

Document Title:		Doc No./Rev	
Populated A61(S) LCC Comments Summary		LTPTIP-WSP-A61S-XXX-SH-XX-000001 P1.1	
Item	Comments	By Whom at LCC	Location
1	I assume that all necessary carriageway surfacing/drainage works etc. will be included and funded through the scheme, there will be no contributions forthcoming from the limited planned maintenance / highway infrastructure budgets	Highways Asset Management	Full corridor
2	I assume that all necessary footway surfacing works will be included and funded through the scheme, there will be no contributions forthcoming from the limited planned maintenance / highway infrastructure budgets	Highways Asset Management	Ful corridor
3	Bus lanes – I assume that the red colouring is for diagrammatic purposes only, as this is no longer the standard for bus lanes (refer to the Leeds City council – Surfacing Guidelines – Use of coloured surfacing (July 2017))	Highways Asset Management	Full corridor
4	Any areas less than 1m wide should not be laid to grass/planted	Highways Asset Management	Full corridor
5	All kerbside landscaped/grassed areas should include the provision of a splash strip detail.	Highways Asset Management	Full corridor
6	Access to landscaped/grassed must be provided for future maintenance access, where narrow area within the c/res are to be laid to grass, these may require traffic management to allow access to and to maintain, this wherever possible should be kept to a minimum.	Highways Asset Management	Full corridor
7	With regard to carriageway surfacing the Investigatory Levels detailed in table 6.1 as published in Leeds City Council - Skid Resistance Procedure must be used when establishing surfacing PSV requirements (to be used in conjunction with HD 36/06 and Interim Advice note 156/16 (Revision of Aggregate Specification for Pavement Surfacing).	Highways Asset Management	Full corridor
8	There are a number of widths detailed for the proposed finished footway / bus lane and other traffic lanes over the length of the proposals, where possible can these be made consistent over the whole length.	Highways Asset Management	Full corridor
9	Some of the areas where new bus shelter are to be provided seem to be a lot narrower than others, are all these areas of sufficient width for the provision of bus shelters/stops, and again why are these not consistent.	Highways Asset Management	Full corridor
10	Where significant realignment or junction improvement is planned geotechnical desk study and ground investigation may be required.	Geotechnical	All Junctions and Significant Realignment
11	As the design progresses a need for other geotechnical involvement may become apparent	Geotechnical	Areas that differ once the design progresses
12	The road goes over three areas of probable shallow workings, it seems likely that at least a desk study will be required to confirm what if any mitigation was carried out in these areas in the past. Depending on the findings of this further work may be necessary.	Geotechnical	?
13	The use of 2 to 1 lanes will lead to blocking of routes as merges are far too short. It would be better to provide 2 lanes where required but a single general traffic lane on the majority of the A61 route.	Transport Development Services	A61 Majority
14	It is difficult to follow the proposed cycle facilities from end to end. There are no ASL's shown for those cycling on the carriageway. In some areas with no separate cycle facilities there are also narrow lanes which are not appropriate for cyclists (ie 3m width).	Transport Development Services	Cycleway for entire route
15	Lane assignments are poor and will again lead to blocking of routes (as in 2.)	Transport Development Services	Entire Route
16	Some existing directions signs need to be redesigned to comply with the new regs - not many - and some due to the lane arrangement changes	Traffic Management	Entire A61S
17	Some of the new signs that have been designed should in fact be chevrons rather than standard direction signs - generally signs with arrows should only be used in advance - at the junction the convention is to use chevron type signs pointing down the route.	Traffic Management	Entire A61S
18	The lining seems to be in order but needs to be checked over in a bit more detail once the sign faces have been agreed. The lining associated with the bus lanes looks to comply but we might have some further comments to make on the cycle track lining particularly where the tracks terminate and footways become combined use.	Traffic Management	White lining for entire A61S
19	Bus Lane signage looks to comply – just check on the requirements for additional Dia 959 which should be repeated every time the marking is installed and also at intervals no more than 300m (I haven't had time to scale the lengths off so just note)	Traffic Management	Bus Lanes for entire A61S
20	The cycle track signage needs a thorough look at as I think there are certain additional signs that might need to be provided, also might need to clarify the cycle tactile arrangements at te terminal points.(Not clear what the double triangle signifies!)	Traffic Management	Cycle Way for entire A61S
21	Any cycle routes should not just be on edges of roads – but separated and set within green routes. We should be raising the game for new infrastructure schemes and recognising that green routes actually have a key role in reducing people's stress/anxiety, and also can have a role in mitigating air pollution if the right species and structure of planting is selected.	Nature Conservation	Entire A61S (Relating to Cycleways)
22	Where possible we would like to remove any redundant signage	Traffic Management	Entire A61S
23	Where possible existing signs that have been installed incrementally over the years should be made into new composite signs reducing street clutter.	Traffic Management	Entire A61S
24	Ensure the design provides continuous segregated cycling provision from Stourton P&R to the city centre. If this is not possible on the main road (Wakefield Road and Thwaite gate) then provide and upgrade the existing advisory cycle route from Stourton P&R to Low Road via Woodhouse Hill and Pepper Road.	Sustainable Travel	Stourton P&R to Low Road via Woodhouse Hill & Pepper Road

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25	Thwaite Gate outbound 2 lanes into 3 will require some dotted 'spiral' type markings to direct traffic into correct lanes	Transport Planning	Thwaite Gate junction
26	GA-05: Clarity on lane markings needed for 2 to 3 lanes at Thwaite Gate outbound move.	Transport Development Services	GA-05, Thwaite Gate
27	Shown as running 5 streams but looks like it is proposed to run MOVA. Need to see the model for this. In loops on south approach?	Urban Traffic Control	Thwaite Gate/Pontefract Road
28	Outbound bus lane needs a dotted 1010 line approaching junction to allow left turners in	Transport Planning	Sussex Ave
29	Not sure about the safety of the outbound cycle segregation approaching Sussex Ave - conflict with left turners. Given that the cycle facility only starts here, would it be better to remove it?	Transport Planning	Sussex Ave
30	In Low Road (north side) can the cycle ways be kept at the raised level, and instead ramping up the road for vehicles turning into and out of the side junctions? The current design caused safety issues in Regent Street.	Sustainable Travel	Low Road
31	Church Street/ Old Mill Lane junction – pedestrian crossings do not cater for all movement nor do they meet desire lines – again, pretty much keeping the existing arrangements rather than seeking improvements. Old Mill Lane is used by larger vehicles to access the industrial estate. There is a safety risk for people trying to read traffic movements and exploit any gaps. Old Mill Lane bus stop - need to try and avoid shared use, or give cyclists an opportunity to ride in the bus lane as passing a bus in a lay-by will not be an issue. Consequently the cycle lane should link to the bus lane, not to shared use footway.	Transport Planning	Church Street/Old Mill Lane
32	There is a lack of any crossing provision at/near some of the bus stop locations (adjacent Severn Road & the junction of Old Mill Lane)	Highways Asset Management	Severn Road, Old Mill Lane
33	Does the signal modelling rely on two inbound ahead lanes? If so the bus lanes starts too soon on the exit of the junction. If possible be better to make left lane left turn only? Or better still make it a bus lane with a dotted line to accommodate left turners	Transport Planning	Church Street
34	Missed opportunity? To ban right turn in to Old Mill Lane to make room for cycle facilities exiting junction and to get past outbound bus stop; big right turn in to area via Severn Road. Would save a lane at the stop line and provide more footway space	Transport Planning	Church Street
35	The inbound and outbound bus lanes should be continuous across these minor side roads with dotted lines TSRGD 1010 or have much shorter breaks - there is potential for confusion for drivers	Transport Planning	Joseph Street area
36	Joseph Street bus stop – there is enough space there to have provision for cyclists that does not involve shared use around this rather well used bus stop.	Transport Planning	Joseph Street area
37	Does Epworth Place need such a wide junction? This will have an impact on pedestrians and cyclists	Transport Planning	Epworth Place
38	The junction at Forster Street shows a discontinuous cycle way. It is not clear from the drawing how cyclists are supposed to navigate this wide junction. Can this situation / layout be improved?	Sustainable Travel	Forster Street
39	Forster Street – how are cyclists negotiating this junction?	Transport Planning	Forster Street
40	There is no grass under the flyover	Transport Planning	John Smeaton Viaduct
41	The ped crossing across the outbound traffic lane/bus lane under the viaduct could be moved east slightly to straighten the crossing and extend stacking on approach	Transport Planning	John Smeaton Viaduct
42	Whitehouse Street may need some work to the radius to prevent a sweeping movement in – currently it's really hard for inbound cyclists to see behind and judge whether vehicles are going to turn in, and with the inviting sweep of the junction drivers won't give way to cyclists travelling straight ahead.	Transport Planning	Whitehouse Street
43	The cycle track across the mouth of Sth Accom Road is very long and would increase risk of cyclists being hit by traffic turning left from Sth Accom Rd. Angle cycle track across mouth of junction or provide new route across	Transport Planning	South Accom Rd
44	Inbound bus lane solid white line needs a short break where it is crossed by the right turn from the IRR towards A61 S	Transport Planning	South Accom Rd
45	South Accommodation Road: This arrangement offers no benefit to pedestrians as it is no improvement on the current arrangement (it introduces an additional crossing stage of the bus lane). Could we at least 'straighten' those Pelican crossings where pedestrians are asked to cross at an angle to reduce distance, and therefore time? These complex in layout crossings are very confusing to blind and partially sighted people as the sense of direction becomes lost. I am not sure if the cycle lane, designed to reduce crossing for cyclists to 2 stages, necessarily works. Has the Cycling Forum Sub-group commented on this arrangement?	Transport Planning	South Accom Rd
46	Northbound general traffic on Hunslet Road should all be directed onto IRR (ie 2 lane right turn) with turn off to proceed onto Hunslet Road	Transport Development Services	Hunslet Road
<b>The below items refer to the "inner" section of the corridor and are still WIP.</b>			
47	GA-02: Chadwick Street is due to be closed off from Hunslet Road as part of re-development of Evans Halshaw site. Access relies on Sayner Road (shown to be closed off!)	Transport Development Services	Sayner Road
48	HGV access required to Leathley Road for COSTCO and other businesses – is U-turn big enough and can left turn in be tightened up so much? Why does Leathley Road right turn need banning? Better to provide right turn at Leathley Road and remove second straight on lane on A61 SB which immediately merges.	Transport Development Services	Leathley Road
49	Inbound bus lane terminates early to flare to two traffic lanes with the n/s marked ahead and left, but the junction exit has only lane because of the bus lane. Would prefer to see the bus lane continue up to the stop line with a dotted line to allow left turners in. If you really need two ahead lanes then lose the outbound flare lane on the offside and realign the central reserve - but note above about Crown Point Road right turn, that as I would like this to be one lane only, this suggests it would be better to keep this to one general traffic lane if possible.	Transport Planning	Leathley Road junction
50	Ped crossing near Sayner Road/ Leathley Road– the stagger will be seen as excessive from pedestrian point of view.	Transport Planning	Syaner Road/Leathley Road

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51	Sayner Road will need to remain permeable to cyclists.	Transport Planning	Syner Road/Leathley Road
52	Important that the left turn flare is long enough that it can accommodate blocking back due to issues on Crown Point Road given the CC2 changes around Crown Point Road/York Street/Duke Street etc and the decrease in network resilience as a result.	Urban Traffic Control	Junction Street
53	GA-01: Lane assignments are poor and will not work in practice. To accommodate current flows a 2 lane exit route to the motorways from Black Bull Street should be followed through	Transport Development Services	GA-01, Black Bull Street
54	Why the half stagger shown on the south-east side of the junction? I know that it has been done elsewhere but that doesn't necessarily make it right for this situation. The narrowing of the central island is not ideal either. Also, the crossings look different widths on the north and south carriageways which is inconsistent, especially given the lack of storage space on the central island if peds are funnelled from one crossing to another. The staging diagram seems odd. I'm pretty sure the junction runs phase A with phase C in what is shown as stage 1 and then phase C and D in stage 2.	Urban Traffic Control	Black Bull Street
55	Better to leave this section more or less as is until removal of traffic and closure of city square from Black Bull Street to Meadow Lane (apart from enhancements to cycle / ped facilities)	Transport Development Services	Black Bull Street to Meadow Lane
56	It is unclear what traffic flows are being designed for in these proposals – it is clearly not for existing traffic flows because the capacity in places is clearly inadequate. However it does not appear to be for future Southbank traffic flows when other feeder roads and through routes would be restricted (eg after closure of City Square, reduction of lanes on Crown Point Road / Black Bull Street, etc as there is inconsistency of provision between this scheme and those aspirations. There also needs to be some work done to ensure that the modelling will accommodate development proposals.	Transport Development Services	Crown Point Road / Black Bull Street
57	Introducing an all-red ped stage. Essential that modelled flows are realistic. Gut feeling is that this will not provide sufficient capacity. Is it really necessary?	Urban Traffic Control	Crown Point Road
58	Double right turn into Crown Point Road - strategically we should be downgrading this to one lane right turn and sending more traffic over John Smeaton viaduct. Has implications for downgrading Crown Point Road to one general traffic lane. Need to seriously consider changing this between OBC and FBC if not done now - strategic model should allow the dis-benefits to be spread.	Transport Planning	Crown Point Road
59	The footway pinch point on the southwest corner of the Crown Point Shopping Park junction - where are cyclists directed to who currently come up Kidacre Street?	Transport Planning	Crown Point Retail Park
60	Why do we still need two general traffic inbound lanes at the Crown Point Shopping Park stop line?	Transport Planning	Crown Point Retail Park
61	It is unlikely that buses would be in the left turn lane to carry straight on at the access to Crown Pt Retail Park (CPRP) as this lane would be slow and blocked especially on weekends as now.	Transport Development Services	Crown Point Retail Park
62	There does not appear to be any account in the design of the existing Middleton Core Cycle Network route as it enters the scheme from Grape Street?	Sustainable Travel	Grape Street
63	Direct Line(?) signal junction, inbound bus lane should be provided with some white line and BUS LANE markings at the stop line so that it is clear that the left lane is left turners only plus buses like at Jack Lane	Transport Planning	Direct Line junction
64	New access / egress to Vastint site to be accommodated from Gt Wilson Street	Transport Development Services	Vastint Site, Great Wilson Street
65	At discussions with WSP relating to the Southbank piece of work they were looking at having part time operation of bus lanes especially around Crown Point Retail Park – is this still the case here?	Transport Development Services	Crown Point Retail Park
66	Side roads Kidacre St, Junction St, Butterley St and Printworks Exit are mislabelled	Transport Development Services	Kidacre St, Junction St, Butterley St and Printworks Exit
67	Ped facilities removed from north side of junction but still shown in staging. Is it proposed that they are removed?	Urban Traffic Control	Meadow Lane
68	I have previously seen plans that showed a CSH going south down Meadow Lane and crossing Great Wilson Street on the eastern side (heading towards Dewsbury Road). The design does not show this arrangement. Has this CSH proposal been scrapped?	Sustainable Travel	Meadow Lane/Great Wilson Street
69	At the Meadow lane, Great Wilson Street Junction pedestrians and cyclists will have to navigate 4 separate controlled crossings to go from north to south of the junction (off carriageway). This will be very inconvenient for these modes. Is it possible to improve this arrangement and thus speed this movement up?	Sustainable Travel	Meadow Lane/Great Wilson Street