

An Appraisal of the Leeds Trolleybus Proposal

Presentation given for
Weetwood Residents Association
and
West Park Residents Association

Background

- Originates in Metro's *Supertram* proposal design allows upgrade
- Seen as first stage of a network of NGT routes forming part of a transport strategy for the City Region
- Time line:
 - Initial proposal
 - Business Case and Programme entry proposal
 - **TWAO**
 - Public Inquiry
 - Detailed Costing
 - Procurement
 - Construction
 - Opening

Outline of proposal

- A-08-a, library
- A completely new, very visible, system with strong brand image running in parallel with buses
 - fewer stops (more efficient boarding)
 - articulated vehicles powered via overhead wires
- “North Route” and “South Route” total 9 miles
- P&R at Stourton (1700) and Bodington (850)
- Mix of new alignment, priority-lanes and shared-running
- Metro to control/specify all aspects of the service
- QBC could be used to “protect” the system

Metro's argument

to councillors, MPs, Minister, Inspector

- The benefits from the trolleybus scheme will outweigh any dis-benefits; some adverse impacts are inevitable but should be accepted because the overall benefit is clear
- The scheme has support from Leeds public “77%”
- The scheme has support from business community

Objectives

- Improve public transport (“integration” “stepchange”)
- Reduce congestion
- Boost the Leeds economy
- Promote cycling and walking
- Increase accessibility
- Protect/enhance the environment

Environment – claims (in AST)

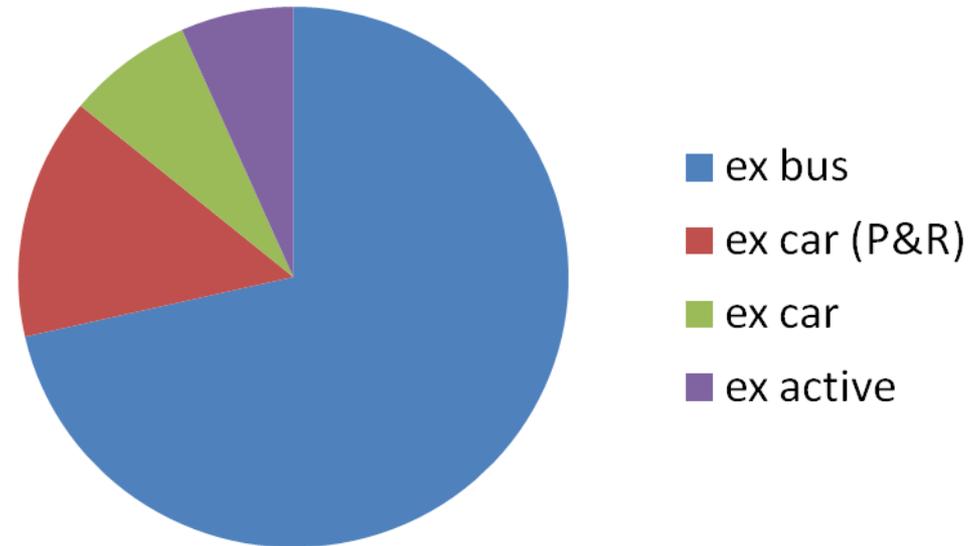
- **Townscape** *“loss of some townscape features and impacts of OHLE mitigated by sensitive design and public realm improvements”* slightly beneficial
- **Heritage** *“localised minor adverse effects mitigated by sensitive design”* neutral
- **Landscape** *“loss of green space and mature trees”* slightly adverse mature, lop
- **Biodiversity** *“loss of woodland habitats/mature trees in offline areas, some disturbance to protected species”* moderately adverse
- **Air Quality** slightly beneficial
- **Greenhouse gasses** *“increases as a result of increases in congestion and distance travelled outweighing mode shift to pt”* -£6.7m
- **Noise** slightly beneficial

Environment - claims reassessed

- ✗ **Townscape** *“loss of some townscape features and impacts of OHLE mitigated by sensitive design and public realm improvements”* slightly beneficial
- ✗ **Heritage** *“localised minor adverse effects mitigated by sensitive design”* neutral
- ✗ **Landscape** *“loss of green space and mature trees”* slightly adverse
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- **Air Quality** slightly beneficial
- ✗ **Greenhouse gasses** *“increases as a result of increases in congestion and distance travelled outweighing mode shift to pt”* -£6.7m
- ✓ **Noise** slightly beneficial

Effects on Transport – Metro's forecasts

- Trolleybus users:



- **Faster** journeys by Trolleybus
- **Increase** in congestion and rat running
- **Increase** in GHG emissions and fuel consumption

Promote walking and cycling

- New crossing points ✓
- New lengths of cycle lane and additional cycle priority at junctions ✓
- Safety issue ?

- Metro claim “slightly beneficial” impact on physical activity associated with switch to PT but forecast a switch from active modes to trolleybus. ?

Switch from car to TB is 7.4% (1 mile), from car to P&R is 14.35% ($1/2$), from active to T is 6.6% ($- 2^{1/2}$)

$7.4+7.2- 16.5 = \text{minus } 1.9$

x

Reduce Congestion

- If improved public transport can attract some ¹⁷ people out of their cars congestion might be reduced
(✓) but P&R not attractive:
 - No non-stop shuttle TBs can't easily overtake one another
 - No dedicated spaces on trolley in pm
- Reduced priority for general and entering traffic leads to increased delay and rat-running ✗
- Metro forecasts show increased congestion, delay and rat-running even if P&R is successful:
 - during construction ✗
 - thereafter ✗

Improve public transport (1)

- Trolley services will:

- be faster than current buses (save up to 7 mins interpeak or 12-13 in peak in term time 210 days pa) ✓

- be more reliable ✓

- be less frequent (6mins rather than 3) ✗

- have fewer stops (longer average walk) ✗

- have fewer seats (²/₃ standing ?) ✗

Improve public transport (2)

Existing bus services

- will still be needed:
 - when T is full – e.g. in morning peak 1000 of 1400
 - for Os and Ds off trolley route 97, 1, 28, bus station
 - If want seat or shorter walk
- will probably:
 - have similar walk distance (some longer Beckett Park, some shorter Cottage Rd)
 - be less frequent (6 mins rather than 3) ✗
 - share some of trolley's lanes but not their full priority and are likely to be delayed at key locations NGT stops, Headingley Woodhouse Moor S Merrion to LMU (marginally quicker?) ?
 - be less commercially viable ✗

Improve public transport (3)

- Public transport users will have to choose between bus and trolleybus (**frustration**) not integ
- *“It is not desirable to split services operating on the same corridor between two similar routes with the same catchment area.” (quote from NGT doc!)*
- (if Trolley): **walk further**, **wait longer**, **stand**, **travel faster**
- (if bus): **wait longer**
- **Fares??**
- Application of standard behavioural weightings suggests **deterioration**

Increase accessibility

- Metro's Analysis shows improvements (based on theoretically fastest journey on foot, cycle or public transport) ✓
- But does not take full account of:
 - reduced frequency ✗
 - increased walking distances Ts spacing, BSremoval Beketts Pk ✗
 - lower chance of getting a seat ✗
 - possible loss of services beyond trolley route ✗

Boost the Leeds Economy

- Jobs during construction ✓
- Disruption during construction ✗
- Net jobs associated with operation ✓?
- 'Halo' effect of major investment ✓
- Transport costs dft concern ✗
- Customer car access and parking ✗
- Customer access by public transport ✗?
- Access to labour ✗?

Objectives

- Protect/enhance the environment ✓✓xxxxx
- Reduce congestion xx
- Promote cycling and walking ✓✓xX
- Improve public transport ✓✓Xxxxxxx
- Increase accessibility ✓xxxx
- Boost the Leeds economy ✓✓✓X Xxxx

Metro's argument

to councillors, MPs, Minister, Inspector (revisited)

- The benefits from the trolleybus scheme will outweigh any dis-benefits; some adverse impacts are inevitable but should be accepted because the overall benefit is clear (is it?)
- The scheme has support from Leeds public (more like 10% than 70%)
- The scheme has support from business community (read them! DfT surprise)

Local example of impact (1)- Car parking in Far Headingley

- Parking Document says:
 - Loss of 12 spaces (5 on St Chads Rd, 7 on Hollin Rd)
 - Addition of loading bays and 5 all-day spaces
 - *“There is spare capacity in adjacent streets and carparks”*
- BUT analysis of TRO’s shows:
 - Loss is 20 not 12 (7 on St Chads Rd, 6 on Weetwood Ln)
 - The 5 all-day spaces are “permit only”
 - There will be a loss of about 30 offpeak spaces on Otley Rd
- Impact on local shops, cinema, restaurants?
- Implications for accuracy of NGT analysis?

Local example of impact (2)-

Impact on 1,385 new houses Kirkstall Forge

- Access Document says:
 - NGT at St Chads is in “*close proximity*” and that the effect of NGT on the new housing’s accessibility will be “*significantly beneficial*”
- BUT local knowledge indicates:
 - It is about 1½ miles from Kirkstall Forge to St Chads NGT stop as the crow flies
 - If you were to walk it, you would have to walk along A65 (passing numerous bus stops), cross A65, walk up hill, cross Spen Lane (bus route), walk up hill, cross railway, go through Morris Wood, up to and cross Queenswood Drive (bus route), up and through Queens Wood, cross University Campus, through streets to Otley Rd, then cross Otley Rd.
- Implications for accuracy of NGT’s analysis?

The Business Case

- £173m of £250m cost paid by central govt
- £77m from local sources other priorities
- Forecast revenues 2x operating costs but v dependent on:
 - costs being contained unique technology
 - people wanting to use trolley in preference to bus
 - success of P&R
 - growth in demand for travel to city centre (jobs, retail, students)
 - response of bus operators (improved quality dft, price war QBC)
- If there is a shortfall:
 - Fares could be raised dft (but affects attractiveness....spiral)
 - Otherwise need for ongoing support from Council/Metro (fund from other priorities)

The process ...

- TWAO published on 19th September
- Objections before 31st October
- Metro will receive copies of all objections and will seek to answer them
- January 2014 revised plans (after alterations) are released
- Anticipated PUBLIC INQUIRY - Spring 2014
- Objectors have the chance to argue their case

Phrasing your comment or objection

- Say how it affects **you** as:
 - a resident and user of local amenities
 - bus user, cyclist, pedestrian, car driver
 - Council Tax payer, user of council services
 - tax payer,
- Say **why** you are objecting/supporting
- Useful to refer to documents/ policies etc but **saying something is better than saying nothing!**

- If you wont be able to park outside your local shop you could say:

Removal of parking bays is likely to damage the viability of local shops. Their closure would reduce local amenity. This conflicts with Council policy regarding Neighbourhood Design

- If you think tree loss will spoil the character of Otley Rd you could say:

Tree lined roads are defined as part of the character of the area in Neighbourhood Design Statements and Conservation Area Statements for West Park, Weetwood and Far Headingley

NGT's effect on communities and the life of residents

- **Visual appearance**

- loss of mature trees and grass verges
- Intrusive cables and street clutter / furniture
- Damage to character of conservation areas

- **More congestion and rat-running** – on other roads with associated noise and emissions

- **Public transport**

- less frequent
- loss of service beyond NGT line
- fewer seats
- further to walk
- crowded with P&R users

- Local access worse because of road closures
- Effect on Local Businesses
 - Increased congestion means increased costs
 - Reduced parking will harm trade
 - Loss of passing traffic will affect some businesses
 - Local businesses may close = loss of amenity

JUST CONSIDER DO YOU WANT

- The A660 to look like York road ?
- A worse public transport system ?
- Harm to local shops & businesses ?
- More parking restrictions ?
- Possible fall in property prices ?

- NGT is NOT GOOD VALUE for MONEY
(YOUR MONEY)

SEEING IS BELIEVING ?

- Design Freeze 7 has various versions
- TWAO maps may be different
Check in library or website
- Possible errors in the NGT case

WHAT HAPPENS NEXT ?

It is important to make your
views known

Do not rely on others to do
it for you!

Make your views known

- Write to Secretary of State
BEFORE 31 October
- Use email BUT include your postal address
- COPY comments to your MP
- Keep an eye on the West Park Residents website for updates

westparkresidents.org.uk