

Appendix E – General concerns and responses.

Concerns of Rat Running through the various nearby roads – 115 individual issues raised & Can Stainbeck Avenue cope with the extra traffic – 33 individual responses.

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. We have undertaken speed and volume surveys on these lengths to determine what the current level of traffic is like, which we can then use to compare with post-implementation surveys. This will show us whether there is a concerning rise in the traffic levels and whether further intervention is required which will be covered by funding we are putting into the next financial years budget for the investigation works.

Concerns against the banned turns – 78 individual issues raised

It is accepted that the banning of turns is not ideal for many users of the roads, however it is necessary to allow the traffic signals to work at their optimum level and prevent build up of vehicles on the approaches to the junction.

The banned right turn from Green Road is required to allow the signals to be introduced for the Meanwood Road junction otherwise vehicles will not have the space available to stack and it will obstruct those turning into Green Road.

The Monk Bridge Road / Meanwood Road banned movements are required for the introduction of the pedestrian crossings and remove conflicting vehicle movements to allow a better flow of traffic.

Impact on buses – 40 individual responses

The bus companies have been consulted on the proposals and following an on-site meeting with West Yorkshire Combined Authority and First they were happy for the buses to divert from their current route to travel via Stonegate Road, Stainbeck Avenue and Bentley Lane which does not initially add much time to the route. The traffic signals will be designed in a way that they have detecting equipment for when a bus is approaching on Green Lane and will aid them getting to Stainbeck Avenue with minimal disruption.

Why cant signals be put on the Green Road Junction – 20 individual issues raised

Signalising this junction would not be possible for similar reasons to the banned turns as it would over complicate the junction and add a significant amount of time to the signals leading to queuing traffic.

Impact of parking on forecourts – 19 individual issues raised

There are very few shops which require parking on the forecourts, and where possible this could be accommodated by utilising dropped kerbs to cross the cycleway / footway. This would put a similar onus on the drivers to cross safely as they do with the junctions. Most of these forecourts do not currently have a dropped kerb to allow this access therefore we would be providing a betterment for them. One area that we cannot accommodate is 2 Green Road where they currently have space for 4 vehicles. The introduction of the pedestrian crossing will prevent access via Green Road but they can still access using the dropped kerbs on Back Stonegate Road.

Loss of custom to the shops – 20 individual issues raised.

This is generally because of the loss of available parking in the area, however on-site observations have shown that most of the vehicle's parking in front of the shops are there all day, and as such are

likely to be staff rather than visitors / customers. There are still alternative parking spaces available in the area.

Impact on other signalised junctions in the area – 15 individual issues raised

These concerns relate to the Stainbeck Avenue / Stainbeck Road junction and the Parkside Road / Stonegate Road junction specifically. The proposals have been modelled by our UTMC colleagues and the Stainbeck Avenue / Stainbeck Road junction should have no issues with the extra traffic. Concerns raised with the Parkside Road / Stonegate Road junction are being looked at separately to see if any works are required in the future should funding be made available.

Supportive Comments – 115 individual comments

There are numerous outright supportive comments to the scheme, but the majority of the above are covered by people saying they like that something is being done or they like a specific aspect of the scheme.

Access requirements to the un-named road for the brewery – 1

We are looking to alter the design to allow them an opportunity to utilise the “all red” pedestrian phase for reversing into this road.

These are just the highlights of the main objections, I have attached the full table showing the types of issues raised and the numbers of individual comments. The majority of these don't really have an answer, such as general comments of “I hate the whole scheme” which is vague and often isn't expanded on. Some have raised issues which are outside the scope of this scheme but could be investigated separately such as the request for more traffic calming on Green Road & Church Lane and sight line issues on Grove Road / Monk Bridge Road.

Other queries have already been considered and are un-workable such as the use of mini-roundabouts, yellow box markings or a gyratory system.

Rat Running (Church Av, Bentleys, Gordons, Monk Bridges, Parkside Road)	115
Against Banned turns	78
In favour	73
Impact on Buses	40
Can Stainbeck Av cope with extra traffic?	33
will make road safety better	30
Pollution due to diversion / queuing	30
Hate the whole scheme	23
Signals on Green Road?	20
Will lose custom to the shops	20
will make road safety worst	20
Lack of Consultation	19
Impact of parking on forecourt.	19
against principle of development	19
Impact on traffic	17
Plan isnt clear	14
Don't want cycle lane/redesign	13
Road Narrowing causing issues for queues	11
More Calming for Green Road & Church Lane	10
Traffic turning right to Stainbeck Av blocking road by queuing	10
Impact on Businesses	10
Impact on Stainbeck Av / Potternewton Signals	9
Wants to see details of the traffic assessment / modelling	8
Resilience of network with Road works, e.g. closure of Grove Lane	7
Request for public meeting	6
Restrict parking on Back Stonegate Road	6
Use Yellow Boxes instead	6
Parkside Road / Stonegate Signals are poor	6
Cars are bad, spend money on mass transit instead	6
Support banned turns/wide paths	6
Use traffic lights instead	5
Consider 2 lane one way system - Meanwood Rd, Stainbeck Av & Bentley Lane	4
Grove Road / Monk Bridge Road - Visibility poor for diversion	4
Waitrose vans moving from Overnight car park to loading bay	4
Add green space (trees, shrubs and benches)	4
Reducing cars good, increase equality	4
Lack of Loading for shops next to unnamed road	3
Reline existing junction	3
Risk of Accidents	3
Request for traffic calming	3
Why moved the bus stops further north-east?	2
Disabled parking spaces?	2
Cars can't use Grove Road.	2
Cars won't be looking for cyclists turning right on the two-stage crossing	2
Replace with mini roundabouts	3
Better crossing facilities	2

Longer journey times / air & noise pollution	2
Taxis dropping off outside Waitrose	1
Vehicles Need to reverse into unnamed road. Island is problematic	1
Two-way access needed to Authorpe Road	1
Lack of Southbound Cycleway	1
No need to widen the pavements	1