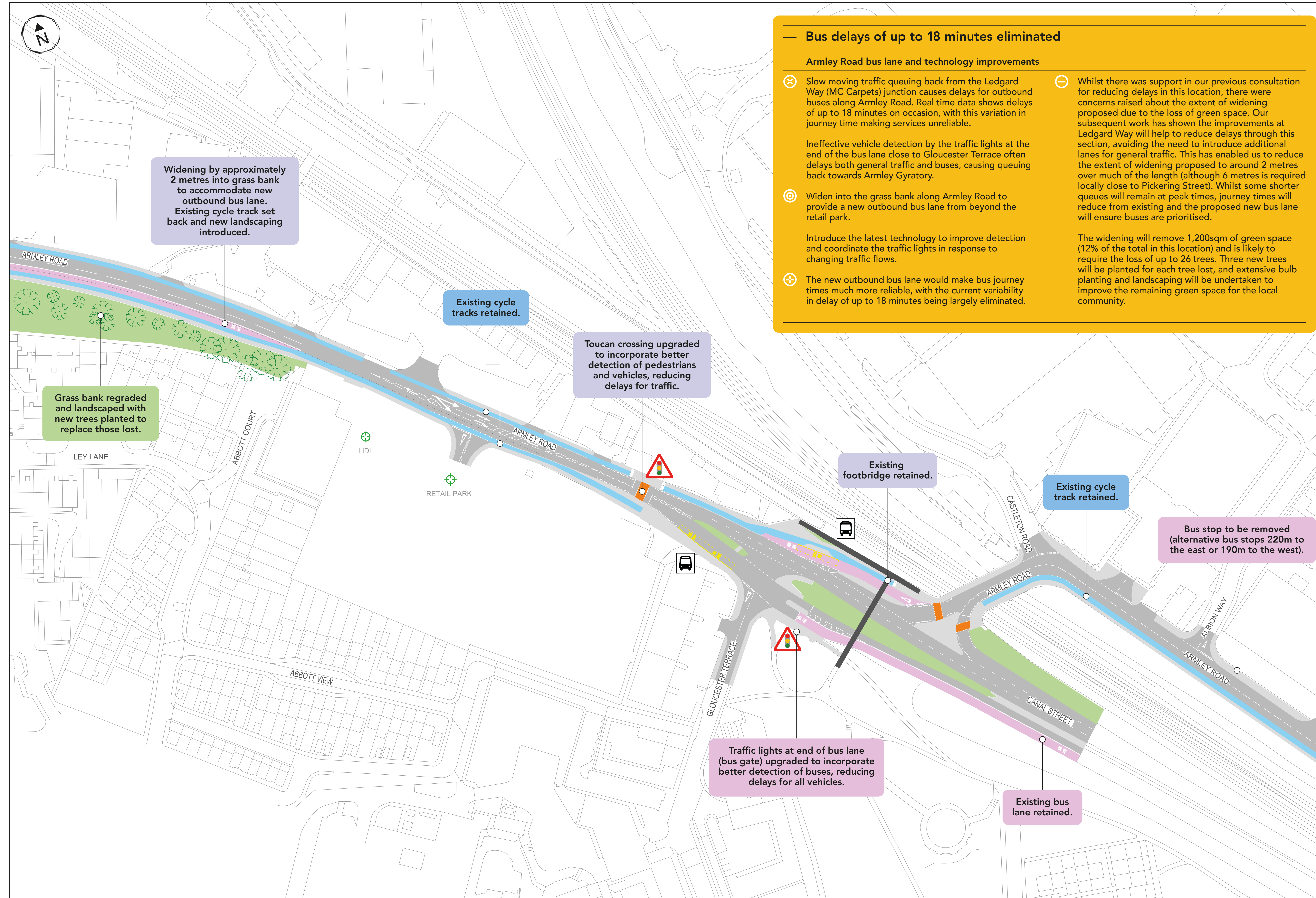


8. Bradford to Leeds via Stanningley, Bramley and Armley

Armley Road and Canal Street between Lidl and Inner Ring Road



— Bus delays of up to 18 minutes eliminated

Armley Road bus lane and technology improvements

- ⊕ Slow moving traffic queuing back from the Ledgard Way (MC Carpets) junction causes delays for outbound buses along Armley Road. Real time data shows delays of up to 18 minutes on occasion, with this variation in journey time making services unreliable.
- ⊖ Whilst there was support in our previous consultation for reducing delays in this location, there were concerns raised about the extent of widening proposed due to the loss of green space. Our subsequent work has shown the improvements at Ledgard Way will help to reduce delays through this section, avoiding the need to introduce additional lanes for general traffic. This has enabled us to reduce the extent of widening proposed to around 2 metres over much of the length (although 6 metres is required locally close to Pickering Street). Whilst some shorter queues will remain at peak times, journey times will reduce from existing and the proposed new bus lane will ensure buses are prioritised.
- ⊕ Introduce the latest technology to improve detection and coordinate the traffic lights in response to changing traffic flows.
- ⊖ The widening will remove 1,200sqm of green space (12% of the total in this location) and is likely to require the loss of up to 26 trees. Three new trees will be planted for each tree lost, and extensive bulb planting and landscaping will be undertaken to improve the remaining green space for the local community.
- ⊕ Widen into the grass bank along Armley Road to provide a new outbound bus lane from beyond the retail park.
- ⊖ Ineffective vehicle detection by the traffic lights at the end of the bus lane close to Gloucester Terrace often delays both general traffic and buses, causing queuing back towards Armley Gytratory.
- ⊕ The new outbound bus lane would make bus journey times much more reliable, with the current variability in delay of up to 18 minutes being largely eliminated.



The black rectangle on the plan above indicates the extent of the area covered by the main drawing.

KEY

Issue	Benefit
A problem we have identified as a result of surveying the area	Positive outcomes as a result of making changes
Opportunity	Impact
Something we think can be done to help resolve an issue	The challenges or trade-offs associated with making changes
<ul style="list-style-type: none"> Carriageway Proposed bus lane Existing cycle facilities Footway/shared surface Existing footbridge 	<ul style="list-style-type: none"> Pedestrian/cycle crossing Landscaping Signalised junction Bus stop

