



Enroute's Response to the West Yorkshire Mass Transit Consultation

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0.0 Please tick to show that you have read and understood [our privacy notice which can be viewed here](#).

I have read and understood the privacy notice.

0.1 What is your postcode?

This question is optional. If you choose to answer this question, you will not be identified by the information provided.

Prefer not to say

0.2 How are you responding to this survey?

As an individual

On behalf of an organisation

ORG.01 Please tell us which business or organisation you are responding on behalf of?

Enroute Group CIC

183

ORG.02 What is your position in this organisation?

Transport Marketing Manager

173

Please see page 13 in [the consultation brochure](#) for more information to help you answer this section of the survey.

ORG.1 Does your organisation have a connection with the places on, or close to the Leeds Line? If so, please describe

No

1.4 To what extent do you support or oppose connecting St James's University Hospital and White Rose Shopping Centre via Leeds city centre by Mass Transit?

Support Tend to support Neither support or oppose Tend to oppose Oppose Don't know

1.4.1 Please explain the reasons for your answer (please write in)

Leeds is the largest city in Europe without a light rail network, so any effort to correct that is worthwhile. Additionally, the ambition to connect one of the UK's busiest train stations, a major shopping centre, a major English football stadium, a couple of town centre hospitals, and an indoor arena make this an excellent first phase of the Mass Transit 2040 plan.

1632

Enroute’s Response to the West Yorkshire Mass Transit Consultation

1.5 Are there any other features or factors that you believe should be taken into account for the Leeds Line: Leeds city centre section between St James’s University Hospital and the River Aire at Victoria Bridge?

(Please state the route option or location your comments relate to where applicable)

The only criticisms we can think of is the lack of a proposed direct connection to the bus station in any of the plans, and the lack of a proposed future phase connecting through the University of Leeds and beyond (perhaps to places such as Headingley Rugby and Cricket Stadiums). It can be appreciated that the former would be inconvenient with using the Victoria Bridge, but beyond these, there are few objections.

1584

1.6 To what extent do you support or oppose the route options for the Leeds Line: Leeds city centre section between St James’s University Hospital and the River Aire at Victoria Bridge?

	Support	Tend to support	Neither support nor oppose	Tend to oppose	Oppose	Don't know
●L1 - via East Parade and Infirmary Street	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
●L2 - via East Parade (northbound) and Park Row (southbound)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
●L3 - via Cookridge Street and Park Row	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
●L4 - via Regent Street and The Headrow	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

1.7 Please explain the reasons for your views on the route options: (please write in)

(Please state the route option or location your comments relate to where applicable)

These are all good options, and Leeds would benefit massively whichever option is chosen. The only thing that encourages us to support Option 1 over the other 3 is it's connection in both directions to Leeds Beckett University and the Leeds General Infirmary.

1741

1.8 Are there any other features or factors that you believe should be taken into account for the Leeds Line: South Leeds section between the south of the River Aire and White Rose Shopping Centre?

(Please state the route option or location your comments relate to where applicable)

The only concern would be the lack of a proposed connection to the new railway station at White Rose, especially since the station was due to open earlier this year. Ideally, such a connection to this new station would not involve passengers having to leave the railway station to catch a tram, perhaps in a fashion similar to Hucknall station north of Nottingham.

1636

1.9 To what extent do you support or oppose the route options for the Leeds Line: South Leeds section between the south of the River Aire and the White Rose Shopping Centre?

	Support	Tend to support	Neither support nor oppose	Tend to oppose	Oppose	Don't know
●L5 - via Dewsbury Road	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
●L6 - via Elland Road, Elland Road Stadium, and Ring Road Beeston	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
●L7 - via Gelderd Road, Lowfields Road, Elland Road Stadium, and Old Lane	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

1.10 Please explain the reasons for your views on the route options (please write in).

(Please state the route option or location your comments relate to where applicable)

Each of these options would benefit South Leeds were they to be chosen and constructed, though route L7 is the one we view as the best of a good bunch, as it connects both Elland Road stadium and Beeston centre, for which the other two only connect to one or neither.

1733

Enroute's Response to the West Yorkshire Mass Transit Consultation

ORG.2 Does your organisation have a connection with the places on, or close to, the Bradford Line? If so, please describe

No 1998

2.4 To what extent do you support or oppose connecting Bradford city centre and Leeds city centre by Mass Transit?

Support	Tend to support	Neither support nor oppose	Tend to oppose	Oppose	Don't know
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2.4.1 Please explain the reasons for your answer: (please write in)

While a tram or light rail system is not the optimal form of Mass Transit for a route that is in all likelihood going to generate a lot of demand (and thus require a lot of capacity, that systems such as metros or S-Bahns could readily provide), the ambition to create an additional connection between the two cities to complement the railway is a worthwhile one. Not only would a second connection provide a greater range of options for potential passengers, it would also allow the suburbs in-between the two cities to have greater access to either city, which is always a good thing. 1414

2.5 Are there any other features or factors that you believe should be taken into account for the Bradford Line between Bradford city centre and Leeds city centre?

(Please state the route option or location your comments relate to where applicable)

None, because all the local towns are connected by at least one potential route, and all the local trip generators (St. Mary's Hospital and Cranshaw Academy) appear to have routes running nearby. 1805

2.6 To what extent do you support or oppose the route options for the Bradford Line between Bradford city centre and Leeds city centre

	Support	Tend to support	Neither support nor oppose	Tend to oppose	Oppose	Don't know
● B1 - via Stanningley and Armley	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
● B2 - via Laisterdyke and Wortley	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
● B3 - via Laisterdyke and Armley	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2.7 Please explain the reasons for your views on the route options: (please write in)

(Please state the route option or location your comments relate to where applicable)

All these routes are good options, but we believe that trams/mass transit serve a fundamentally different purpose to trains, with trams often focusing on local traffic while trains generally cater towards intercity traffic. As such, we believe that a route that involves sharing a right of way between the two (if done similarly to Nottingham's Robin Hood Line) would compromise the ability of both tram and train to properly serve their functions and markets. 1540

Section three: Further comments relating to the phase one proposals

This section asks for further comments. Would you like to answer this question?
(If you change your mind, you can choose to come back to them before submitting your response.)

- Yes, I would like to answer the questions in this section
- No, I would like to move to the next section - (Section four: Placemaking)

3.1 Do you have any further comments about the phase one Mass Transit proposals? If so, please explain below:

No.

1997

4.1 To what extent do you agree that our Mass Transit proposals will improve the opportunities for placemaking?

- | | | | | | |
|-----------------------|----------------------------------|---------------------------|-----------------------|-----------------------|-----------------------|
| Agree | Tend to agree | Neither agree or disagree | Tend to disagree | Disagree | Don't know |
| <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

4.2 Do you have any other suggestions for ways that we could improve places along the routes as part of our placemaking plans? If so, please describe them below:

Segregated cycle lanes are the ideal form of prioritisation for bicycles, as they offer more protection from cars and vans which will always stand a greater chance of surviving any collision between cars and bicycles. Such collisions are made more likely by having a painted cycle lane compared with having a fully segregated cycle lane.

Another suggestion is that all bus stops and tram stops should have live departure information, on both sides of the road. This simple feature has a surprisingly large impact on how long a passenger is willing to wait at a bus stop, and therefore how competitive the journey needs to be compared to cars.

Finally, green spaces and parks, big or small, are crucial to making a place or street more enjoyable, and anecdotally are more likely to create a community around that place, rather than a group of individuals, which contributes massively to how welcoming newcomers consider that location.

1067

Enroute's Response to the West Yorkshire Mass Transit Consultation

5.1 Which of the following outcomes are most important to you for West Yorkshire Mass Transit phase one to achieve? (Please select up to three)

- Improving connections to/from businesses and services
- Improving connections to/from residential areas
- Improving access to employment or education
- Improving connections to bus and train services
- Improving links to walking and cycling infrastructure
- Supporting regeneration
- Contributing to reducing carbon emissions
- Providing quick journey times
- Reduce road traffic and congestion
- Providing affordable transport for passengers
- Providing transport that is accessible for everyone
- Providing frequent services
- Providing evening and night-time services
- Other, please specify:
- None of the above

We are committed to delivering Mass Transit in a sustainable way. Our Sustainability Strategy outlines the vision for sustainability in the development, delivery, and operation of all phases of Mass Transit.

Please see page 28 - 29 in [the consultation brochure](#), and our [Sustainability Strategy document](#) for more information to help you answer this section of the survey.

6.1 To what extent do you agree or disagree with the approach to sustainability for Mass Transit set out in the Sustainability Strategy?

- | | | | | | |
|----------------------------------|-----------------------|----------------------------|-----------------------|-----------------------|-----------------------|
| Agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Disagree | Don't know |
| <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

6.1.1 Please explain the reasons for your answer: (please write in)

Each of your 4 pillars is a necessary inclusion, and the outcomes you have suggested and the steps to achieve those outcomes are all logical and we believe likely to succeed in your ambition.

Enroute’s Response to the West Yorkshire Mass Transit Consultation

	Very important	Somewhat important	Neither important nor unimportant	Somewhat unimportant	Very unimportant	Don't know
Sustainable transport						
Provide an attractive alternative to private car use as part of making a contribution to transformational change in travel patterns.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mass Transit stops and interchanges are integrated and well connected to public areas.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carbon emissions						
Manage carbon emissions in new infrastructure and buildings through project delivery.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimise whole life greenhouse gas emissions for the project.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Align Mass Transit with local, regional, and national net zero ambitions.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air quality						
Contribute to an overall improvement in air quality through a reduction in private car use.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To provide improved air quality for users compared to existing public transport.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social value, skills, and employment						
Provide local employment, apprenticeships, and training opportunities to communities through project delivery and operation.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting our regional economy through local business, small medium enterprises, and voluntary, community and social enterprises.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote high standards and accountability through construction.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Equity, equality, diversity, and inclusion						
Provide fully accessible and inclusive infrastructure for all users that overcomes physical, social, and cultural barriers to accessing public transport.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Contribute to the fair and equitable distribution of the benefits of Mass Transit.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local development and regeneration						
Support policy driven ambitions for redevelopment and regeneration.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Customer value / value for money						
Provide good value for money for the region and customers.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>