person

'On a bus you have to think about what you look like, wear makeup etc' Young person

9.3.8.2 Solutions to encourage more people to use alternative modes of transport:

9.3.8.2.1 Bike hire

'As others in Walsham / Birmingham / London, provide alternatives; electric scooters and bikes to rent with money slots / credit cards / app so they are returned / drop it off at your destination.' Young person

9.3.8.2.2 Offer road safety courses

'In school we had road safety courses when riding a bike on the road I feel like if more schools did this parent would be more likely to let young people ride to school'. Young person

9.3.8.2.3 Cycle and running clubs in local area

9.3.8.2.4 More bus routes and stops

'If you had more bus routes and more bus stops you wouldn't need people to drive, stop park and ride.' Young person

9.3.8.2.5 Cheaper electric cars and better facilities for them

'Encouraged to have electric cars, but not good at charging or for long distances - my dad went to London, had to stop twice on the way back to charge added 3 hrs - faster by train.' Young person

9.3.8.2.6 Better connections by public transport

- Make public transport more convenient.
- Have a bus stop outside the train station
- Have bus stops and routes in outlying areas
- Moving walkways like at the airports between points.
- Getting public transport should be as easy as using your car.
- More reliable services - trams would be quicker / better through the city centres.
- Buses need to go to more places - be direct - e.g., go to college. the free bus got stopped and the prices went up so make it cheaper.
- Solar power
- Nicer public transport – colourful and bright, individual designs – with themes.

9.3.8.2.7 Clearer information

- Have prices on buses
- Raise awareness about the negative impact of using cars
- Raise awareness of the benefits of replacing cars with trains or bus, such as faster trips, less fumes, better for environment, etc
- Raise awareness about global warming, carbon footprint.
- Car insurance can be very expensive, and so some people use the bus or cycle.
- To be a cap on how many cars people can have

9.3.8.2.8 Promote car share

9.3.8.2.9 Lower costs of public transport

- Public transport prices have increases and for some people it can be cheaper to use their car.

'When I use the bus, I just got a rider for all the buses £5 which is pretty good.'

- Public transport needs to be competitive.
- Free school / college buses
- Lower the prices for other forms of transport as the trains expensive
- Local incentives
- Free Wi-Fi and charging on buses, trams and trains, but also at stops.
(common theme across all groups)

9.3.8.2.10 Mini libraries on public transport

9.3.9. Budget – where should funds be spent / prioritised.

Young people were asked about their opinions of how the budget should be spent and what needs to be prioritised. There was a mixed response from young people, and they felt that it should be spent to provide young people with more opportunities, job prospects, on colleges, to facilitate family, friends, shopping, and days out.

Other areas the budget should be spent on:

- Young people felt that cities should be prioritised in terms of budget spending- as they are more popular destinations for people.
- Where there is new housing and jobs so people who are living and working there are well connected

I think where there are new houses and jobs as they won't have ways to get around.

Young person

You do need to make sure new houses and jobs have access to - otherwise people can't get there. Young person

- Areas where schools and colleges are, as not all schools have buses.
- Areas with limited transport links, such as from the outskirts into the city.
- More bus stops and tram stops needed in the suburbs. This would reduce how long it takes to get to a bus stop and encourage more people to use it
- Budget should be tailored to each area's needs

-
- More flexibility to travel plans.
 - Money spent on underdeveloped places like places with potholes.
 - On free school buses

Some young people argue that money should be distributed equally both new and old houses cities and towns.

9.4 Summary and Insights

Young people stated issues with current transport connectivity in West Yorkshire, namely cost, poor and infrequent connections, flexibility, safety and route options.

Priorities for improvements aimed to tackle the issues, as well as provide active travel methods, and reduce the use of private cars.

Young people commonly cited the need for safe, fast, clean, affordable and well connected transport services.

Young people felt that budget should be prioritised between new and existing areas of housing, employment and leisure opportunities. However, they also commonly stated the need for investment in out of town and city areas.

10 Focus Groups – Disabled People

10.1 Overview and Methods

10.1.1. An online focus group was held with disabled people to provide feedback on the Connectivity Plan proposals.

10.1.2. Attendees for the focus group included:

- Bradford's Mobility Planning Group
- Accessible Calderdale Disability Access Forum (ACDAF)
- Royal National Institute of Blind People
- Kirklees Visually Impairment Network

10.1.3. The focus group followed a semi-structured interview format, based around:

Q1: Do you think transport should evolve to address the following challenges and how?

Q2: Where is it most important to have better transport connections?

Q3: What do you think needs to change about transport to make it better for you to get to school, work, visit family or friends or get to the shops?

To enable participants to share their views, the conversation was facilitated to follow these themes, however allowed for additional areas to be explored, led by participants.

10.1.4. The results of the focus group have been analysed using qualitative coding methods, to group into common themes. All results are anonymised.

10.2 Themes

Concerns about buses and the bus services
The bus in local area is very polluting. The hill between Brighouse and Huddersfield is renowned for pollution. 503 emits fumes.
The buses being used have older technology than most cars so damage the environment more than cars.
If buses are polluting and emit fumes, it goes straight into the faces of wheelchair users
If you live in outskirts villages, it's difficult. Bus services have been cut and it's taken away direct buses. In Calderdale it's difficult for anyone with a disability to get anywhere directly. They would have to take a taxi part of the journey which is impossible as there are no accessible taxis
Varying accessibility and attitudes of staff from the different bus services. Need better training for bus staff

Concerns about trains and the train services
Concerns about train stations, went to the Elland Train Station consultation. They are getting ramps, but the level of the platform is unhelpful. Using ramps to access

trains isn't ideal. It makes the person reliant on a member of staff to help and get the ramp. Sometimes they forget.

Lifts in some stations don't work

Halifax has a historical goods lift which doesn't work

The train station at Hebden Bridge is expensive you're not allowed to use a metroc card which doesn't make sense.

Improve accessibility

Only Leeds has audio announcement for buses

Introduce tactile maps. It helps journey planning, and they will make it easier to connect different modes of transport.

It is possible to make tactile maps, they would have to be simplified with major points but it would help to know where everything is. Helps to plan a journey and would feel confident taking the journey as a result.

Prefers tactile maps to audio descriptions. If they've not visited a place before it can be hard to visualise the area through audio descriptions. Tactile maps are easier to help visualise the area.

Make it easier to understand the timetable, put it in an easy read format

The metroline website is too complicated and bus timetables are too confusing to understand. It's easier to use google to find out when the next bus is

"When looking at accessibility, it's not about accessibility for accessing it, it's how the information is accessible." Easy read is welcomed through multiple disabilities and for older people with Alzheimer's. At the moment the information is very complex and it puts people off using public transport because it's too complicated

Make sure the new bus stops, although they look fancy, also cater to visually impaired people who can't see the signs about when the next bus is arriving.

Make sure easy read texts also have sufficient description for people who are visually impaired. Often, easy read relies on pictures to convey its messages which doesn't help those with visual impairments

Finding the actual bus stop can be hard for someone who is visually impaired. Especially if there are bus stops next to each other

Can be difficult for someone who is visually impaired when two buses arrive at the same time to know which one is your bus

Communities in villages can't access central areas because there is no way they can access transport into the central areas. They can't walk or cycle so they are isolated

Audio units and braille would be useful at all stations and bus stops x2

Connecting journeys

Having a pelican crossing close to bus stops can make it easier to access other stops and connect journeys

The distance between stations and stops can be difficult to get to, some paths are difficult to use independently if you are visually impaired.

Can be difficult if there are major roads to cross, this would be improved by proper crossings

Some crossings can be hard to use if they curve off, and paths can be difficult

Connection between Huddersfield bus station and train station is hard. You follow the pavement expecting a crossing at the end but it's not there and you've missed it. It doesn't take into account logical flows

If I could walk to my local bus station easier then I'd use it more. Live very close to it at the moment but the crossings aren't easy to use and it's a very busy road. Instead, having to get a bus to the bus station when walking is a short distance.

Geographical concerns

Calderdale get the 'cast off' buses that are no longer being used in the bigger West Yorkshire cities

Using trams in hilly regions

The plans feel too Leeds centric

Utilising technology

Is there any technologies that can tell a person what stop they're at and what stop is next?

Use technology to tell person when a bus is coming, where it stops and if it serve multiple routes

Sharing best practice

South Pennine have filters used in their buses which makes them greener

Holland are more disabled friendly, it's easy to use different modes of public transport

Manchester tram network is accessible

RNIB produce good tactile maps. They worked with York to provide one in the station.

Holland clearly states when the next bus is, e.g. next bus in 15 minutes

South Pennine have smaller vehicles to go into smaller villages to make trips that aren't seen as financially viable by other companies. The South Pennine bus services are all accessible and have friendly staff

London has good transport services, it should be the same nationally

Manchester have a digital connection plan with transport. [Transport for Greater Manchester website](#)

Supporting comments

Glad the mayor has greener buses as a priority

Welcomes nationalising the bus service, it stops services from being purely profit driven

Concerns over cycle plans

Cyclists get a lot of support by unlike people who are disabled they aren't a protected group. Cyclists seem to get more support

Cycle lanes can be difficult for people who are visually impaired as cyclists are quiet

Consultation feedback

Should have been consulted before it went out to the public. That way material shared would be already accessible before. Referring to audio describing the visual material e.g. maps in the presentation

Provide tactile maps for consultation maps

Assumptions from planners that they have done the plans right but it's worth checking with people with lived experience. Usually when the planners then consult they are eye openers who realise the changes are simple.

Audio speech for presentations in the future would make it more accessible for communities. Been used in the past and was successful with many downloads
Would like the disabled community involved to share information

Questions to follow up

Is there a levelling up plan to address where old buses are used in outskirt villages while the cities get the new, better-quality buses?

Interested to know more about mass transit areas, what modes of transport WYCA has in mind.

10.3 Summary and Insights

- 10.3.1. Participants stated large differences in connectivity between districts, including that it was more challenging to travel in Calderdale compared to Leeds, and to travel in out of town and in rural areas, which leads to isolation.
- 10.3.2. Participants stated the need to introduce tactile maps to help visualise the area, which would be useful as travel centres, train and bus stations and for city centre layouts. They also stated to ensure audio descriptions were available across all modes of public transport.
- 10.3.3. Participants stated repeated issues of lack of consideration for disabled people in connectivity, disruption due to construction and planning. For example, poorly planned options to travel between bus and rail stations that involve crossing busy roads, or locating bus stops too close together, which is a challenge for blind people.
- 10.3.4. Participants considered whether and how technology can be utilised, for example, technology that can tell a person what stop they're at and what stop is next.
- 10.3.5. Participants also stated the value in learning from other regions – e.g. South Pennine have smaller vehicles to go into smaller villages to make trips that aren't seen as financially viable by other companies, and the South Pennine bus services are all accessible.

11 Stakeholder Meetings – DCSC’s and Webinars

11.1 Introduction

- 11.1.1. Numerous consultation sessions regarding the Combined Authority’s Connectivity Infrastructure Plan have already taken place throughout this year via a series of livestream webinar sessions and District Consultation Sub-Committee meetings (DCSC’s).
- 11.1.2. These sessions have allowed district partners and members of the public to ask questions and share their thoughts around the future development of West Yorkshire’s transport network.
- 11.1.3. The themes below are not minutes of consultation sessions that have taken place so far, and they not be fully representative of all comments received. However they do provide a snapshot of the key themes and messages that have arisen from these sessions.
- 11.1.4. The notes in this paper cover the following engagement sessions: -
- Rail Webinar – 22/02/21
 - Mass Transit Webinar – 05/03/21
 - Walking and Cycling Webinar 23/03/21
 - Leeds DCSC – 15/03/21
 - Calderdale DCSC- 16/03/21
 - Wakefield DCSC – 18/03/21
 - Bradford DCSC – 22/03/21
 - Kirklees DCSC – 24/03/21

11.2 Common Themes and Messages

11.2.1. Learning from other areas/ Authorities

A large number of comments and suggestions have been received from the public and District partners, encouraging the Combined Authority to learn from the development of other transport networks across the UK and Europe such as in Coventry, Sheffield and Tyneside to help inform the development of West Yorkshire’s own transport programmes such as Mass Transit.

11.2.2. Route Selection

Throughout all of the webinar and DCSC sessions, there was a high volume of requests for a range of areas across West Yorkshire to be served or receive an enhanced service via bus, rail or active travel facilities. A large proportion of these comments were in response to the current version of the Mass Transit tube map, with some expressing concern around why certain locations are not currently included. The inclusion of a Leeds orbital route that covers the likes of Elland Road, Pudsey, Horsforth Bramley and Wortley, as well as connections to Wetherby were popular requests during the Mass Transit webinar.

11.2.3. Technology

There has been a high level of interest throughout many of the engagement sessions around the type of technologies the Combined Authority intends to deploy across its Mass Transit network and whether this would impact the type of vehicles that would operate the network. There was particular interest around whether overhead wires or batteries would be used to power trams on the network.

11.2.4. Impact of Covid-19

There have been a number of questions asking the Combined Authority and service providers whether they expect the unprecedented decline in the use of public transport services during the pandemic will significantly impact the delivery and viability of major infrastructure projects such as rail upgrades and Mass Transit. Similarly, some enquired as to how the impact of Covid had been factored into programmes associated with the Connectivity Infrastructure Plan and how this may have altered original plans.

11.2.5. Consultation

Some comments indicate that not enough consultation has been taking place, or as indicated during the webinar on rail with regards to the Trans-Pennine Route Upgrade- that they have not yet had an opportunity to share their views. However other sessions have indicated that there is sometimes frustration with how the consultation process can delay the delivery of projects. A broader theme around consultation that has also been picked up suggests that there is a keen interest in ensuring that consultation and the sharing of intelligence between partners is carried out as effectively as possible to help better inform the Plan.

11.2.6. Cost of Mass Transit

There have consistently been questions and comments around how much the Mass Transit programme is expected to cost, how it will be financed, and whether it will offer value for money for the people of West Yorkshire.

11.2.7. Equality in Access – Rural vs Urban, and bus affordability

A range of questions and comments have arisen around how it will be ensured that all modes outlined within the Plan are accessible to everyone. This has included comments around ensuring that even those in more remote rural areas will have access to, and benefit from proposed developments in West Yorkshire's transport network, that those with disabilities will seamlessly be able to access services, and that those on lower incomes will be able to afford to use public transport. The latter in particular has been reinforced with a number of comments indicating that bus

services in particular can be too expensive for regular use, even over short distances. There is a broad consensus across many of the sessions that ensuring ticketing/pricing is transparent and affordable is key to increasing the use of public transport.

11.2.8. Challenges over Delivering Mass Transit

Many took the opportunity to question whether more ambitious aspects of the Connectivity Infrastructure Plan such as Mass Transit will be able to be delivered, and what lessons have been learned from previous failed attempts to introduce Mass Transit. Some comments have also indicated that there is concern around whether Mass Transit in particular, will be able to deliver on one of its objectives to reduce car usage within West Yorkshire's towns and cities, with parallels being drawn with Manchester City Centre where car usage is still relatively prominent despite the continued development of the Metrolink network. Similarly, a number of comments indicated concerns around the length of time it takes to start delivering on programmes such as Mass Transit, as well as wider aspects of the Connectivity Infrastructure Plan such as active travel. This led to some questions arising around why it is taking so long to deliver key projects, and whether delivery can be expedited in any way.

11.2.9. Integration and ticketing

Throughout all engagement sessions, many highlighted the importance of developing an increasingly integrated transport network over the coming years, as well as more integrated ticketing to encourage greater use of services including Mass Transit, and further enquired about how this is expected to be achieved.

11.2.10. Climate Change

A number of questions and comments arose around how the Connectivity Plan will enable the Combined Authority and district partners to tackle the Climate Emergency across all modes and how this will be done. Many highlighted the importance of continuing to introduce the likes of low emission busses and active travel infrastructure to ensure targets around climate change are met.

11.2.11. Access to Key facilities

Some of the DCSC meetings highlighted concerns around the provision of transport links to key services and facilities that partners would like to see considered within the Connectivity Infrastructure Plan. Some highlighted that young people from certain areas of West Yorkshire sometimes struggle to access the likes of specialist education institutions such as Craven College. Similarly, the ability of residents in more rural areas to access healthcare facilities such as Calderdale Royal Hospital via public transport has also been raised as an area that should be addressed within the Connectivity Plan.

11.2.12. Practicality for Service Users

A number of comments raised throughout the engagement process indicate that the practicality of public transport services is a key factor in people shifting from using their cars. Some comments raised the need for services to allow for people to comfortably undertake tasks such as shopping which may involve them having to carry heavier items that may typically be carried in their car boot. Similarly,

comments have suggested that excessive journey times, particularly on some areas of West Yorkshire's bus network, are another factor limiting the practicality of using public transport for some.

12 Interactive Maps

12.1 Overview and Methods

- 12.1.1. An interactive mapping tool was made available on the dedicated Your Voice page for the duration of the engagement. The map covered the region of West Yorkshire.
- 12.1.2. The mapping tool allowed people to input suggestions for Bus, Rail, Mass Transit and Walking & Cycling improvements. This was done via dragging and placing a pin on their specific geographic location. People were then given an option to explain their suggestion. People could also view others suggestions.
- 12.1.3. The map could be accessed via the Your Voice page, and was fully responsive on mobile and laptop devices.
- 12.1.4. Overall, the map received 1285 pin suggestions, from 421 contributors.
- 12.1.5. The map comments have been coded using the same Coding Framework as per the Connectivity and Mass Transit surveys (see [chapter 2](#) and [chapter 6](#))

12.2 Map Results - Walking and Cycling

Code	Frequency
Support, need more cycling routes / additional connections	167
Doesn't feel safe to cycle / lack of confidence	112
Support improved crossings for cyclists and pedestrians / reduce severance	102
Support, need more walking routes / additional connections	87
Pedestrians and cyclists should be separated from traffic / motor vehicles	71
Support, existing walking routes are not well maintained / poor surface	70
Support, existing cycling routes are not well maintained / poor surface	62
Widen footpaths/cyclepaths	50
Good connectivity / better transfers between routes	48
Better enforcement of traffic speeds and driver behaviour (police)	47
Too much traffic - support measures to reduce car use / need to reduce number of cars	36
Reduce speed limit	25
Traffic signals should prioritise pedestrians / cyclists (over cars)	23
Ensure any plans are inclusive of those with poor mobility (disabled / elderly)	22
Make car free/pedestrianise/restricted car access	20
Out of scope comment about walking and cycling (cycle lanes, low traffic neighbourhoods)	19
Pedestrians and cyclists should be separated (i.e. not shared paths)	18
Weather discourages walking and cycling	16
Agree with measures to support walking and cycling (incl. funding)	14

Consider need for cycle parking, lockers etc.	14
Discourage poor parking (e.g. on footways / cycle lanes) / enforcement of parking fines	14
Walking and cycling help to reduce car use / congestion	14
Ensure new walking and cycling routes are safe (well lit / CCTV)	13
Provide crossings near schools / provide safer access for children	12
Walking and cycling support local business / economy	11
Remove fencing/reopen paths to allow access	10
Walking and cycling are good for the environment / reducing air pollution / noise	7
Good connections with other modes	4
Improve signage	4
Consider use of electric bikes (e-bicycles)	3
Walking and cycling are important on local journeys	3
Comment outside of scope (anything else)	2
Consider fumes and air quality for cyclists and pedestrians / health problems (e.g. Asthma)	2
Consider local geography (hills / rivers / distance)	2
Cycling and walking are not option for everyone / not everyone wants to walk and cycle	2
Increase bus priority over cars - but not over active travel modes (cycle/walking)	2
No comment	2
Criticism of consultation / survey question	1
Ensure interchange between train and with other modes is integrated / easy	1
Suggested location to be served by bus / my area isnt served	1
Support, will help reduce car use / better for the environment	1
Too much importance given to walking / cycling - waste of money	1
Town and city centres are unsuitable for walking and cycling (e.g. severance - wide roads / rail lines)	1
Walking and cycling are healthy / good exercise	1
Grand Total	1154

12.2.1. Further breakdown of walking and cycling map results by district is available in Appendix XXX.

12.3 Map Results – Rail

Code	Frequency
Focus on network expansion / new routes / reinstating withdrawn services	61
Suggested location to be served by rail / my area isnt served	58
Ensure rail services are sufficient (frequency, long hours of operation, enough capacity)	26

Consider access by car / car parking	22
Suggest enhancement to rail infrastructure (i.e. trains and/or stations)	20
Faster, more direct journeys (i.e. express services)	19
Ensure trains are accessible for those with poor mobility (e.g. disabled/elderly)	17
Support, rail is a good alternative to car	11
Better station facilities	7
Underground system	7
duplicate	6
Trains are expensive to use / make more affordable / integrated ticketing	6
Comment outside of scope (anything else)	4
Ensure interchange between train and with other modes is integrated / easy	4
Criticism of objective and aim of policy (e.g. social engineering / political aim)	3
Good connections with other modes	3
Good connectivity / better transfers between routes	3
Out of scope comment about HS2 / High Speed 2	3
Support improved crossings for cyclists and pedestrians / reduce severance	3
Electrify the rail network (or hydrogen trains)	2
Focus on existing rail services instead / enhance existing rail corridors	2
Improvements wont make a difference / waste of money - spend money elsewhere	2
Support, will help reduce car use / better for the environment	2
Car is more convenient than rail / will still use car	1
Consider need for cycle parking, lockers etc.	1
Criticism of consultation / survey question	1
Ensure interchange between buses and with other modes is integrated / less waiting time	1
Prioritise capacity over speed / frequency	1
Support the planned rail service improvements / much needed	1
Tram / light rail route instead	1
Grand Total	298

12.3.1. Further breakdown of rail map results by district is available in Appendix XXX.

12.4 Map Results – Bus

Code	Frequency
New Route Request/Modification to existing route/Area isn't currently served	71

Suggested enhancement to bus infrastructure (i.e. buses, bus stops, bus lanes)	45
Ensure bus services are sufficient (i.e. frequency, capacity) /reinstate a previous service	41
Conflict with other modes/infrastructure (ie. road layout, traffic priority, traffic lights)	23
Enhanced services to improve access to remote/rural areas & recreational/cultural sites/activities	16
Ensure interchange between buses and with other modes is integrated / less waiting time	13
Faster, more direct journeys (i.e. express services) / less changes	13
Suggested change to other highway infrastructure for more reliable/efficient bus services	13
Bus service needed/enhanced to reduce private transport usage (i.e. Car) / Encourage use of public transport	11
Service is too infrequent	11
Suggested extension of bus running hours (More night buses to support shift workers etc)	11
Service is unreliable	7
Bus stop/service is unsafe to use/inaccessible	7
It is currently more convenient to use private transport (ie. Car)	6
Buses are too expensive	5
Service takes too long/stops too many times	5
More buses that avoid city centres / orbital routes	4
Poor quality service from Bus Operating Company	3
Lack of infrastructure	2
Bus lanes have been effective	1
Grand Total	308

12.4.1. Further breakdown of bus map results by district is available in Appendix XXX.

12.5 Map Results – Mass Transit

Code	Frequency
Better connections for mass transit/add a mass transit/add a stop	138
Reinstate former lines/buildings	22
Mass transit would reduce traffic	19
Accessibility to venues	15
Encourage more travel/more travel by public transport	15
Would allow quicker journeys	14
Direct travel	12
Better infrastructure for mass transit	11
Better reliability/ frequency	9
Not applicable but related to transport	9
Parking	7
Currently don't feel safe	6

Extend current services	5
Link different modes of transport	5
Would encourage visitors	5
Car travel is easier	4
Consider inclusivity/accessibility	4
Improve pollution	4
Not applicable	4
Price of fares	4
Reduce car speeds	4
Unhappy with current mass transit plans	4
Bad road conditions	3
Better for the environment	3
Extra questions	2
Ticket options	2
Weather conditions	2
Against cycle lanes	1
Improve station facilities	1
More transport options	1
Needed to level up	1
Grand Total	337

12.5.1. Further breakdown of mass transit map results by district is available in Appendix XXX.

13 Social Media – Ads & Polls

13.1 Poll Results

13.1.1. Several polls were run across social media, and also the dedicated Your Voice page, to capture quick feedback.

13.1.2. These polls were open for all to contribute. No personal was captured alongside the response, and the polls did not restrict multiple responses from the same person or IP address.

13.1.3. Mass Transit:

Do you agree with the vision to create a new mass transit system in West Yorkshire?

POLL ONE	Twitter	LinkedIn	Your Voice
Yes	73.5%	91%	70%
Maybe	8.8%	2%	13%
No	11.8%	5%	14%
Not Sure	5.9%	2%	3%
<i>Response rate</i>	<i>136</i>	<i>129</i>	<i>87</i>

POLL TWO	Twitter	LinkedIn
Yes	84.4%	83%
Maybe	11.1%	7%
No	4.4%	5%
Not Sure	0%	5%
<i>Response rate</i>	<i>45</i>	<i>111</i>

13.1.4. In general, there were high levels of support across all polls for a Mass Transit system.

13.1.5. The comments on social media relating to Mass Transit mostly concerned suggestions for alternative routes, technology and a large number of comments critiqued that the plans should have already been delivered and that wider and integrated public transport improvements were needed.

13.1.6. Walking and Cycling

What would help you to walk and cycle more in West Yorkshire?

POLL ONE	Twitter	LinkedIn	Your Voice
Fewer cars on the roads	26.2%	21%	16%
Safe walking and cycling routes	64.3%	56%	62%
More road crossing points	2.4%	3%	9%
Local walking and cycling space	7.1%	20%	13%
<i>Response rate</i>	<i>42</i>	<i>126</i>	<i>110</i>

POLL TWO	Twitter	LinkedIn
Fewer cars on the roads	24.2%	25%
Safe walking and cycling routes	55.5%	65%
More road crossing points	8.2%	3%
Local walking and cycling space	12.1%	7%
<i>Response rate</i>	<i>182</i>	<i>71</i>

13.1.9. In general, providing safer walking and cycling routes was the highest priority. More road crossing points received the lowest votes.

13.1.10. A large number of the comments on social media were negative around cycling infrastructure, stating that the numbers cycling were low and that walking and cycling were not a viable alternative to private car use. There were also many comments suggesting improvements to walking and cycle routes, and the need for these to be segregated and continuous.

13.1.11. Rail

What do you think is most important for the West Yorkshire rail service to do?

POLL ONE	Twitter	LinkedIn	Your Voice
Increase train capacities	42.1%	32%	19%
More frequent services	35.5%	30%	42%
Improve station links	15.9%	25%	31%
Become more eco-friendly	6.5%	14%	8%
<i>Response rate</i>	<i>107</i>	<i>148</i>	<i>72</i>

POLL TWO	Twitter	LinkedIn
Increase train capacities	28.2%	39%
More frequent services	28.2%	25%
Improve station links	30.8%	22%
Become more eco-friendly	12.8%	14%
<i>Response rate</i>	<i>39</i>	<i>119</i>

13.1.12. Most respondents felt that increasing train capacity and providing more frequent services were the priority. The lowest level of support was for making trains more eco-friendly.

13.1.13. Many of the comments through social media related to a requested change to rail services or complaints about current services and the need to reduce journey times between major centres. There were a number of comments around improvements to reaching train stations via public transport or cycling.

13.1.14. Bus

What do you think is most important for the West Yorkshire bus service to provide?

POLL ONE	Twitter	LinkedIn	Your Voice
Fast, reliable core buses	31.3%	62%	24%

Bus priority on our roads	37.5%	13%	13%
Better quality of buses	6.3%	10%	9%
Expanding the bus network	25%	15%	54%
<i>Response rate</i>	<i>32</i>	<i>71</i>	<i>95</i>

13.1.15. The highest support was given to fast, reliable core buses and improving bus priority on our roads. Interestingly, on the dedicated Your Voice page, expanding the bus network was voted the highest priority – this may be due to the nature of visitors to this site, who may be more informed about other bus projects in West Yorkshire.

13.1.16. Most of the comments on social media related to suggestions for improved or amended services and routes. There were also comments surrounding the need for electric buses, more frequent and night services and ticketing options.

14 Conclusion and Next Steps

The public and stakeholder engagement on the Connectivity Infrastructure Plan and Mass Transit vision ran from 27 January to 4 June 2021. This was centered around a dedicated page of the Combined Authority's digital engagement hub, Your Voice, and available at: www.yourvoice.westyorks-ca.gov.uk/connectivity. This page housed a suite of documents including the Connectivity Infrastructure Plan, Case for Change reports and the Mass Transit vision and gave the opportunity to ask questions and access background materials. The engagement was promoted widely, this was primarily online due to the Covid-19 pandemic, and also included offline methods such as real time information displays. Alternative formats of the engagement materials were available upon request. The aim of the engagement was to inform the public of the Connectivity Infrastructure Plan and Mass Transit concept and proposals and seek public opinion on the plans.

Various methods were used to collect public feedback including:

- Online questionnaire survey - for views on proposals for all modes;
- Detailed Mass Transit Survey - for views on nine proposed corridors;
- Interactive map - to place comments on issues and improvements;
- Focus groups - with young people, people with disabilities and interest groups; and
- Social media campaigns including polls.

This approach gathered both quantitative and qualitative feedback which provides both volume and detail of opinions.

The public engagement exercise yielded over 7000 responses across all the different feedback methods. Additionally, the reach of the engagement online and via social media exceeded 400,000 people.

The results of the surveys of the engagement suggest that there is widespread support for the measures proposed as part of the Connectivity Infrastructure Plan, including strong support for the priorities, types of areas that require intervention and proposals to join up different forms of transport. There was widespread agreement with the vision and proposals for Mass Transit and the dedicated Mass Transit survey also found strong levels of support for each of the proposed nine corridors.

Some key themes that emerged from the engagement across all methods of feedback were:

- **Connectivity between modes** – to ensure that connections, infrastructure and ticketing between modes of transport is integrated and accessible, for it to become a feasible and attractive alternative to private vehicle use. This should incorporate walking and cycling via simple, safe, maintained and routes to connect between homes and modes.
- **Route and network expansion** – to provide an improved public transport offer in rural areas, and in orbital routes within towns and cities. To ensure that all communities can to access key and local facilities and areas of development, and to have regular and reliable connections across all of West Yorkshire.

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- **Concerns over reliability, frequency, and capacity** – to ensure that all modes of transport are sufficient to deliver a frequent and reliable service for all communities, and to improve capacity issues on the rail and bus network.
 - **Ticketing and pricing** – for public transport to be an affordable option for all communities. Also, that ticketing offers integration between different modes of transport and operators.
 - **Accessibility concerns** – to have accessibility at the forefront of all improvements, using learnings from lived experience to improve access, journey planning and information, infrastructure, and connectivity between modes.
 - **Technology** – to utilise technology for advanced and integrated ticketing options, and to explore the role of technology in improving accessibility. Also to maximise how technology can help plan journeys and provide information (such as via a multi-modal app), and improve the experience on public transport.
 - **Decarbonisation** - that the plan is not bold enough on decarbonisation, which was countered by some views that climate change should not be a priority.
 - **Feasible alternatives to private car use** - that the bus and cycling offer currently fall short of expectations and much effort and investment is needed to make both realistic alternatives to the car. This was countered by some views that investment in bus lanes will increase congestion and that cycling is an unrealistic option.

There were also some concerns around Covid-19 informing plans, both for longevity and to assess the long-term changes such as hybrid working. Additionally, some people felt the proposals did not go far enough in terms of scale and ambition and many felt the transport improvements should have already been delivered. Additionally, there were many alternative route configurations or suggestions of different places to connect.

Respondents could also provide commentary on specific locational issues. In respect of key places to connect, the network map is found to be comprehensive, but a number of locations were highlighted, such as Wetherby and the surrounding villages of north-east outer Leeds which were considered as overlooked.

Following the feedback from the engagement, the Connectivity Infrastructure Plan has been updated to ensure that the Plan reaffirms our ambitions and feedback as a result of the engagement. This includes a greater importance on the role of tackling climate change, inclusive growth and building an accessible and fit for purpose transport network for all. Additionally, the Connectivity Infrastructure Plan has been updated to ensure that small towns and suburban areas have the same transport access and opportunity as around our key towns and cities. The feedback on additional places to connect and suggestions for public transport improvements has been considered and will inform the next stages of the Connectivity Infrastructure Plan and Mass Transit vision.



Find out more

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All information correct at time of writing