

APPENDIX A

SUMMARY OF OBJECTION TO MEANWOOD DISTRICT CENTRE PROPOSED TRAFFIC REGULATION ORDER

LEEDS CITY COUNCIL (TRAFFIC REGULATION) (MOVEMENT ORDER) NO 6 ORDER 2023

(SPEED LIMIT) (NO11) ORDER 2023 20MPH SPEED LIMIT

(TRAFFIC REGULATION) (WAITING RESTRICTION) (NO.7) ORDER 2023 MEANWOOD AND WEETWOOD

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE	No of individual comments
The banned turns will cause rat running on unsuitable streets such as Grove Road, Grove Lane, Bentley Lane, Church Avenue and Church Lane.	It is accepted that there is the potential for traffic volumes to increase on some of the surrounding roads, especially Stainbeck Avenue and Grove Road. Traffic Engineering have undertaken speed and volume surveys on these key routes and the peripheral roads to determine what the current level of traffic is. These surveys will be repeated post implementation so that a true and accurate comparison can be undertaken. This review will identify whether there is a concern associated with a rise in the traffic volumes and whether further intervention is required.	20
The banned turns will increase journey times and create congestion and pollution on the surrounding streets.	The signalisation of this junction has shown that the junction will operate much more efficiently, and it is not envisaged that congestion will be created on the surrounding streets. A commitment has been made that post implementation surveys will be undertaken to assess such concerns.	10
The restrictions on Bentley Lane will remove necessary parking for the Meanwood Health Centre.	The proposed restrictions on Bentley Lane have been designed to only remove parking from junctions in order to improve sightlines and provide passing places for traffic. Unrestricted parking is still available for visitors to the health centre, who themselves have 47 spaces and 4 disabled bays.	3
Bentley Lane will not be suitable for the buses that are being re-routed.	Meetings have been held with the bus operator on site to discuss the re-routing through Bentley Lane. The introduction of waiting restrictions is designed to remove indiscriminate parking around junctions which will also create safe passing spaces for all vehicles. This new proposed route has also been vehicle tested by a bus and the bus operators did not express any concerns.	3
	On-site observations have shown that most of the vehicles parking in front of the shops are there all day,	3

<p>The removal of parking will negatively affect the businesses.</p>	<p>and as such are likely to be staff rather than visitors / customers. There are still alternative parking spaces available in the area.</p>	
<p>The scheme will stop access to the forecourts of 602-587 Meanwood Road.</p>	<p>The one-way flow has been introduced so that access is maintained to the shop forecourt from Meanwood Road and from Gordon Terrace.</p>	<p>1</p>
<p>The banned turns are unnecessary.</p>	<p>As part of the wider scheme for the junction it is necessary to restrict some movements in order for the traffic signals to operate efficiently and prevent excessive build-up of traffic on all approaches to the junction, particularly during peak periods.</p>	<p>1</p>
<p>The works will affect the Local Supermarkets delivery vehicles from travelling between the car park storage area (Green Road) and the delivery loading area (Monk Bridge Road) by forcing them on a long diversion.</p>	<p>A meeting was held with representatives of the Local Supermarket and the details of the scheme design were discussed. Leeds City Council offered to look at any alternative proposals that they could suggest but none were received. Whilst it is appreciated that access from Green Road to Monk Bridge Road is not straight forward due to the alterations, there is no design that can allow for this within the scope of the scheme.</p>	<p>1</p>