

Leeds Bradford Cycle Superhighway Sections B, C and E & Canal Tow Path

Summary of how the design has been modified to help address issues raised during the consultation exercise undertaken in March/April 2014.

Issue raised during the consultation	How the design has sought to deal with the issue raised
SECTION B	
The proposed prohibition of parking on the footway and cycle track, plus the introduction of bus lanes will remove some parking provision that is currently used by residents as well as customers visiting local businesses.	The proposed bus lanes shown on the consultation drawing have been removed from the proposals. This has enabled parking to be retained on the carriageway along many sections of Bradford Road to retain some parking for residents and customers visiting local businesses.
The safety of side roads due to vehicles parked close to the junction.	Additional parking restrictions are proposed at side roads to protect visibility splays and improve the safety for pedestrians and cyclists.
Displacement of parking from the footway on to the carriageway may impede traffic flow close to traffic signal junctions.	Additional parking restrictions are proposed at existing and proposed traffic signal junctions in order to maximise capacity at these junctions.
Proposed carriageway lane widths need to be increased to maintain safety of traffic.	A narrower kerbed buffer zone between the carriageway and cycle track has been designed in order to retain sufficient carriageway lane widths.
SECTION C	
The removal of the existing pedestrian refuges on Bradford Road will make it more difficult to cross the road.	The three existing pedestrian refuges cannot be retained as the carriageway is being narrowed in order to install the proposed cycle tracks. However, each location will have a new Zebra Crossing stalled to provide pedestrians with a crossing facility.
Provide additional permit parking spaces for local residents.	Additional permit parking/short stay parking is to be provided on the northern side of Bradford Road located to the west of Cote Lane. The existing long stay parking spaces at this location have been relocated on to the one way street between Bradford Road and Cote Lane.



Issue raised during the consultation	How the design has sought to deal with the issue raised
Provide additional short stay parking for customers to support local businesses.	Two existing long stay parking spaces have been changed to short stay parking spaces on the southern side of Bradford Road located to the east of Carlisle Street. Additional permit parking/short stay parking is to be provided on the northern side of Bradford Road located to the west of Cote Lane.
The safety of shared use bus stops.	The design of the shared use bus stops have been amended to provide segregation between pedestrians and cyclists.
The loss of on-street parking for customers visiting local businesses.	Five additional parking spaces have been created on the southern side of Stanningley Road, located east of Bramley Street. Loading and short stay parking bays have been created on Bramley Street. Four long stay parking spaces have been amended to short stay parking spaces on the northern side of Stanningley Road, located to the west of Bath Lane.
The loss of on-street parking for residents.	Seven additional parking spaces have been created on the southern side of Stanningley Road, outside houses numbers 387-401.
The safety of the proposed cycle track crossing on Back Lane.	The alignment of the cycle track on Back Lane has been amended which has resulted in the proposed parking bay on Back Lane being re-located further along Back Lane towards Lower Town Street.
SECTION E	
Concern that the prohibition of parking on the footway will result in the loss of parking along the southern side of Stanningley Road between Cockshott Lane and Armley Ridge Road.	Parking will be retained on the carriageway along this section of Stanningley Road.
Cycle track on Branch Road is shown as extending in the existing parking bays resulting in the loss of some parking spaces.	Design will retain all existing parking bays on Branch Road.



Issue raised during the consultation	How the design has sought to deal with the issue raised
Loss of parking in the vicinity of 35/37 Stanningley Road.	Existing parking in the vicinity of 35/37 Stanningley Road is to be retained at off peak times.
Christ Church Avenue is shown to have a different side road treatment to the other side roads located east of Moorfield Road which may encourage more traffic to use this side road.	Design has amended side road treatment at Christ Church Avenue to be the same as the other side roads located east of Moorside Road.
GENERAL	
The safety of shared use bus stops.	The design of the shared use bus stops have been amended to provide segregation between pedestrians and cyclists.
CANAL TOW PATH	
Comments have been received regarding the width, type of construction and cyclist's behaviour whilst using the towpath. The concern is that any improvements will exacerbate the problems currently being experienced.	The Canal and River Trust (CRT) has overall responsibility for towpaths. Accordingly, the refurbishment of the 16km length of canal towpath of concern here is being progressed by the CRT. In light of their experience elsewhere suitably robust construction material will be used to afford towpath users a practical running surface for both cycling and walking in all weathers. Unfortunately it is not possible to widen the towpath for financial and/or site constraint reasons. The CRT has also recently been consulting on a 'sharing towpath' project. Over 2,000 responses were received and will be used to shape a new Towpath Code to encourage considerate sharing of towpaths by everyone. It is expected to be launched in Summer 2014.