

**Transport Asset management Plan: Public Consultation May - July 2012**  
**Results and Responses 3 October 2012**

Respondent No.	Full text	Action	Rationale for Actions
3	I've searched the documents and found references to flood, flood risk and climate change impact which already seriously affect the transport network and performance through impact and damage to network infrastructure, culverts and bridge structures adversely impacting on service performance. To meet the planned TAMP objectives, flood risk impact to the network needs to be minimised and the existing transport system drainage network is predominantly ageing or Victorian infrastructure in need of significant investment and future proofing. What funding has been allocated for flood risk reduction on the network and as part of match funding proposals where flooding from multiple sources impacts on the network? Has flood risk impact on the network been assessed for the minimum 100yr + climate change event? What lessons have been learned and actions implemented since June 2007? How has flood risk been taken into account in the proposed plan? Have the proposed TAMP objectives included flood risk impact? Has the proposed TAMP business case included flood risk impact?	Noted.	To be addressed by the development of West Yorkshire Flood Management Strategy.
3	Duplicate see above	Noted.	
3	Duplicate see above	Noted.	
4	Don't Forget about cyclists, with fuel costs likely to remain high more and more people are likely to take up cycling	Noted.	The Plan covers all users, including cyclists.
5	The problem with bus routes are plenty to estate areas the rest no !buses from different services running together in theory 4 a hour practice 2 , no cross boundary consultation.	Noted.	Metro is advancing Quality Bus Contracts as a means of raising local accountability to the the provision of bus services.
5	Having worked in many places and positions , I have seen too many bright ideas from clever people not working because they they have not got practical application , how many of your staff ,lets say travel by Northern Rail to work on old trains packed in like cattle ? Another point how many of the Metro committee actually travel by public transport , because I think the answer is one the rest have cars the only transport they use the talking point at most meetings is parking. Get people who use buses and trains , I will input anytime , but getting to meetings would be difficult no buses at evenings!!!!	Noted.	Modal shift to more sustainable modes is a key priority within the LTP.
5	Plans never work ,		

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8	Cycling does not get the priority it deserves. Cycle commuting should be seen as a key area for improvement and development if Leeds is to continue to grow without becoming gridlocked. The benefits of cycling to work are significant, not just less traffic (= CO2 reductions, less congestion) but healthier citizens. All cyclists need are safe well, surfaced roads. There is plenty of advice on how to achieve the former available from CTC, Sustrans etc and Leeds Cycle Action Group would be very willing to become more involved in shaping the future.	Noted.	A West Yorkshire Cycle Plan is to be developed within the next 12 months.
9	Why do you refer to Bus Shelters throughout the document. Buses don't fit in them! They are Bus Passenger Shelters.	Noted.	
10	I am concerned that people who live in the Otley area and travel to Leeds to commute do not have their needs recognised. I used to wait for x84 buses at the merrion centre bus stop and often buses did not turn up, meaning a wait of over 50 minutes. The bus stop is totally inadequate for the numbers of people who wait there. The majority of people have to wait in the rain without any seating. The signage letting people know what time a bus will come is totally inadequate,you cannot see it,especially in the sunshine.	Noted.	Punctuality issue to be taken up with by Metro with First in performance meeting.
12	i am afraid the days of the bus in urban areas is numbered, when the recession is over car use will increase and the bus subsidies should be reduced and the money put into rail and roads.The idea of "forcing motorists " off the road is undemocratic as is bus lanes. Why on earth companys like First should have a dedicated bus lane so that they can maximise their profits is beyond me.Roads are for everybody.What next? a dedicated lane on the M6 for Eddy Stobart so he can make bigger profits?	Noted.	TAMP focuses on targetting resources on assets for the benefit of all users across all modes.
13	REMOVE SILLY NO SMOKING SIGNS FROM Bus SHELTERS-THEY'RE IGNORED AND ONLY ENCOURAGE VANDALISM.	Noted.	Appropriate signing helps tackle inappropriate behaviour.
13	REMOVE UNSIGHTLY HORRIBLE YELLOW/RED SPEED LIMIT SIGNS FROM RURAL ROADS.They spoil local visual amenity.Dreadful things!!!	Noted.	Appropriate signing is required to help tackle inappropriate driver behaviour.
14	Under the proposals headed TAMP, will local councils still be able to decide how much they can afford to spend on repairs especially compulsory ones such as repairs to bridges?	Noted.	Councils will still retain the responsibilities to act as the Highways Authority, carrying out the appropriate Statutory Duties, including the development and agreement of budgetary profiles

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15	One of the key issues in reducing the carbon footprint is to improve road conditions and make them 'cycle friendly'. I can provide numerous examples as a cyclist of poorly designed and implemented cycle routes which are dangerous and take one through some of the most abysmal road surfaces we have! All maintenance carried out should not be accepted as being up to standard and paid for until it has been tested by someone on a bike - maybe some of the contractors used would then have to do a decent job of road repair?	Noted.	TAMP covers all users, including cyclists.
16	A serious problem with "empire-building" in all departments of all local authorities, particularly through the "boom" years of the New Labour Government has resulted in very inefficient systems in all departments. I am an employee in one of these departments, so I know what I am talking about. In addition to the identified key issues, deep and uncomfortable questions need to be asked about the need for every department and every post. The current downsizing / redundancy reviews are assisting with this. However, due to favouritism / cronyism, certain people are being protected by senior managers, at the expense of essential staff. The result is a complete waste of money, hiring in agency staff to cover for those made redundant, meanwhile other teams are messing about with many expensive technical staff spending a very small budget.	Noted.	Sharing services/contracts and collaboration between Local Authorities is continuously explored to achieve efficiencies where it makes sense to do so.
16	As long as during the process of sharing services, spurious teams and staff posts which have been protected during redundancy and downsizing reviews by favouritism / cronyism from senior management are identified and the true value and effectiveness assessed.	Noted.	See above.
16	Although the plan identifies the concept of spend-to-save and stated that we want to spend the money as wisely as possible, for example by proper re-building rather than constantly returning to carry out reactive maintenance works, I fear that it will be very difficult to galvanise action with insufficient political will across the Region to spend the money that is really needed.	Noted.	The policy and spending plans are subject to appropriate political governance.
17	I don't disagree with them as such, but these are just three barriers/negative things which get in the way of maintaining/providing good transport assets. Surely the "Key issue" is to be able to provide and maintain transport assets. What are the facilitators and resources for this, as well as the barriers?	Noted.	The TAMP sets out the key issue/ challenges and what needs to be done to address them.
17	If you mean "5.2 TAMP Implementation Plan (2011- 14)" then yes, I don't disagree.	Noted.	

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17	<p>Padestrian corssings with the green man low down your side of the road (rather than high and visible at the other side of the road) are dangerous, as it is difficult to look in several places at once, and often they are obscured by fellow crossers, especially for children, so people simply dont use them. They should be replaced with the ones high and visible at the other side of the road. The huddersfield/manchester road bus lane tkaes up at least one traffic lane which could be simply made into a solid line bus lane - this would take up less space, and a solid line would mean that busses shoul actually get to skip the heavy traffic (as is not currently the case). Being on a bus in this lane while stuck behind another bus takes a long time!! There is also a part of this bus lane which needs yellow-boxing as the green light for the bus lane isoften irrelevant as crossing cars back up at a red light and the bus is delayed. Maybe involve local group/projects or national groupos/charities who are passionate about public transport and would be willing to assist with the costly upkeep of stations, shelters (cleaning, etc).</p>	Noted.	<p>As pedestrian crossing facilities are updated, the new style of 'timed' crossings are being installed, so as to allow those people who walk more slowly to cross in safety. Bus lane and other bus facilites are an important feature of encouraging more people to switch to more sustainable modes of transport, and suggestions to improve them are always welcomed.</p>
18	<p>All the issues identified are good and correct. However, more needs to be made of the problem with street clutter. Un-necessary signs, bollards, ornamental street furniture, pedestrian guard-rails and pedestrian refuges clutter up most of our main streets, PRN routes and town centres. Clearing this clutter away will reap manifold benefits, such as: 1) Reduced disruption from maintenance works (how many lane closures are required to repair damaged street furniture?) 2) Reduced cost to hard pressed Council budgets, which will mean that money can be diverted to real problem solvers, such as increased capacity at bottlenecks. 3) Safer, smoother, more efficient traffic flow, due to drivers (particularly those from outside the area such as freight drivers and travelling businessmen) having a better understanding of the road environment due to reduced clutter. 4) Reduced clutter leads to a more positive impression of the area, whcih can result in greater inward investment, particularly important as we strive to climb out of recession.</p>	Noted.	<p>Reflected in the Network Management Plan.</p>
20	<p>I think it is important not to overlook the needs of walkers / cyclists / public transport users in very bad weather. If snow ploughs are used the snow tends to be piled on the footway, impeding the access of those not on 4 wheels (or in the gutter impeding the progress of cyclists). If it is icy no effort seems to be made to clear or grit pavements. This makes things very dangerous for pedestrians. Last winter on a trip to Headingley the area outside the Arndale centre had been cleared and gritted - presumably because it is private property. The bus stop opposite was only approachable on a sheet of ice. The same was true of the bus stop outside Headingley library. This may not be Metro's problem but they could bring pressure to bear on Leeds (and probably the other authorities) to reconsider their priorities. I'm sure the NHS would back this.</p>	Noted.	<p>The gritting of pavements is reflected in District Councils' Winter Maintenance Plans.</p>

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22	Road network - concentration should be on improving and maintaining existing network with no funding being wasted on new roads.	Noted.	TAMP focuses on use of existing funding streams to facilitate maintenance of existing infrastructure
23	The increase in modal share of cycling (see targets and indicators) is, I understand, in Leeds predicated at least partly on completion of the core cycle network. Yet these assets are not covered in this plan at all. There needs to be a programme of maintenance for these routes as part of the transport infrastructure. If cycling is to be a serious mode in the mind of the public, its support cannot simply be brushed aside, and its infrastructure supplied and maintained on such a casual basis. This is a serious weakness.	Noted.	TAMP focuses on all assets used by all users across all modes, including cycling infrastructure.
25	As a public transport user I would like to have had more information and plans about improving passenger behaviour and safety; stations being upgraded or rebuilt to improve security and warmth and what is intended as an alternative when the new digitised screens which have been installed in my local station don't work (as sometimes happens). Why remove the station clock? It's very useful (especially when the screens don't work).	Noted.	The Safer Travel West Yorkshire initiative is aiming to influence passenger behaviour and safety.
26	Travel Choices The priorities should extended to both bus and rail operations. However, bus terminuses should be included. Know glitches in real time passenger information needs to be eradicated from the computer system, so as to display proper up to date information about the particular bus and train services at bus stops and rail stations etc. This would instil passenger confidence in using real time. Real Time Bus Passenger Information in Garforth 1.However, I continued to seek to improve future 'visual information' for passengers using bus facilities in Garforth. Leeds City Centre has had Real Time Passenger Information for a very long time now. 2.There are problems in Garforth of not knowing when, and if, a bus will arrive, or even if it has been delayed. The obvious need is to convey visual information to passengers, so as to improve confidence in using the buses as an alternative form of transport to the car. 3.I suggest there needs to be a concentrated effort to positively introduce new and improve existing Real Time Passenger Information, to selected locations: a)At various stops along Main Street Garforth. b)At the Inverness Road bus terminus. c)At the Leeds bound shelter at East Garforth (at the Aberford Road Ash Lane junction) d)At other key points along routes and shopping areas within the township. e)It would be appreciated if you will also give very serious consideration to giving priority to the Garforth Township, as no money has been spent on these matters for many years now, so as to bring in line with Leeds City Centre?	Noted.	In addition to using the fixed displays, passengers can access real time information using smartphones and/ or text messages.

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28	Many delays on the roads are caused by the length of time it takes to repair. The repair work is often started then it takes time for someone to come and finish the job, remove barriers and get the traffic moving. Surely there is a simple way to fill in small potholes to make the roads safer and reduce insurance claims.	Noted.	Measures covered in the Network Management Plan to minimise disruption to users.
28	Why is it that soon after completion of major road maintenance traffic disruption and damage to the surface is caused by one of the utility companies renewing/repairing pipes. Surely it must be cost effective to do this work in one.	Noted.	Measures covered in the Network Management Plan to minimise disruption to users.
29	Think about adding 'review use of renewable energies' eg for street lighting/ lighting signs (also use of solar power at point of use eg at signs etc) Think about considering de-classifying some roads so don't have to maintain less well used roads to same standards (just concentrate on the more used/ important ones) Ensure we seek to capture what ever taxes replace fuel duty for transport schemes Challenge if we need to maintain every rail line to the same high standard ie do all rail lines carry freight- if not they may not need to be maintained to the same standard as freight used lines.	Noted.	Reflected in TAMP through better use of resources and sharing best practice.
31	Increasing the life of Street assets is incorrectly mentioned as a key issue. In areas where bus shelters and railway shelters are 'Trashed' There is an argument that they shouldn't be replaced, this saves the cost of replacing them and saves them from being damaged again. Where required they should be replaced with solid concrete unbreakable facilities.	Noted.	Metro does have a practice of not replacing persistently vandalised shelters and of using an alternative to glass where windows are regularly broken.
31	This Plan will be challenging to deliver, but is essential to bridge the gap between the asset condition customers want and reduced levels of funding. Ultimately, only by securing new funding sources will it be possible to go further and improve asset condition.' The alternative is to only provide assets where funding allows. Why spend money that has to be found from elsewhere. resources are finite and should be considered before money is spent.	Noted.	Resources allocated are finite and we will seek to use them effectively and efficiently as set out in the TAMP.
32	The current plans have not factored in the change in economic circumstances since 2008. They are also very anti private car with which I disagree.	Noted.	The TAMP reflects the reduced level of funding that is now available and covers all users across all modes.

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33	<p>Much more focus need to be on road maintenance. It is a standing joke and has been for many years that the roads in Kirklees are among the worst quality in the UK (or Europe). Far too much time and money is spent on putting road furniture in place to reduce speeding when speeding is well down the scale of transport problems. Money has been wasted on new 20mph zones in Meltham and Honley yet the same stretches of road and adjacent roads are rough and potholed. You continue to allow and indeed promote building of supermarkets adjacent to the Huddersfield ring road along with ever more traffic lights and and pelican crossings which create massive peak hour congestion. The ring road was installed to move through traffic smoothly and safely around the town centre, not to block things up at great cost to businesses and individuals. I would also like to see more free short term on street parking within the ring road boundries to promote shoppers visiting town rather than out of town retail parks. Please focus and spend on PRIORITIES not politically correct nonsense.</p>	Noted.	<p>The TAMP highlights the importance of proper maintenance and investment decisions.</p>
34	<p>The plan is very good overall; but more can be said on reducing wear and tear by a) transferring heavy traffic from road to rail (and canal water); and b) curtailing motoring via car-sharing schemes and persuading car-owners to travel by bus especially for jounreys into their town-centres. Lower bus-fares abd higher parking-charges (unpopular though these may be; free permits for the disabled will be needed) my help! [At national level - 6-days-a-week vehicle licences should be significantly cheaper than 7-day ones!!]</p>	Noted.	<p>Modal shift to more sustainable mode is a key priority within the LTP.</p>
34	<p>Prioritise the reduction of fuel-wastage by the diming of street-and-road lighting, and its extinction between say 12:30 midnight and 5am on mototrways etc. when consistent with safety. Restore grit-bins for local use, thus easing the demands on Highways Departments after sudden frosts. Staff-reductions are not to be seen as a goal, for the creation of unemployment is a waste of skills. Economise on top-pay, and stop paying councillors; I've been one for 29 years and been paid zero. (Loss-of-earnings allowances are a different matter.)</p>	Noted.	<p>Streetlighting trials are already ongoing in West Yorkshire. Deployment of grit bins is considered at a local level within the District Councils' Winter Maintenance Plans.</p>

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34	Please don't call us "customers"! This implies paying for being able to travel, but some of us, e.g. primary-school children, can't. "Citiznes", please! I question the use of the phrase "global warming" (page 18, middle). Global temperatues have fluctuated down the centuries and this is exclusive to the industrial era. What raised Europe from the ice-age? Minimal sunspot activity around 1700AD coincided with several freezings of the River Thames, with "frost-fairs" on its ice! We are helpless before such cosmic factors. A small point is the need for more local initiative . When I was a Grange Urban Councillor 50 years ago the Engineer would sned a worker to deal with missing grids etc. without paperwork. We need a direct-labour provision. Local people should be urged to forgive instead of pushing claims for trivial injuries. Also to keep local gutters and drainage-grids clear of debris (dead leaves etc) as I do!	Noted.	The TAMP prioritises a review of working practices to ensure cost efficient and effective service levels, and to reduce the level of insurance and liability claims.
35	Our bus service is so poor it's not possible to use it. Our station closed over 50 years ago. There is no viable public transport to our nearest functioning station. There is little alternative but to use the car. We have no bus shelters in our part of Boston Spa (except one put up by a private developer to dreplace one he demolished as part of his development.) There is little point in advertising when the next bus is due when the services which are near me operate on a 120 minute frequency and a 90 minute frequency, daytimes only, Monday - Saturday. Over the recent jubilee weekend, there was no public transport from saturday tea time to Wednesday morning. no-one seems to want to do anything about this, yet 892 new houses are planned for Boston Spa in addition to the 153 under construction. I'm sorry if my answers don't match your tick boxes but Public transport is like a red rag to a bull to me. i have andina, diabetes and live on my pension. I am active and fit and like to walk. I would though like to catch a bus somewhere sometin,mes instead of having to drive 21 miles round trip to garforth station 9where there is nowhere to park0 every time I want to go to Leeds.	Noted.	Encouraging more people to transfer to more sustainable modes including bus, is a key priority of the LTP. Quality Contracts will help address many of these issues.
35	I don't think it will help me.	Noted.	
35	No - no point - many rsponses made over the years, but our public transport just fets worse and worse in east Boston Spa. Resigned to nothing ever happening to improve it despite many creative suggestions.	Noted.	Prioritising growth of patronage on public ttransport is a key priority of the LTP.
38	Metro to purchase or take over the running of Otley bus station Installation of Full Real Time display at Otley Bus Station	Noted.	Metro has recently met with Otley Town Council on this issue.



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39	There have been missed opportunities; on the No. 7 bus service all curbs at stops are raised except in the centre of Leeds. Why? Real-time displays are not working properly with incorrect times. The due message is sometimes confusing as it lingers on for too long, leading you to expect a bus when actually it has passed. Bus lane maintenance needs to be improved. The tops of shelters are often dirty (is this covered in the contract for bus stop cleaning?) and this reflects poorly. On some routes vegetation overgrowth hits double decker buses. Can this not be maintained better?	Noted.	The TAMP includes regular working practice reviews to ensure they remain efficient and effective.
40	We need real time bus displays at Otley Bus Station.	Noted.	Metro has recently met with Otley Town Council on this issue.
41	There are no outbound real time displays on the Otley Road stops in Headingley. This is particularly annoying as the buses are often delayed and there is a display on the opposite side of the road for buses into Leeds.	Noted.	The selection of stops where displays are fitted was based upon surveys of waiting passengers.

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<p>42</p>	<p>Given that: * The 2011 tracker survey (page 15) put the condition of pavements and footways high on the list of public importance (3rd out of 13) while simultaneously attaining a relatively low satisfaction rating; * Walking forms a necessary part of almost all journeys by public transport (walking between home/final destination and bus-stop/train station) and a modal switch to lower carbon/lower congestion transport is meant to be encouraged, not discouraged; and * Difficult walking conditions impact disproportionately on already vulnerable members of society (elderly, infirm, disabled etc) it seems very strange that the 2026 target condition for Town and city centre footways (page 29) is set to allow a significant worsening of footway quality (from 11.9% in need of maintenance to 15%) - arguably more than a 25% increase in unacceptable footways - especially as the targets for roads is set either flat or a positive improvement over the same timescale. It would seem more reasonable for the target to at least remain flat, ideally reduce significantly. Also there seems to be little analysis on the causes of assets requiring repair. There is a brief mention of working with statutory undertakers to ensure high quality repairs after their excavations - but I wonder if there might be more scope for avoiding damage - thus avoiding costs of repair. Thoughts include: * Examining whether increasing HGV weights are causing disproportionate damage/wear to carriageways - especially to roads designed for lower maximum limits and whether selective weight restrictions might improve matters. * Whether improved materials might prove more resilient and so lower long-term maintenance costs (I have been told that the UK is one of very few countries around the world that still uses hot rolled asphalt extensively). * There is a perception that much of the damage to footways is due to encroachment by vehicles - thus effective enforcement would significantly reduce on-going maintenance costs. I understand that local councils now have the powers to explicitly prohibit pavement parking in their areas - making enforcement much easier (and cheaper) - as the police/LA would only need to show that the vehicle was on the pavement rather than needing a witness to it being driven there for a prosecution under the old Highways Act. Encouraging councils to exercise this power would seem to be a triple-win: reduced costs, improved conditions for existing pedestrians and removal of a disincentive for a modal switch to public transport which involves walking for one leg of the journey (to/from the bus stop or rail station).</p>	<p>Noted.</p>	<p>The TAMP and asset condition targets will be subject to regular review to ensure they remain appropriate. The TAMP includes regular working performance reviews to ensure maintenance and investment decisions are effective.</p>
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43	The Federation of Small Businesses (FSB) in West Yorkshire can see how the proposals in the Transport Asset Management Plan will make cost savings through joint procurement and shared services. Just under one quarter of small businesses in West Yorkshire estimate that the problems with the road infrastructure have cost their business between £1,000 and £2,500 during the last year. With three in five small businesses relying on road transport for their business, it is essential for the West Yorkshire economy that a greater emphasis is placed on improving the road network.	Noted.	The TAMP is produced to raise the profile of the importance of the Infrastructure to a considerable number of Users
44	AWSB: The provision of road crossings at a greater number of wide or busy junctions or road crossings that allow pedestrians a longer time to cross	Noted.	As pedestrian crossing facilities are updated, the new style of 'timed' crossings are being installed, so as to allow those people who walk more slowly to cross in safety.
44	AWSB: Designing bus interiors to ensure secure handholds are provided in the wheelchair and buggy storage area and designing bus stops to ensure people sitting down inside them can easily see when their bus is coming without repeatedly getting up and down to check;	Noted.	Bus interior design is determined by national accessibility regulations.
45	Travel Choices: The introduction of information at bus stops about expected arrival times has been much appreciated and needs to be extended. While the use of trains is a popular travel choice in Wharfedale bus is less so. Unless users are over 60 bus travel is expensive and deters use by families and people on lower incomes. The services do not reach across communities and linkage between communities is frequently not possible. It is acknowledged that overall demand levels may be relatively low but ways need to be found for ensuring that communities do not become isolated. The lack of services to the station in Burley in Wharfedale encourages parking at the station. The need to address the use of trains, rather than buses for part, if not all of the travel to Ilkley Grammar School is urged. The Parish Council supports the shift to cycling and this is in tune with the LDF. This Transport Plan insufficiently addresses how this can be achieved in the Wharfe valley and the associated costs. A narrow strip at the side of the A65 would not constitute a safe cycling route to Ilkley and to Otley . A properly designated safe cycling route is required.	Noted.	Metro is advancing Quality Bus Contracts as a means of raising local accountability to the provision of bus services. The development of a West Yorkshire Cycle Plan is proposed over the next 12 months.
46	Bradford Interchange - concourse surface is slippery - could this be roughened up	Noted.	Metro monitors surfaces in both the upper and lower concourses on a regular basis especially in periods of bad weather and carry out additional cleaning and rinsing as needed.

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46	Highway obstructions eg pavement displays, A boards - more needs to be done to control these	Noted.	A Code of Practice regarding A-boards is in place with Bradford Council. Adoption and development of this policy will be shared across West Yorkshire.
46	Buses - audible and visual announcements needed to help those with vision or hearing problems	Noted.	Metro are planning to enhance the real time information to provide audible information for people who carry RNIB 'React' fobs.