UBT and TrAMS Meeting 24/03/2024

Present:

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

# Agenda

* Current state of transport in Leeds
  + 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
  + Brad:
    - With trams, orbital lines integrating with radial lines
  + Key pinch points
    - Areas around Scotwell road are quite suburban
  + 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
  + We can have connections to Bradford city council – labour
  + 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
  + As a “neutral” comparison, we have existing bus and train routes we can use as a V0
  + 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
* 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
   1. Lifetime CO2
   2. NO2 Reduction
      1. Buses produce most of the NO2 – people converting from buses to trams will help reduce NO2 a lot.
   3. Noise
      1. Not as frequent as cars, louder than the average car
      2. Whole process of building will generate noise
   4. Particulate matter (PM) emissions
      1. 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
      2. Not a lot of research into PM emissions for rails
   5. Landscaping
2. Efficiency
   1. How many people are we connecting?
      1. 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
            1. Could also overlay some kind of income statistic – Simon suggested land value but we could do median salary distribution
         3. Demographic information – transport justice
            1. While we are following existing transit routes, these routes don’t have many stops along them
            2. Many of the communities which fall along these transit lines are more deprived
            3. Richer people tend to drive by car more

Trams are good at getting people to use their cars less

However, richer people live in low density areas so will be less efficient if we reroute to target them

* 1. Business connections
  2. Connection to green spaces
  3. Connectivity to other stations

1. Disruption
   1. Disruption during building
      1. For route planning, we could look at roads which are going to have work on them already and route the light rail through there
2. Costs
   1. Moving utilities
      1. Light rail significantly reduces this cost
   2. Using “second-hand” vehicles can bring cost down significantly
3. Reliability of lines
   1. Segregated track
4. Effects on collisions
   1. Crossing points/conflict points with pedestrians
      1. Count number of conflict points on route
   2. Potential reduction in number of cars on the road