

Appendix 4:
Consultation Summary

Appendix 4: Consultation and the Design Process

Area	Feedback Received	Design Response in revised plans
Holt Park Terminus	Concern among cyclists around interaction with buses in front of Asda and general facilities for cyclists in this location	Inclusion of a contra-flow cycle lane in the one-way bus stop location and provision of cycle lockers and stands at the terminus
	General feedback about reducing street clutter throughout the whole of the route	Re-design of the route into the terminus so that it no longer requires a full loop around the Asda car park and minimises street clutter.
Bodington Park and Ride	Improvements to cycling facilities required	Cycle lanes provided on the approach to the Park and Ride site and a Toucan crossing provided at the entrance
West Park	Concern about the proposal to make Kepstorn Road one-way	Design re-worked which enabled Kepstorn Road to remain two-way.
	Junction layout at West Park felt to be too complicated, especially pedestrian movements	Simplification of the junction layout to revert back to a roundabout which is more in line with the current arrangement, which enabled pedestrian crossing locations to be rationalised too.
	Concern about the impact on the shop forecourts, access and trees as a result of the proposed NGT stop location	<p>Minor changes change to existing kerb layout minimises impact on forecourt and re-positioning of proposed NGT stop avoids tree loss.</p> <p>Provision of new access points to the shop forecourt area</p>

Area	Feedback Received	Design Response in revised plans
Otley Old Road	Concern about the provision of bus lay-bys which would encroach into the grass verge at the side of the highway	Design in this area reconsidered and bus lay-bys have now been removed wherever possible.
	Concern about the re-siting of existing bus stops.	Bus stop positions reconsidered and bus stops now largely stay in the same location.
	Suggestion that more NGT stops needed on this section	Additional stop proposed at Tinshill Lane (dependent on fire station relocation which is currently under consideration)
	Need for safe cycle crossing facilities at Raynell Approach to allow for access to nearby school	Toucan crossing now included in this location
	Concern about the positioning of a bus stop layby outside properties east of Spen Lane	Relocation of this layby to a location which does not affect access to properties
Lawnswood Roundabout	Tree loss felt to be particularly severe in this location	Detailed review of the design rationale in this area which included the appraisal of a number of different options. Preferred option in DF7 has minimal tree loss compared to alternatives.
	Lack of facilities for cyclists approaching/ navigating the busy roundabout (also access to Oxley Hall).	Cycle lanes now included on the approaches to the roundabout (and N/B approach to Oxley Hall) and Toucan crossings incorporated into the layout of roundabout for safer negotiation
Weetwood Road/Cottage Road	Lack of parking /loading facilities for shops in this location	Loading bays and parking facilities now incorporated into the design

Area	Feedback Received	Design Response in revised plans
Shaw Lane	Concern that pedestrian facilities do not follow key desire lines	Design re-worked to change position of pedestrian crossings to replicate current provision.
Headingley Hill	Concerns amongst cyclists on the proposals to remove the inbound cycling lane	Design reconsidered and now proposed to widen Headingley Lane in order to reinstate this cycle lane
	Impact on access to Eleanor Lupton Centre	Revised access designed.
Rampart Road	Concern about the loss of a right turn at Rampart Road and the reduction in access that this would result in	Right turn reinstated to improve accessibility
St. Mark's Street	Cyclists concerned that removal of the inbound cycling lane would have a significant impact on safety	Cycle lane reinstated
University Area	University had concerns on the proposed road layouts, pedestrian movements, access to their sites and location of substation	Radical change to proposed traffic flows in this area to create a more welcoming environment for pedestrians, cyclists and public transport users. Amended substation location
Millennium Square / Cookridge Street	Concerns amongst access groups about the notion of shared space in this location	Proposals to provide some form of low kerb delineation in this location to satisfy differing access needs
	Concern from Cathedral on the loss of servicing facilities	Service layby reinstated
City Centre	Concerns from landowner regarding layout on Boar Lane and general concern re pedestrian facilities crossing from Briggate to Lower Briggate	Boar Lane design amended to more pedestrian friendly and stops moved to better reflect access points, desire lines and key views. Straight across

Area	Feedback Received	Design Response in revised plans
		crossing provided at bottom of Briggate as part of new 'all red phase'
Hunslet	Concerns from local primary school regarding access, parking and pupil safety	Improvements to arrangements to include right turn access, controlled crossings for pupils, TROs to restrict parking outside school from nearby commercial uses, re-provision of parent parking and drop-off area, new secure staff car park
Various locations	Issues regarding private and commercial access points and servicing arrangements as a result of direct landowner / occupier consultations	Numerous 'tweaks' and changes to arrangements to improve arrangements for these users