

Network Management Plan: Public Consultation May - July 2012
Results and Responses 3 October 2012

Respondent No.	Full Text	Action	Rationale for Actions
1	The massive growth in cheap city centre car parking has ensured that the bus network is delayed by all the cars piling into and out of the city centre car parks at peak times. This has added more congestion and reduced the proportion of people using public transport by making driving into the city centre cheaper and more convenient. It also reduces the incentive for developers to build on the land, so has a negative impact on jobs and the economy. The traffic lights in city centres are also too biased in favour of car only routes out of the car parks causing a greater delay to all the people on the delayed buses on the main bus routes. If the lights delay three buses with 150 passengers to let out 30 single occupancy vehicles on a route without buses there is a bigger impact on individual travel time. There is a need to make a larger area of the city and town centres car free. Many of the main car routes go straight through the centre, so if there is an accident on any main road the whole bus network grinds to a halt because of all the cars backed up in city and town centres. Needs to be more signage of cycle routes to and through city centres to encourage their use.	Noted.	Section 3.2 sets out one of the fundamental proposals which is to encourage modal shift from the car to buses and other forms of sustainable transport. Section 3.3 sets out the key aim to encourage greater use of public transport. Actions in the work plan (section 5.5) benefit other road users besides the car driver. For example -one of the priorities in the work plan is to have real time travel information to allow drivers to be better informed which will help other road users. More detailed response on the specific of Leeds traffic issues raised required.
1	Duplicate see Q04-02	Noted.	
1	There is already a database that records bus travel times. More analysis of this needs to be done to see how it can be reduced and where delays occur.	Noted.	The provision of information including the real-time bus travel times database will be developed further to include journey times for other traffic on the road network. This will be made available via various media to provide more informed journey choices.
2	I fully support the aim to reduce congestion, however i am amazed that motorcycles are not mentioned, when encouraging their use will help reduce congestion. There is no mention of access to bus lanes (which has now been approved in London) provision of secure motorcycle parking, such as that available in Leeds, to encourage motorcyclists. Neither is there any mention of engaging any motorcyclists either individually or via user organisations as a stakeholder group of road users.	Revise Plan.	Comments noted. Section 3.3 amended to better define which road users we are considering. Section 5.3 inserted to provide details of ongoing work carried out at district level to encourage motorcyclists and engage with local groups.
2	Feel it is not inclusive of all road users	Revise Plan.	Section 3.3 amended to better define which road users we are considering. Section 5.3 inserted to provide details of ongoing work carried out at district level to encourage and support other road users.
3	IT COULD NOT BE DOWNLOADED. Please supply hard copies of your proposals.	Noted.	Emailed plans to respondent on 31/05/12
4	Safety should be the main priority. It is barely mentioned.	Noted.	The West Yorkshire WYLTP gives more information about the partners strong commitment to transport safety and can be found at http://www.wyltp.com/getinvolved
4	It panders to the motorist as usual.	Noted.	Section 3.3 amended to better define which road users we are considering. Section 5.3 inserted to provide details of ongoing work carried out at district level to encourage motorcyclists and engage with local groups.

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5	Page 11 On subject of air quality - the gas of concern is nitrogen dioxide NO ₂ (nitrous oxide (N ₂ O) is laughing gas)	Revise Plan.	Correction page 11 'nitrous oxide' changed to 'nitrogen dioxide'.
6	The plans are too anti private car and are likely to increase congestion rather than reduce it by squeezing road capacity for cars under so called demand management plans.	Noted.	Priorities in the network management plan provide a balance of measures to benefit different road users.
6	Unless rail and bus services are under local/public ownership and management, they are unlikely to deliver reliable, low cost alternatives to the car. One to avoid is any form of Workplace Parking Levy as that is simply a disincentive to work for lower paid people.	Noted.	METRO are current exploring options for bus quality contracts and taking over the management of rail franchises to allow improved local decision making and accountability.
7	1. Core routes have not been identified. 2. Operator performance and monitoring thereof has not been addressed. 3. Integration of journeys has not been addressed. 4. Integrated ticketing has not been addressed. 5. Problem routes have not been identified. 6. Operator strategies have not been addressed. Basically a waste of taxpayer's money but jobs for the boys and cosmetic job justification.	Noted.	See main LTP for details of 1-6.
7	Please contact me on 07542 905012 bern.carney@gmail.com 33 Wharfedale Court Seacroft Leeds LS14 6RE I have some real passenger advice if you are willing to listen. Breath held Regards Bernard Carney	Noted.	Rung and emailed respondent on 31/05/12
8	I've searched the documents and found a reference to monitoring of flood hotspots. Flood risk and climate change impact 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 Network Management objectives, flood risk impact to the network needs to be minimised. Also 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 with regional partners to address flooding from multiple sources? Has flood risk impact on the network been assessed for the minimum 30yr + and 100yr + climate change events? 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 Network Management objectives included flood risk impact? Has the proposed Network Management business case included flood risk impact?	Noted.	TAMP describes flood risk management and climate change and it's impact on the road network.
8	Duplicate see Q04-02	Noted.	
8	Duplicate see Q04-02	Noted.	
9	I would like to see mentioned the investigation of any schemes that would encourage increased walking through improvements in pedestrian routes - for example replacing traditional flat crossings with bridges or subways so that pedestrians (and if appropriate cyclists) are able to cross busy routes without holding-up traffic flows. The creation of better walking (and cycling) routes may reduce the number of short car journeys that people make. Examples where these could have significant benefits are Huddersfield ring road, outside Leeds Rail Station and around Bradford Interchange.	Noted.	Current thinking is to provide 'at-grade' facilities for pedestrians rather than provision of bridges and subways which tend not to be used. With modern traffic signal technology delays to traffic can be minimised where possible whilst finding sufficient time for pedestrians to cross safely.

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10	the emphasis continues to be on cars and car journeys and it should be on walking, cycling and public transport. there are so many missed opportunities, why is the council not listening more carefully to the leeds cycling action group for example? why don't we have a bicycle rental scheme as has happened in other large cities such as london and paris? or expand on the university's hire scheme? why don't we have a sunday a month when only public transport is allowed in the town and organise a bigger mosaic arts market to rival what happens along the river seine? why don't we have more and better cycling lanes that takes people all around town in protected from the traffic cycle ways as happens in barcelona where the hills are a killer but one is segregated from the cars? surely the current approach may be short sighted when peak oil is nearing us and the council is still building roads as if the oil is always going to be here, well it won't and we will end up with an infrastructure unfit for the future. the council needs become more visionary in its intent, setting the trend for other northern cities in the country	Revise plan.	The WYLTP partners are currently undertaking significant work in promoting sustainable forms of transport such as walking and cycling. Section 5.3 (new section inserted) gives details of the ongoing work. A West Yorkshire cycle plan is also to be developed within the next 12 months.
11	I am concerned about the length of time that the x84 buses take to go through Headingley and I would like to see the bus route changed. Once past wheetwood roundabout,it takes very little time to travel to Otley.	Noted.	Reflected in Action 1.1, A660 identified to be addressed.
12	The implementation plan has some good ideas, but the main problem that needs addressing is the proportion of journeys made by car. Car journeys are the source of congestion and unfortunately our roads are still designed with the needs of car users foremost in mind. Bus priority and cycle safety need to be the top priorities when redesigning junctions. Cycle infrastructure is particularly poor throughout West Yorkshire and not joined up. We have nothing close to a comprehensive local cycle network, we have barely a few quality routes. The result is cycling is at the bottom of people's minds when thinking about potential modes of transport. Unfortunately bus fares have skyrocketed in recent years and the network is not fit for purpose, it has been designed to serve as many places as possible with as few buses as possible, increasing journey times. And it is not easy to find out how much bus fares are before you travel, meaning potential passengers cannot use the buses in confidence. These are the main reasons why bus patronage remains low, and the big bus operators have consistently refused to innovate and address these issues.	Noted.	The network management plan states that schemes will be progressed using the 'consideration for users' toolkit included in the WYLTP, Tincluding walking and cycling. A West Yorkshire cycle plan is to be developed within the next 12 months. Growing bus patronage is a priority by introducing (proposals are currently being considered) bus quality contacts, through ticketing, branding and improved timetabling.
13	Think some of the traffic lights need to be removed or retired to save 'bumping' where traffic stops and starts and will allow a steadier flow of traffic.	Noted.	There are ongoing programmes of traffic signal upgrades and improvements. These programmes will incorporate new technology and software to allow better management of traffic to create steadier flows thus reduce delays.
13	May be consider bus lane usage and doubling up for high occupancy vehicles	Noted.	The implementation plan (section 5.2) describes an action to consider better use of existing road space.
15	YOU SHOULD BAN THE SCHOOL RUN-THIS WILL HAVE THE BIGGEST IMPACT IN REDUCING CONGESTION		All councils work with school communities to reduce the impact of the 'school run' - this includes school travel plans, awareness raising, school buses, pedestrian and cycle training to encourage the use of other modes of transport other than the car.
15	AS 4	Noted.	

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15	NEEDS MORE ROAD BUILDING ie- -demolish most of Bradford, Shipley & Saltaire to improve access to Aire Valley. -demolish Ravensthorpe and widen A644	Noted.	In the current economic climate and the need to reduce the impact of transport on climate change, the priority is to make better use of the available road space rather than invest in new roads.
16	Implementation Plan - Action 1.1 - Top 15 congestion spots: I'm really surprised that A650/A657 Saltaire roundabout isn't on the list - or is that because the A650 is a Trunk Road and the Highways Agency will deal with it?	Revise plan.	Top 15 hot spots to be reviewed across West Yorkshire to ensure priority locations are identified.
17	Tinkering around the known problems will be slow and expensive and return limited improvement There is a need for a radical rethink and a need for radical changes to our approach to freight that services the city, also on how car usage in and out of the city centre is regulated.	Noted.	This Network Management Plan supports the WYLTP with review and revision as necessary in the context of changing priorities. Please also refer to the freight plan for further details.
17	See last comment	Noted.	
18	What about a physical single control centre / involving all the services eg ambulance etc Hubs at radial/orbital interchange points so can park car and transfer to bus into town More express bus services What about measuring journey times eg on HA roads so know how often eg problems occur eg on M62 'once a week there are major delays' due to accidents/ weather etc.	Noted.	The action plan see 2,8 includes for the improved collaboration between authorities, enabling for example joining up of the urban traffic control networks across district boundaries. Hubs programme in district centres - see main LTP. Highways Agency routinely measure journey time on motorway network.
20	Need to ensure that platforms and trains are longer whilst maintaining current frequency, and improving intergration with buses, eg putting bus stops at stations	Noted.	See RailPlan.
20	It is key to maintain current services, whilst increasing train capacity before any increase in service,	Noted.	See RailPlan.
21	The key issues do not address the users of the the most popular forms of transport, and infact my hinder the Car user, even if the car user is 'green' Whilst it is important to connect the sub regions, the public transport links within the sub regions need improving too.	Noted.	The network management plan aims to provide a balance between the needs of all the different road users.
21	satisfaction with all transport; • bus journey times; It is all well and good improving bus journey times, but is the buses don't run after certain hours they might as well not run at all. • car journey time reliability; By removing lanes of traffic in the likes of leeds city center, the traffic that built up in rush hour in the past now just builds up all day with regular commuters learning 'alternative routes' • access to labour markets; If people want to work they will get to work, the provision of services to those out of work is a waste of money • principal road condition; By adding extra capacity all road users benefit, the providing of part of the road for some road users (Bus, 2+ Lane work as a stick, and doesn't solve the under lying problem of poor junction design at known bottle necks. • low carbon trips; Only so good as electric car and bus design is improved - give it time done force the issue, the best cure to low carbon transport would be fast efficient transport allong key commuter routes into the cities, this will of course require park and ride style projects in the short term.	Noted.	In the current economic climate and the need to reduce the impact of transport on climate change, the priority is to make better use of the available road space rather than invest in new roads or widening schemes. The implementation plan (section 5.2) describes an action to consider better use of existing road space. In addition there is an action to address known bottlenecks at junctions. Also new traffic signal technology which is used in the ongoing upgrades of signalised junctions is more efficient in the way that traffic is managed. The use of electric vehicle technology is in it's early stages of development. As the technology matures consideration will be given to supporting this sustainable form of transport more widely.
22	There is not enough new road building projects.The way foreward is through personal transport and trains,not buses, this is a last century,clapped out form of transport which does not justify the vast amounts of money that is wasted on it	Noted.	In the current economic climate and the need to reduce the impact of transport on climate change, the priority is to make better use of the available road space rather than invest in new roads.

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23	It seems to be very car centric.	Revise Plan.	Section 3.3 amended to better define which road users we are considering. Section 5.3 inserted to provide details of ongoing work carried out at district level to encourage motorcyclists and engage with local groups.
24	Survey times used on page 22 require reviewing, common to most pre conceptions, Monday to Friday morning peaks dont finish at 9:30am, At this time a until approximately 10:50, a second peak occurs with the introduction of the start of the concessionary fares travel time. This is the experience of a Leeds Bus Driver . . .	Noted.	However most commuter journeys occur at this time which creates the larges peak.
25	See my comments on the asset management plan	Noted.	
26	You might have more joy on getting people to leave there car at home if the company that runs bus services can actually run them have been complaining about the buses on my route for the late 2 years and nothing ever changes the buses do not turn up at the times published	Noted.	METRO are current exploring options for bus quality contracts to allow improved local decision making, accountability and the quality of the bus services.
27	The document offer sensible thoughts, though some are largely "masterly generalisations".	Noted.	
27	Left-turning traffic at T-junctions such as in Hebden Bridge at foot of Heptonstall Road should not be held up by traffic-light "red", which should have an over-riding green arrow? I oppose "lane rental" which would allow wealthy users to buy the privilege of inconveniencing the community. Metro should ban inconvenient-work, seeking powers if not available. Councils should exercise their power to control the timing of work by utilities, avoiding "double digs", an extended timescale for applicatiopns and permissions would be appropiate.	Noted.	"Left filter lights are used where it is appropriate and safe to do so and where carriageway widths permit. Any decision to provide them must also bear in mind pedestrian movements across the junction. The restricted widths at the throat of this particular junction and on the main A646 mean that any traffic filtering left off the A646 would come into conflict with traffic exiting Heptonstall Road, particularly larger vehicles such as buses. Also as there is no room to provide a left turn filter lane in any case more often than not traffic wishing to bear left would be trapped behind vehicles waiting to move straight ahead. The Local Transport Plan prioritises the implementation of a permit scheme to better control and manage street works on the busiest roads. Phase one involving Kirklees and Leeds councils commenced in June 2012 with proposals for the remaining districts to potentially follow at a later date.
27	Attract road-users' goodwill by easing controls between say 8pm and 7am Monday-Friday nights, 8pm-10am Saturday nights, and 5pm-7am Sunday nights. Act against inconsiderate parking which is a major cause of congestion and delay. Train the traffic-wardens in the use of discretion re trifling and doubtful breaches of regulations.	Noted.	Many parking restrictions are relaxed where appropriate at off peak and overnight times where safety and obstructions are not a concern.
28	As a cyclist I think it is very important to continuing improving cycling routes outside the ring road. I sometimes cycle to work from Barwick in Elmet and consider the most hazardous part of my journey to be between Barwick and the ring road.	Revise Plan.	The WYLTP partners are currently undertaking significant work in promoting sustainable forms of transport such as walking and cycling. Section 5.3 (additional paragraph inserted) gives details of the ongoing work. A West Yorkshire cycle plan is also to be developed within the next 12 months.

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28	not convinced that enough will be done in Leeds to persuade people to leave their cars at home and use other forms of transport. Expensive bus fares, relatively cheap car parking costs, and busy roads do not encourage you to cycle or use the bus.	Revise Plan.	The WYLTP partners are currently undertaking significant work in promoting sustainable forms of transport such as walking and cycling. Section 5.3 (additional paragraph inserted) gives details of the ongoing work. A West Yorkshire cycle plan is also to be developed within the next 12 months. In addition METRO are current exploring options for bus quality contracts franchises to allow improved local decision making, accountability and the improved quality of the bus services.
29	The key issues were not that easy to find as there are so many documents to go through. The hierachy of key issues seems appropriate from what i can see.	Noted.	
29	I'm sorry, perhaps i just a representative of a working individual who is trying to respond to this consultation, forgive me if i'm being stupid but i cannot find a document entitled the Draft Implementation plan! Reducing bus journey times seems to be a bit of a red herring to be honest, there have been some schemes in west yorkshire that have cost millions and millions to implement just so a bus can arrive 2 mins early!! this is crazy! I do however support the holistic approach to the road network. I hope the car will not stay as a priority and that highway planning will be sensitive to quality of life as you state. In some towns cyclists outnumber cars on certain routes but there is precious little provisiuon for them and when highway schemes are implemented the highly engineered work often destroys any quality of place that the area once had! This must stop and Landscape Architects/urban designer should be employed (and listened to) at a very high level in future network planning.	Noted.	The Draft implementation plan can be found on page 19 of the Network Management Plan. The Plan aims to provide a balanced approach to resolving the many competing needs of road users whilst delivering the priorities that have been set within the context of the current economic situation. A cycle plan is to be developed in the next 12 months. Qe agree that the quality of place is very important to both local people and visitors to the area. Where possible specialists are involved in land use planning and development of town and village plans. Where road schemes are developed consideration is taken of landscaping including creating clearing and maintaining spaces.
29	As above	Noted.	
30	The key issues have not included the needs of pedestrians, whose needs are consistently overlooked. Some examples: the "green man" on traffic lights appears to be an afterthought - a particular crossing on a junction I use regularly takes approaching 10 minutes since crossing straight across the Leeds-bound road can only be done by crossing the Guiseley-bound road and two side road, a total of 5 separate "green man" crossings which require 3 complete cycles of the entire lights sequence. Crossing of major roads would be facilitated by traffic refuges as on New Road Side between Horsforth and Rawdon - New Road in Yeadon would benefit from refuges, as would Well Hill in Yeadon	Noted.	The network management plan states that schemes will be progressed with 'consideration for users' toolkit included in the WYLTP .
30	Pleased to see importance given to enforcement in the case of vehicles obstructing the pavement Winter gritting - can more consideration please be given to gritting pavements? The problem is with those roads where the traffic level is too high to allow pedestrians to walk in the road, and the foot traffic is sufficient to beat the snow into a layer of ice, but not sufficient to clear the pavement completely. During the last two winters, pavements have become sheet ice, and the less mobile have been confined to their houses.	Noted.	Local Highway Authorities prioritise main routes over pavements in the first instance in poor winter weather so that traffic can be kept moving where possible. Routes and locations with high pedestrian usage in towns, cities and villages, as well as key local services such as hospitals, are addressed according to local need and priorities. Local councils also provide grit bins for use by local residents.

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30	Overall comment re the new street lighting - there is a lot of wasted light, with only about 50% of the light being directed on to the roads and pavements, and the rest on to gardens etc. It is becoming clear that night time street lighting is having an adverse effect on our wildlife with, for example, birds singing for a greater proportion of the night and therefore increasing their energy needs. I would support lights being turned off during the "small hours" wherever possible.	Noted.	The provision of Street lighting is a service which is highly valued by local people also supporting the economy and travel during the hours of darkness. However, its use does have an impact on the environment including generating significant quantities of carbon dioxide. Local authorities are continually finding ways to reduce energy including through more efficient lights which direct the light where it is needed, (changing orange low pressure sodium to modern white light sources is an example). Also consideration is being given to providing light where it is needed and at the time it is needed including trialling switching off street lights for part of the night. A balance also needs to be found between the needs of the community and that of the natural environment.
31	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, which can result in greater inward investment, particularly important as we strive to climb out of recession.	Noted.	Refer to TAMP.
31	The Implementation Plan is good and addresses all the critical issues. However, a more holistic approach is needed to other works, not stemming directly from the plan. For example, in certain parts of West Yorkshire, major congestion-busting works are implemented at great expense to improve traffic flow through a particular bottleneck. Unfortunately, due to the improved traffic flow, concerns are raised about bisection of communities, and so a series of small locally-driven schemes are then implemented to reconnect communities across the main route. These usually include large numbers of pedestrian refuges, and signal controlled pedestrian crossings. The result is that the bottle-neck is re-established, at significant expense in the name of Highway Safety. Examples of this include the A640 from Huddersfield to Outlane. A system needs to be implemented to prevent different teams with conflicting priorities from wasting the tax-payers money in this way. A proper set of priorities for each main arterial route must be created (with input from all parties) and then must be followed.	Revise Plan.	A balance has to be found between the needs and quality of life of local communities and traffic flow along major routes. When developing schemes consideration is given to the needs of local communities and road users.
32	I think more focus should be placed on solving the cycling issue. Making it safe for everyone to cycle to school and to work. i.e. Encourage mode shift to more sustainable modes of travel; As solving this problem also solves some of the other issues below - Reduced congestion; - Increase journey time reliability; - Reduce the cost of disruption and congestion; - Better value for money. Hits other council targets for - reducing carbon footprint - increasing health of community - That's my opinion anyway :)	Revise Plan.	A West Yorkshire cycle plan is to be developed within the next 12 months.

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33	Too much emphasis on buses and cars.	Revise Plan.	Section 3.3 amended to better define which road users we are considering. New section 5.3 inserted to provide details of ongoing work carried out at district level to encourage motorcyclists and engage with local groups. A West Yorkshire cycle plan is also to be developed within the next 12 months.
34	Surely another key issue is the promotion and maintenance of public transport? With regard to your key issue increasing road traffic - increased public emphasis on public transport use would aid this. The right to accessible and affordable public transport is crucial.	Noted.	Please refer to the main WYLTP which refers to work planned for public transport including the consideration of bus quality contracts. METRO are currently exploring options for bus quality contracts and taking over the management of rail franchises to allow improved local decision making and accountability.
34	See my previous comment. I believe the solution to many of the key issues would be increased use of public transport.	Noted.	See response above
34	I ride a scooter and it is important to me that motorcyclists are considered separately from other road users. We require good conditions for our safety and security - eg lighting and visible spaces, no bumps on road surfaces, no metal grates or studs on road surfaces, somewhere to park, etc.	Noted.	
35	Roadworks are the main problem, in that work is extremely slow e.g. St Thomas Rd junction with Manchester Rd Huddersfield. It must be 12 months since pedestrian Islands were started and still not finished. Also why do services have to dig up in the middle of roads? I believe it is the Swiss idea to run all services in pavement ducting, stopping the need for excavations, where inspection points give instant access. Saves time and money in the long term and keeps the traffic flowing readily.	Noted.	One of the priorities in the Network Management Plan is the Yorkshire permit scheme (now in place in 2 Local authorities) which gives increased powers in this area on the busiest roads. Local authorities are better able to control when and how road works are carried out to minimise disruption to the community and the travelling public. Utilities are investing significant funding to replace worn out services in our area and finding room in pavements congested with existing pipes and cables is extremely difficult. Emergencies cannot be planned for and it is important in these circumstances to carry out repairs quickly to restore supplies with minimum disruption and local authorities work closely with the companies to achieve this where possible.
35	There are too many bus raised pavements virtually in the middle of the carriageway snarling up traffic that it would take a total re-think of bus stopping areas.	Noted.	Balancing the needs of different road users is always a challenge and consideration is made at each location.
36	More capital investment is needed to overcome the bottlenecks in places like Salterhebble and Hipperholme in Halifax plus Sowerby Bridge. Trying to get people out of their cars will only work if public transport is more reliable and frequent, like ensuring buses don't come if there are three on journeys that share 50% of the same route. Trains are old and overcrowded.	Noted.	Top 15 Congestion Hotspots in Action 1.1 to be reviewed to ensure priorities are identified. The LTP prioritises modal shift to public transport.

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36	As before capital investment is needed to alleviate the problems at bottlenecks.	Noted.	In the current economic climate and the need to reduce the impact of transport on climate change, the priority is to make better use of the available road space and use the limited funding available to improve those locations which give the best value for money.
36	It is too 'wooly' and does not have enough teeth!	Noted.	The action plan gives details, about what is planned in the short term
37	The objective is clear, i.e. reduce congestion, but many of the proposed solutions to achieve this appear vague in the consultation document and even where the issues are broken down into actions and measures for success, there is very little clear statement of specific actions. Some more detail on what is actually planned would be very welcome.	Noted.	The actions will developed further in consultation with stakeholders.
37	As per my previous response, there isn't enough detail to be able to say. The plan is to encourage more use of public transport, but there is no reference to encouraging cycling or walking for some journeys, nor does it say how you will reduce journey times to encourage use of public transport - it seems like a vicious circle - people don't use public transport because it's slow and sometimes unreliable, which won't change until congestion is reduced which won't happen until more people use public transport. There needs to be a break in that cycle.	Revise plan.	METRO are prioritising the growth of bus patronage by introducing (proposals are currently being considered) bus quality contacts, through ticketing, branding and improved timetable. A West Yorkshire cycle plan is to be developed within the next 12 months. A new section 5.3 has been included to show the ongoing programmes of work to support road users which compliments the actions in the Network Management Plan.

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<p>37</p>	<p>I agree that there is plenty that can be done with the existing network and infrastructure, although further investment in a more robust cycling network would be beneficial. Seville has transformed itself into a city where cycling is encouraged and embraced by the people - it now has a feel of Amsterdam about it. More focus on minor road repairs and keeping the roads clear of debris would encourage more people to use their bikes for short journeys. Currently, many roads are in a bad condition for cycling, so people don't cycle to avoid risk of injury or an accident and damage to their bikes. Fixing potholes and making sure roads and cycles lanes are kept clear of debris, specifically glass, would improve this. Could this be a community service task if no resources exist to provide the service through paid council workers? There should be more promotion of the Leeds 'walk it' facility which will help people to plan routes away from major roads and people will see that short journeys can be done on foot very easily, with the confidence of a specific mapping tool. Organised walking groups from the city centre out towards different areas of Leeds might encourage people further, it adds a social angle and people might feel safer in a group. Encouraging both walking and cycling will help to achieve the stated aims of the Network Management Plan to reduce congestion, improve quality of life and the environment and would help towards encouraging modal shift in transport users. There are currently vast areas of pavement in areas which do not experience high levels of footfall, e.g. Regent Street and the area around York Road and the WY Playhouse in the city centre. These areas could be made shared use, thus improving safety for cyclists and encouraging people who are deterred from cycling by the need to ride in heavy traffic. Taking cyclists off such parts of road would ease any congestion caused by cars unable to move around them safely. Public shower facilities would be another way of encouraging people to walk or cycle for shorter journeys, such as commuting. Gyms or hotels in the city centre may be willing to open their facilities for use by cyclists or Cycle Point at Leeds City Station may be able to install something there and is already manned and operated by a swipe pass system. I also agree that there should be greater enforcement of parking restrictions. A lot of congestion is caused by inconsiderate parking - I cite Roundhay Road as a good example of this - and danger to those cycling and walking is caused by people parking across cycle lanes and on pavements. Perhaps no stopping routes could be introduced, such as the 'red route' on main London roads where fines for ignoring the restrictions are considerable - people would comply if the result of ignoring it was pecuniary. Is there a way that other roads users can 'shop' vehicles that are causing such congestion or danger, so they can be addressed more promptly by the enforcement authorities? Thank you for the opportunity to comment.</p>	<p>Revise plan.</p>	<p>Road condition is addressed in the Transport Asset Management Plan. A West Yorkshire cycle plan is to be developed within the next 12 months. Ongoing actions which support road users and compliment the Network Management Plan can be found in a new section 5.3. The aim of the WYLTP is to encourage sustainable transport such as cycling/ pedestrians to encourage for example more people to cycle on short and commuter journeys. Ongoing publicity is a market new walking and cycling routes. Action 2.5 identifies a review to better utilise/ re-allocate the current road space.</p>
<p>38</p>	<p>you think more bus lanes or lanes where cars are not aloud it is there in front of you lower the bus prices not hard is it. . buses miss cheaper to get a taxi . buses have drivers that drive half asleep. you have to have correct change or he won't let you on it's there lower prices people won't use there cars. don't blame roads look at your service not very good is it. easy to blame roads other cars your taking all the road space but your still late or miss.</p>	<p>Noted.</p>	<p>The LTP identifies an including approach to quality bus contracts to influence fares, timetables and branding.</p>

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39	Work needs to be started and finished with least possible disruption. Sometimes work is left uncompleted and also when work is completed time is wasted getting the road clear of barriers, etc.	Noted.	One of the priorities in the Network Management Plan is the Yorkshire permit scheme (now in place in 2 Local authorities) gives increased powers in this area on the busiest roads. Local authorities are better able to control when and how road works are carried out to minimise disruption to the community and the travelling public. Utilities are investing significant funding to replace worn out services in our area. Emergencies cannot be planned for and it is important in these circumstances to carryout repairs quickly to restore supplies with minimum disruption and local authorities work closely with the companies to achieve this where possible.
40	Generally agree, but still harbour concerns over the way different modes of transport are integrated to allow journeys that combine modes	Noted.	Refer to Main WYLTP which describes how this approach is being developed.
40	concerns over integration of different modes of tranport, and how to incorporate the different drivers (primarily cost and convenience for users) throughout the network at different times	Noted.	Refer to Main WYLTP which describes how this approach is being developed. METRO are prioritising the growth of bus patronage by introducing (proposals are currently being considered) bus quality contacts, through ticketing, branding and improved timetable.
41	Whilst welcoming the intention to consider traffic light priorities to improve bus journey times, I feel this is limited to those areas where bus lanes have (separate) traffic control signals and/or to signals on routes on which a bus happens to be travelling, so that they are detected by GPS and signals changed accordingly. There is no mention of the general sequencing of traffic control signals that keep the general traffic flowing through main routes involving a number of traffic lighted junctions. For example, around Huddersfield inner ring road there are a number of traffic lighted junctions, but these do not seem to operate in conjunction with each other, meaning that vehicles move from one set of lights but are then held up by the next set as these change to red. This means that lights are on green when there is actually very little traffic moving through. This has a knock on effect around the system, where traffic is sometimes held up on a roundabout (eg at Kingsgate in Huddersfield) and cannot exit because of congestion elsewhere in the system.	Noted.	Traffic signals are also able to detect buses in general traffic flow and will change the traffic lights to give the buses priority in the general traffic. Modern traffic control computer systems such as SCOOT are being installed on routes with traffic signalled junctions, which allow smooth flowing of traffic.
41	I welcome the intention to manage better disruption caused by road works by better coordination of these works between the major contributors (ie utilities and highway maintenance). However, this seems to be very little in evidence at present as a number of routes seem to be constantly being repaired/dug up, necessitating temporary traffic control to be put in place. These works seem to finish for a few weeks only to be re-instigated repeatedly over a short period of time (eg Queen Street/The Green, Ossett and Kirkheaton, Huddersfield).	Noted.	One of the priorities in the Network Management Plan is the Yorkshire permit scheme (now in place in 2 Local authorities) gives increased powers in this area on the busiest roads. Local authorities are better able to control when and how road works are carried out to minimise disruption to the community and the travelling public. Utilities are investing significant funding to replace worn out services in our area. Emergencies cannot be planned for and it is important in these circumstances to carryout repairs quickly to restore supplies with minimum disruption and local authorities work closely with the companies to achieve this where possible.

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42	There needs to be more consideration for cyclists and walkers with proper routes that avoid areas of congestion to encourage more people to cycle and walk. It is unpleasant to walk along a main road but side roads are often ill kempt and do not always feel safe for walkers.	Revise Plan.	A West Yorkshire cycle plan is to be developed within the next 12 months. A new section (5.3) is to be included in the network management plan to explain ongoing programmes of work to support road users which compliment the actions in the Network Management Plan.
42	It's a step in the right direction but doesn't go far enough and gives too much emphasis to private motor vehicles as being the key mode of transport. Strangely, poorer transport links and roads might encourage more cyclists. The new road network around the town centre, whilst pretending to have the interests of cyclists at heart with advanced stop signs, has actually made cycling in the city centre feel more dangerous.	Noted.	The plan aims to balance all the needs of all users and modes as appropriate within the network. A West Yorkshire cycle plan is also to be developed within the next 12 months.
43	For Action 1.1 (Address 15 Congestion Top Spots), it is important that this is not done in isolation from the other Actions (for example, Action 1.7 Complete Traffic Light Priority and Action 2.5 Create further road space reallocation). At congested junctions, the key priority should be to improve the time taken for buses (and possibly freight vehicles) to cross them, and improving the situation for cars is less important (at least in the rush hours).	Noted.	The actions will not be done in isolation and we will integrate actions at a given location where this can be done.
43	The final Network Management Plan should be cognisant of the Strategic Housing Land Availability Assessment (SHLAA). The building of up to 1000 new houses in Otley, for example, could have a considerable impact on congestion on the A660 between Otley and Leeds.	Noted.	The Network Management Plan will be implemented alongside other statutory plans such as the LDP, which incorporates transport aspects of land use. All these policy documents are linked together and used alongside each other when determining priorities, actions and programmes of work.
44	No. The key issue is population growth. This is not covered at all and therefore the report is fundamentally flawed. The Leeds Core Strategy has population increasing at about 1% per year over the period. Presumably the other centres are forecast to grow similarly. No mention of increasing use of bridleway and footpath networks.	Noted.	The main West Yorkshire Transport Plan identifies population groups as a key driver in developing the right transport solutions for the area.
44	No. I find it difficult to be positive about much of the report. Great ideas, but very hard to implement. The utility companies spend half their resource carrying out emergency repairs. Planning for these is impossible. I like the hotspot approach to junction improvements. Inevitably the improvement works will cause some congestion. The solutions must be bold enough to have serious impact otherwise we will be facing the same issues again in 15 years.	Noted.	Local councils have the responsibility to coordinate works by utilities and forward planning is carried out as services are replaced and roads surfaces improved. The Yorkshire Permit Scheme (now in place in 2 Local authorities) gives increased powers in this area on the busiest roads. Utilities are investing significant funding to replace worn out services in our area. Emergencies are unplanned and it is important in these circumstances to carry out repairs with minimum disruption where possible.
44	The bullets on the questionnaire don't work	Noted.	

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45	<p>I can't see anywhere to comment on the bus part of the proposals, but I wanted to throw in a few comments. I have reservations about the "hub" proposal. At the moment to get from Marsden to Holmfirth it's usually necessary to go through Huddersfield and back out rather than the direct route via Meltham that a driver would choose. We already have a hub system in the form of the "overground" structures that First have put into most areas, which is fine for people wanting to travel to the main towns, but people wanting to travel between villages are hugely inconvenienced. Bus operators need to be encouraged to use the wealth of information that is now available to them such as GPS data and CCTV to set timetables which their drivers have some hope of being able to achieve. Frequently services in the weekday peaks run late and off-peak have to wait at timing points and run early at non-timing points. Having these services timetabled (at least in the public timetable) to take the same amount of time at all times of the week is not appropriate. Some serious consideration needs to be given, perhaps as part of the proposed Quality Contracts, to an equivalent of the Passenger's Charter and similar compensation arrangements that apply when rail operators let passengers down. Bus companies shouldn't be allowed to ruin people's plans, and potentially jeopardise their livelihoods, with impunity - especially as bus fares are often more expensive than comparable rail fares. Any Travel to Work initiative must be "preceded" by an increase in capacity, rather than an increase in usage prompting such investment. In particular the scheduling practices that some operators have where there are gaps in the usual clockface timetable during the peak because the bus is running on a different service to serve a school. It is wholly inappropriate that during the peak period, for which passengers pay a premium fare, there are fewer buses per hour. Consider the timetable for stop 45021716, and the gap in service between 08:09 and 08:39 as an example. Apologies for the length of this!</p>	Noted.	Quality Contracts will provide opportunities to address many of these issues.
46	But Bus Lanes should be reserved for Buses!	Revise plan.	Action 2.5 to be revised to require positive benefits to bus journeys times.
47	The proposal for no car lanes should BENEFIT buses rather than say 'no detriment' - this would make the Plan compliant with the LTP.	Revise plan.	Action 2.5 to be revised to require positive benefits to bus journeys times.
48	just need to be sure that the definition of 'traffic' is any moving person on foot or cycle, or good on wheels, and that the movement of these is weighted towards the amount of people or goods involved in that mode of transport..	Revise plan.	Section 3.3 is to be amended to better explain what is meant by traffic which includes all modes of transport.
49	The important but forgotten influence of the british public as such has been ignored Unless instant on the spot wheel clamping, Draconian enforcement of traffic laws and ridiculously deterrent parking fees are incorporated everywhere, then these ideas will not work. People "rely" on the convenience and comfort of their vehicles. Make them know that if they abuse the system, and they will if allowed, then punitive measures will be taken. More double yellow lines on main roads, longer waits from side roads onto main roads at traffic lights, reduced access to main roads by electric sensor bollards only to be used by certain vehicles. Make motorists PAY THE REAL PRICE OF THEIR "FREEDOM". I'm a car owner	Noted.	
49	As previous comment. A BIG education has to applied to the public but sadly they are mostly too thick to understand.	Noted.	
49	If this works, then in its present form, the sun will fail to shine unless a total change of thinking is applied to the public at large. That won't haapen and the people are too ignorant and thik for it to happen. "There is no such thing as society" Quote the barmiest prime minister this country has ever had and boy are we suffering from that mess.	Noted.	

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50	Largely. However there is a need to deal with current unacceptable situation. a) Dealing with current congestion issues. b) Dealing with current public transport issues: missing buses, slow journey times that discourage use (over 35 minutes, we suggest), infrequent services. Balance with respect to pedestrians and cyclists needs more emphasis based on current actions and their effectiveness.	Revise plan.	A new section 5.3 will explain the ongoing programmes of work to support which complements the actions in the network management plan, METRO are prioritising the growth of bus patronage by introducing (proposals are currently being considered) bus quality contracts, through ticketing, branding and improved timetable.
50	1.1 Address top 15 Congestion Hot Spots: Very concerned that the A6110, A65 Horsforth Roundabout, Foxes Corner, Shipley and the Greengates Junction (A658) do not appear in the top 15 Congestion hotspots. List needs re-examining to include these. 1.6 Implementation of a Real Time Information database: Is this an updated version of the existing system? 1.7 Complete Traffic Light Priority Scheme: From our experience this as yet has had little effect. 1.9 Charging Utility Companies on busy roads at busy times: A priority. 2.1 Local schemes to reduce congestion and improve bus patronage: could be extremely beneficial and should be a priority - in consultation with stakeholders. 2.5 Road Space Reallocation: Extremely important if greater use of public transport is to be achieved. Agree with other points made. The Plan needs to address the following: <ul style="list-style-type: none"> • Better, more accurate real time system is needed - the present system is often unreliable and confusing for users. • Does not give detailed information about the implementation programme (unlike the Rail Plan). This is essential. • Marketing of services needs much improvement. • Does not deal with the problem of missing buses. 	Revise plan.	The top 15 will be reviewed to make sure that these locations are still the most congested and offer value for money. A detailed Implementation programme and details on each of the priorities will be developed.
50	Agree with objectives strongly, but the strategic approaches listed on page 5 and 17 in 4.1 are disappointing and limited when it comes to reducing bus journey times and encouraging greater use of public transport.	Revise plan.	The network management plan aims to cater for all road users. A new section 5.3 describes the ongoing programmes supporting road users. Main LTP sets out the priorities for growing public transport patronage.
51	Airport relief road from Dynley Arms to A65 Park and ride at Boddington Park and ride at Horsforth Bus lane through centre of Horsforth Roundabout More frequent bus service to Otley from Leeds Build more city centre dwellings to reduce the effect of commuting.	Noted.	Improved access to the airport is a priority and a new link road from the A65 to the A658 north of the airport is identified. Also a Park and Ride at Boddington (associated with NGT) and the signalisation of Horsforth roundabout is identified. The construction of the new station at Kirkstall Forge will include provision of some park and ride spaces. Bus Quality Contracts will provide opportunities to increase frequencies and grow bus patronage. The Publication Draft of the Leeds Local Development Framework Core Strategy includes proposals for an additional 10,200 dwellings in the City Centre in the period up to 2028.
52	On some bus services there are big gaps. On many routes the service frequency goes from every 10mins to every 30 or 45 mins. Can this not be addressed?	Noted.	Consideration of this issue will be addressed in the approach to quality bus contracts.

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53	You should remove the claim that "Often accommodating the needs of vulnerable people and providing sustainable solutions can cause increased delays" - this implies that only delays to motor vehicles should be considered, while in fact it is pedestrians and cyclists who suffer the highest level of delays given the existing level of priority accorded to motor vehicles. You should change the proposed outcome of "Reducing congestion", which implies that you are only interested in congestion for motor vehicles experience - you should change this to "Minimising congestion particularly for more sustainable modes". Under 'Dealing with traffic growth' you should add "Reallocation of road space to prioritise walking, cycling and public transport" in addition to initiatives to support sustainable travel, which recognises that this is an effective way to reduce delays to people using the more sustainable modes which the Local Transport Plan seeks to promote.	Revise plan.	The plan aims to improving facilities for all road users irrespective of transport modes including more sustainable modes. A new section 5.3 sets out the ongoing programme aimed at supporting road users which compliments the network management plan priorities.
53	The success measure should be changed to "Improved journey time reliability at the top 15 congestion hot spot locations with priority for walking, cycling and public transport", otherwise the scheme design will inevitably end up favouring motor vehicles over sustainable modes. For example, Otley Road-Shaw Lane is on a key public transport corridor and cycling route, while the A6120-A61 junction is a barrier to cycle travel in its current form. Aim 1.7 of traffic light priority for buses is good. Aim 2.1 as currently worded will end up disadvantaging sustainable modes in a vain effort to demonstrate reduced congestion for motor vehicles. You should change it to "Measurable improvement in congestion particularly for more sustainable modes" Aim 2.5, reallocation of road space to more sustainable modes, is very important and should be set a clear target rather than simply "TBC", otherwise it is likely that it will never actually happen.	Noted.	The Network Management Plan caters for all users and all modes. A new section 5.3 sets out ongoing programmes aimed at supporting road users which compliments the Network Management Plan priorities. Once approved all the targets will be developed by March 2013.
53	Cycling often seems to be an afterthought in the document: it should be given greater consideration in the wording - to give one example, 1.2 para 3 should read "For the purposes of this document, 'traffic' encompasses pedestrians and cyclists as well as motor vehicles" instead of the vague "vehicles and pedestrians". The document should include an aim that temporary traffic arrangements at road works should cater for the needs of cyclists and never instruct them to dismount: far too often these arrangements currently cater for motor vehicles and pedestrians and cyclists are an afterthought at best. Overall the document is reasonably clear and well set out but too often suggests that only delays to motor vehicles are significant or are counted as congestion. It should make clear that pedestrians, cyclists and bus users are also road users, that their time is also valuable, and that because they are more sustainable modes they should be accorded a higher degree of priority.	Revise plan.	Section 3.3 has been amended to better define what we mean by road users. The Network Management Plan states that schemes will be progressed using the 'consideration for users' toolkit included in the WYLTP. A West Yorkshire cycle plan is also to be developed within the next 12 months. A new section 5.3 sets out ongoing programmes aimed at supporting road users which compliments the Network Management Plan priorities. Traffic management at road works has to be installed and operated to the correct standards where the priority is the safety of the travelling public and those carrying out the works.
54	In the Action Plan, also need to set out 'business as usual' operations that will continue	Revise plan.	New section 5.3 added.
54	Action 2.5 page 21 - road space reallocation - to encourage mode shift and to be consistent with LTP3, 'no-car lanes' should set out to improve bus journey times rather than just 'not dis-benefit' bus journey times.as currently drafted.	Revise plan.	Action 2.5 to be revised to require positive benefits to bus journeys times.
56	The Guiseley and Rawdon has some of the most congested parts of the network (A65) the public Transport network does not reflect this	Noted.	Guiseley is situated on the Wharfedale rail line with direct access to both Leeds and Bradford. METRO are current exploring options for bus quality contracts and taking over the management of rail franchises to allow improved local decision making and accountability.

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58	The Federation of Small Businesses (FSB) in West Yorkshire would have liked some consideration on traffic flow design and management. Whilst roadworks and diversions are a major cause of congestion, evidence from our members suggests that poor traffic design can cause bottlenecks. Design such as, multiple sets of traffic lights on a short stretch of road, pedestrian crossings located immediately before or immediately after roundabouts and the location of bus stops or bus lanes. The main roads cited by small businesses as having poor traffic design are the A65, A61 and A629.	Noted.	One of the priorities in the Network Management Plan is the implementation of a Yorkshire permit scheme to minimise disruption at road works including greater control of the traffic management aspects of the works such as road closures, diversions coordination and sharing of road space by different utilities. This scheme was implemented on the busiest roads in Kirklees and Leeds districts with other local authorities implementing at a later date. Balancing the needs of local communities (including businesses) situated on busy routes and those of the traffic using those routes is a major challenge and an appropriate balance has to be found at different locations.
58	The Implementation Plan correctly identifies some of the congestion hotspots but it is not specific as to what action will be taken to improve traffic flow or when the changes will take place. We would welcome further explanation as to what these changes will entail, when the works will start and when the works will finish. The FSB agrees that utility companies should be incentivised to complete roadworks with the minimal disruption by charging them for works undertaken at peak times.	Noted.	Once the plan is approved the details for each action will be developed further by March 2013. We will involve local stakeholders during this process.
58	A transport survey of FSB West Yorkshire members in March 2012 revealed that the three biggest issues which negatively impact on small businesses are traffic congestion (cited by 74.7% of small businesses), the physical state of the roads (affecting 64.2% of small businesses) and availability of car parking (reported by 56.8% of small businesses). The Network Management Plan identifies which roads in the network will be targeted for congestion relief but there is little mention in the plan on how the road network will be generally improved and maintained following two harsh winters and flooding. Leeds City Council previously delivered a scheme of road surface improvements by off-setting the cost against a budget for compensation claims. We would recommend that other local authorities look to do something similar to improve road surface quality. In regards to car parking, we note from the Implementation Plan that there will be improved Civil Parking Enforcement to reduce congestion caused by parked vehicles. We ask that provisions are made for small businesses located on these roads which allow business owners to continue to park at their business premises without risk of penalty charge.	Noted.	The Govt are current carrying out some pilot lane rental schemes prior to enabling this option to be taken up by others local authorities on the busiest roads at the busiest time. Within the transport asset management plan (draft TAMP) there is an initiative to help to address the road condition with reducing budgets. The Leeds City Council spend to save example is one such initiative which will be considered. Local councils will continue to involve business owners when developing proposals to change parking restrictions for loading and unloading purposes.
59	Recommendations The following is a set of recommendations endorsed by the Ageing Well Board: • adding non-transport functions onto smartcards, for example for using them in leisure centres, libraries and for other services;	Noted.	In the first instant we are developing a transport smart card facility. In future phases of the card, consideration will be give to adding payments for other services or functions.
59	Introducing 20mph limits and zones into streets that are primarily residential in nature would benefit the young and the old alike.	Noted.	Consideration will be given to this suggestion . There are a number of 20 mph zones in place across West Yorkshire and others are being developed to address local circumstances.

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59	Whilst most people would like walking and cycling to be easier, more pleasant ,and safer. However walking accounts only for just under 25% of all journeys and just under 80% of journeys less than a mile. Older people may not immediately come to mind as the target group for cycling and walking initiatives. Yet these activities are good for people and communities and their streets are safer with people in them. Walking can be an important contribution to maintaining health. Walking is also an essential part of most public transport journeys. In a conducive environment and when there is appropriate training, equipment and facilities, people of any age, should be able to make journeys on foot or bike	Revise plan.	The main WYLTP priorities sustainable modes. Section 3.3 of the network management plan has been amended to better define the modes of transport that are referred to. A new section 5.3 has been included to explain the going programmes in support of road users which will compliment to action in the programme. A West Yorkshire cycle plan is to be developed within the next 12 months.
59	Consider timed pedestrian crossings that allow people to know how long they would have to wait for the lights to turn to green and reduce the number who risk their lives for the sake of a few seconds	Noted.	As pedestrian facilities are updated the use of timed pedestrian crossings is being included so allow those who walk more slowly to cross in safety.
59	Support car sharing, car clubs and for large employers to continue to support cycle to work initiatives	Noted.	These are all priorities within the main WYLTP and a number are in place already across West Yorkshire.
59	Extension of free bus travel to earlier times to allow older people to travel to medical appointments	Noted.	Extension of concessionary travel times will come at a cost to local taxpayers.
59	Bus routes/services that pick up/drop off via 'waving down' within local communities that feed into major bus routes and allow access to major sites for example Medical and Sports Centres	Noted.	"Hail & Ride" bus services operate in many residential areas, however this arrangement is not safe on busy roads.
59	Training for bus drivers to reduce accidents and the feeling of safety for older people	Noted.	Safety and security on public transport is a key priority within the LTP.
60	There are a number of current transport issues in the Wharfe valley: i. lack of direct services with the principal referral hospital in Airedale. The need to make one or more changes in buses to reach the hospital poses serious difficulties for many patients and their families. The pressure on car parking at the hospital and the associated costs of parking emphasise the need for improved public transport links with this hospital;	Noted.	The location of Airedale hospital makes direct bus provision difficult.
60	ii Transport to secondary schools. Currently this is predominantly by buses. In Burley the number of buses who pick up children in the region of the station in the mornings causes considerable congestion and a hazard for pedestrians. Trains running from Bradford and Ilkley towards Ilkley (the principal destination secondary school) are almost empty at this time so there is a need to move some school transport from road to rail.	Noted.	Most bus services carry pupils from areas not served by train.
60	iii Train connections These are generally good with Leeds and with Bradford although there is overcrowding at peak times on the Leeds services. With the planned housing increases pressures on the Leeds services are predicted to increase even as changes in working practices in some occupations towards more working from home occur;	Noted.	Please see detailed proposals within RailPlan 7.
60	iv Bus services:Addingham, Ilkley, Burley and Menston in the Wharfe valley fall within Bradford Metropolitan District Council but lack any direct bus connection with Bradford other than in the evenings. For people living at a distance from the train stations this makes travel to Bradford very difficult or encourages more parking at the stations. The new bus service from Ilkley to Harrogate has been much welcomed and has encouraged some movement from car towards public transport. The removal of the evening link between the Wharfe valley and Skipton has caused some inconvenience and a barrier to working in Skipton. Sunday services to Upper Wharfedale provide a good support for leisure activities	Noted.	Encouraging more people to switch to more sustainable modes, such as bus, is a key priority with the LTP. Quality Contracts will provide opportunities to improve bus connectivity.

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60	v Parking at the train stations. In spite of regular efforts to discourage all day parking around the train stations there are difficulties as car parking at the stations is fully utilised and there are pressures on the surrounding streets.	Noted.	Please see detailed proposals within RailPlan 7.
60	vi Cycling. Within Burley parish Plan there is a commitment to encourage an increase in cycling and the transfer of some journeys from car to cycle. This can be possible within Burley but there is an absolute lack of safe cycling routes to other communities in the Wharfe valley and to Leeds, Skipton and Bradford.	Noted.	Comments regarding lack of cycle routes is noted. A West Yorkshire cycle plan is to be developed within the next 12 months.
60	Connectivity: i. Both the road and rail links with Leeds Bradford airport need to be improved. ii Bus connections between Wharfedale and Bradford need to be improved. In general we support the proposals to strengthen the bus services but these will need to be accompanied by active campaigns to change the image of bus travel in some areas.	Noted.	Encouraging more people to switch to more sustainable modes, such as bus, is a key priority with the LTP. Quality Contracts will provide opportunities to improve bus connectivity.