

### External Consultation Responses – Lendal Arch Gyrotory

This scheme has used a Level 2 consultation process, in line with the document ‘TSAR – Consultation Strategy’. Comments from internal stakeholders have been incorporated into the design process and are omitted from this table.

The following table summarises the consultation responses from external stakeholders as defined in the strategy. If a consultee is not listed, no comment has been received to date.

Consultee	Comment	Designer Response
York Blind and Partially Sighted Society  (Rougier St / Lendal Bridge junction)	Very supportive of the option that provides two straight across crossings. This is seen as a positive change because: <ul style="list-style-type: none"> <li>- seen as safer and pedestrian friendly</li> <li>- crossing perpendicular to roads</li> <li>- larger waiting areas</li> <li>- better placing of push buttons</li> <li>- crossing moved off the worst of the slope</li> </ul> Additional comments include: <ul style="list-style-type: none"> <li>- Look to decrease cycle time to give higher priority to peds</li> <li>- Look to increase green man time</li> </ul>	Pleased with positive feedback of preferred option. The preferred design allows the cycle time and green man facility to be adjusted to any value after construction. These values will be monitored and adjusted by the Network Monitoring Officers when the scheme is live to achieve the best balance between pedestrian priority and vehicular delays.
York Blind and Partially Sighted Society	Supportive of the introduction of a new pedestrian crossing. At present blind and partially sighted person avoid this crossing due to the lack of facilities.	New pedestrian crossing included in Exec report as an option. As above, green man facilities can be adjusted after the scheme is installed by the Network

(Station Road / Station Rise junction)	Supportive of the option for the main junction. Request increased green man time and pedestrian priority	Monitoring Officers, who will find the best balance between pedestrian priority and vehicular delays.
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