

UBT and TrAMS Meeting 24/03/2024

Present:

- Adam
- Simon
- Bradley
- Diogo
- Freddie
- Harry
- Hubert
- Oussama
- Toby

Agenda

- Current state of transport in Leeds
 - o Simon:
 - There's been significant improvements – in 2018 you couldn't pay with a card on the bus, had to have exact change
 - Buses are the only real form of transit
 - City centre is a lot more walkable
 - Bus network has a lot of missing connections
 - It works outwards radially – changing between radials involves going through city centre
 - In Hungary, further out trams are radials and buses are orbitals
 - City centre is mainly focused on metro as radial and orbital
 - Very few segregated bus routes in Leeds, only two and only in one direction, on routes that are free flowing anyway
 - o Brad:
 - With trams, orbital lines integrating with radial lines
 - o Key pinch points
 - Areas around Scotwell road are quite suburban
 - o Leeds is so car dependent that converting roads into tramways is not very politically viable
 - There's a lot of desire for trams, but going down the path of turning roads into tram only will dissipate that support quickly
- MCDA Analysis for Bradford
 - o We can have connections to Bradford city council – labour
 - o We're thinking of focusing more close to the city centre in Leeds because we will have little access to Bradford stakeholders
 - Once you enter the city centre you have to decide between sharing roads with cars and trams
- MCDA Analysis in general
 - o As a "neutral" comparison, we have existing bus and train routes we can use as a V0
 - o Stakeholders
 - Leeds City Council
 - ITS
 - Students in the uni

- Students tend not to live in the proposed axis
 - Residents of the areas in places like Pudsey, Armley, Holbeck
 - Leeds United Football Club
 - Park runs have a lot of people – they come along to talk
 - There are some in Armley and Bramley
 - Can go through LUU to get student opinions
 - Try to deal with combined authority
 - Running trams along streets means you're using council property
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- Are Trams the solution?
 - Adding trams can increase total vehicle kilometres even with a reduction in other kinds of public transit
 - Reflects in real estate prices
 - Good signal for investors
 - After HS2 was shelved, there's a whole part of land which was going to be a HS2 terminal – a tram could plug that gap.
 - They integrate better, they're more usable, easier to access,
 - These corridors are perfect for building alongside other transit
- TrAMS as stakeholders (i.e., the criteria they think are important)
 1. Environmental impacts
 - a. Lifetime CO2
 - b. NO2 Reduction
 - i. Buses produce most of the NO2 – people converting from buses to trams will help reduce NO2 a lot.
 - c. Noise
 - i. Not as frequent as cars, louder than the average car
 - ii. Whole process of building will generate noise
 - d. Particulate matter (PM) emissions
 - i. CO2 and nitrogen oxide emissions will decrease with electric vehicles, but particulate matter pollution will likely increase due to heavier vehicles, inertia, and brakes wearing down
 - ii. Not a lot of research into PM emissions for rails
 - e. Landscaping
 2. Efficiency
 - a. How many people are we connecting?
 - i. Length of route divided by area of the city
 1. With the tools available now, you could calculate, with relative precision, the number of people within a catchment area
 2. Isochrones mapped over population distribution could show this really well
 - a. Could also overlay some kind of income statistic – Simon suggested land value but we could do median salary distribution
 3. Demographic information – transport justice
 - a. While we are following existing transit routes, these routes don't have many stops along them
 - b. Many of the communities which fall along these transit lines are more deprived

- c. Richer people tend to drive by car more
 - i. Trams are good at getting people to use their cars less
 - ii. However, richer people live in low density areas so will be less efficient if we reroute to target them
 - b. Business connections
 - c. Connection to green spaces
 - d. Connectivity to other stations
 - 3. Disruption
 - a. Disruption during building
 - i. For route planning, we could look at roads which are going to have work on them already and route the light rail through there
 - 4. Costs
 - a. Moving utilities
 - i. Light rail significantly reduces this cost
 - ii.
 - b. Using “second-hand” vehicles can bring cost down significantly
 - 5. Reliability of lines
 - a. Segregated track
 - 6. Effects on collisions
 - a. Crossing points/conflict points with pedestrians
 - i. Count number of conflict points on route
 - b. Potential reduction in number of cars on the road