



CityConnect Consultation Report

Bradford Canal Road

August 2016



Summary of Key Findings






From 4th July 2016 to 29th July 2016, consultation on the CityConnect scheme proposals for Bradford Canal Road was undertaken. There was a total of 29 responses received over the four week period both online and through community events.

Overall, 83% of all respondents were in favour of the proposals and 72% said they would use the scheme. 79% of respondents were in support of segregating traffic and cyclists along the route.

The majority of respondents were in favour of the local junction improvements which included restricting turning movements, parking and introducing one way roads.

After being presented with the CityConnect proposals for Bradford, each respondent was asked to comment on which aspects of the proposals they supported.

Overall, 5 themes were identified, these are:

-  Maintenance of signage, lane markings and surface
-  Priority for cyclists
-  Parking restrictions
-  Restricted access for businesses
-  Completing older schemes before the proposed scheme

Many comments focused on the existing level of cycle lining and signing along Valley Road, Bolton Lane and Hamm Strasse. All respondents were pleased with the improvements to Valley Road as it is currently not considered fit for purpose.

Some respondents are concerned with the proposals for bi-directional cycle lanes. Not because they do not like the design but they are concerned with the width to allow for overtaking where necessary. The majority of respondents are in support of the segregated cycle lanes they just want to ensure they will be utilized as intended.

Respondents were keen to understand if there would be parking restrictions along the route as some feel currently there are too many parked cars blocking good cycle ways specifically on Bolton Lane. Some concerns were raised regarding HGV road space on Hillum Road.

Two business owners attended the community consultation event, and expressed their concerns that the proposed scheme would have on their business.

1 Introduction

Background

CityConnect is a series of improvements to the local environment to encourage people to walk and cycle as part of everyday journeys. It adopts principles of segregation and priority for cyclists which aim to address real and perceived safety concerns.

The CityConnect scheme is funded by the Department for Transport's Cycle City Ambition Grant. It consists of a number of projects all intended to inspire more people to cycle more often. By developing and improving cycle routes and engaging with local populations through activity based projects, CityConnect is working towards the vision of West Yorkshire being recognised as a great region for safe cycling. Increasing the level of cycling will improve air quality, lead to a healthier population, create a safer more attractive urban environment and improve the potential for economic growth through further access to employment and training.

In July 2016, Bradford City Council provided a 4 week consultation process allowing members of the public to comment on the proposed Bradford Canal Road scheme. The consultation aims to engage with the future users as well as those impacted by the route and the additional measures proposed. This report aims to provide the results of the consultation process between 4th July and 29th July 2016.

The Bradford Canal Road Scheme involves a new segregated cycle route running from the City Centre for approximately 2.3km along the Canal Road/ Valley Road corridor. It predominately follows Valley Road which offers an attractive route for cyclists and provides a strategic link between residential areas and employment opportunities. This new route would provide a strategic link between the developing residential areas of Canal Road and the jobs and training opportunities in Bradford City Centre. It would also provide a good connection with the existing Airedale Greenway cycle corridor.

The proposed route comprises of five sections, these are:

- Bradford City Centre to St Blaise Way roundabout;
- Retail Park Section (St Blaise Way to Inkersley Road);
- Industrial Section (Inkersley Road to Queens Road);
- Valley Road/ Queens Road/ Bolton Lane junction; and
- Hillam Road.



Bradford City Centre to St Blaise Way roundabout

A segregated two-way cycle superhighway along Canal Road and Valley Road, aligned along the site of the former Royal Mail House. This section of the route requires additional land that has been safeguarded through the grant of planning permission to develop this site. The two schemes are tied together in terms of the timing of delivery. As a temporary measure, if necessary to avoid delay to delivering the cycle route, an on-road diversion route along Holdsworth Street and Canal Road has been identified that can be implemented to ensure continuity of the route. There will be a connecting link to the bottom of Church Bank and the Leeds – Bradford Cycle Super Highway. Alterations will be made to the kerb positions on the cycle track side of the road in order to provide separate ways for pedestrians, cyclists and motor vehicles. Traffic lane widths will be adjusted to suit the space available.

Retail Park Section (St Blaise Way to Inkersley Road)

The cycle superhighway continues along the eastern side of Valley Road, passing the Forster Square Shopping Park and crossing Hamm Strasse through the existing signalled junction which will be modified to incorporate a signal controlled cycle crossing. The route will then cross to the western side of Valley Road via a raised controlled crossing at a point midway between the two entrances to the car parks next to Lidl. It continues to a point opposite the Asda store.

In order to accommodate the cycle crossing at Hamm Strasse without affecting ring road traffic it will be necessary to prohibit the left turn from Valley Road towards Shipley Airedale Road. The alternative route for motor vehicles will be to either head north along Valley Road to access Shipley Airedale near Tesco or continue south along Valley Road and turn left along Holdsworth Street to join Canal Road.

Industrial Section (Inkersley Road to Queens Road)

The cycle superhighway then moves through the industrialised area of Valley Road to a signal controlled crossing at Queens Road. The route will be along the western side of Valley Road where there is currently no footway. The

cycle track will be separated from motor vehicles with a new concrete kerb and space will be provided by narrowing the carriageway. In order to maintain access to business premises Valley Road will become a one-way street northbound and parking restrictions will be applied along most of the length of this section. There will be some on-street parking, but it will be limited.



Valley Road/ Queens Road/ Bolton Lane junction

Here, a new signal controlled junction will be provided that will incorporate a signal controlled cycle crossing and will stop traffic on Queens Road to allow Valley Road traffic to exit onto Queens Road. This new junction will be linked to the traffic signals at the Midland Road junction and will ease congestion on ring road traffic.

There will be no-entry to Valley Road as this will be one-way northbound. There will be no-right-turn from Bolton Lane on to Queens Road and no-right-turn from Queens Road on to Bolton Lane. There will also be parking restrictions introduced along Bolton Lane.

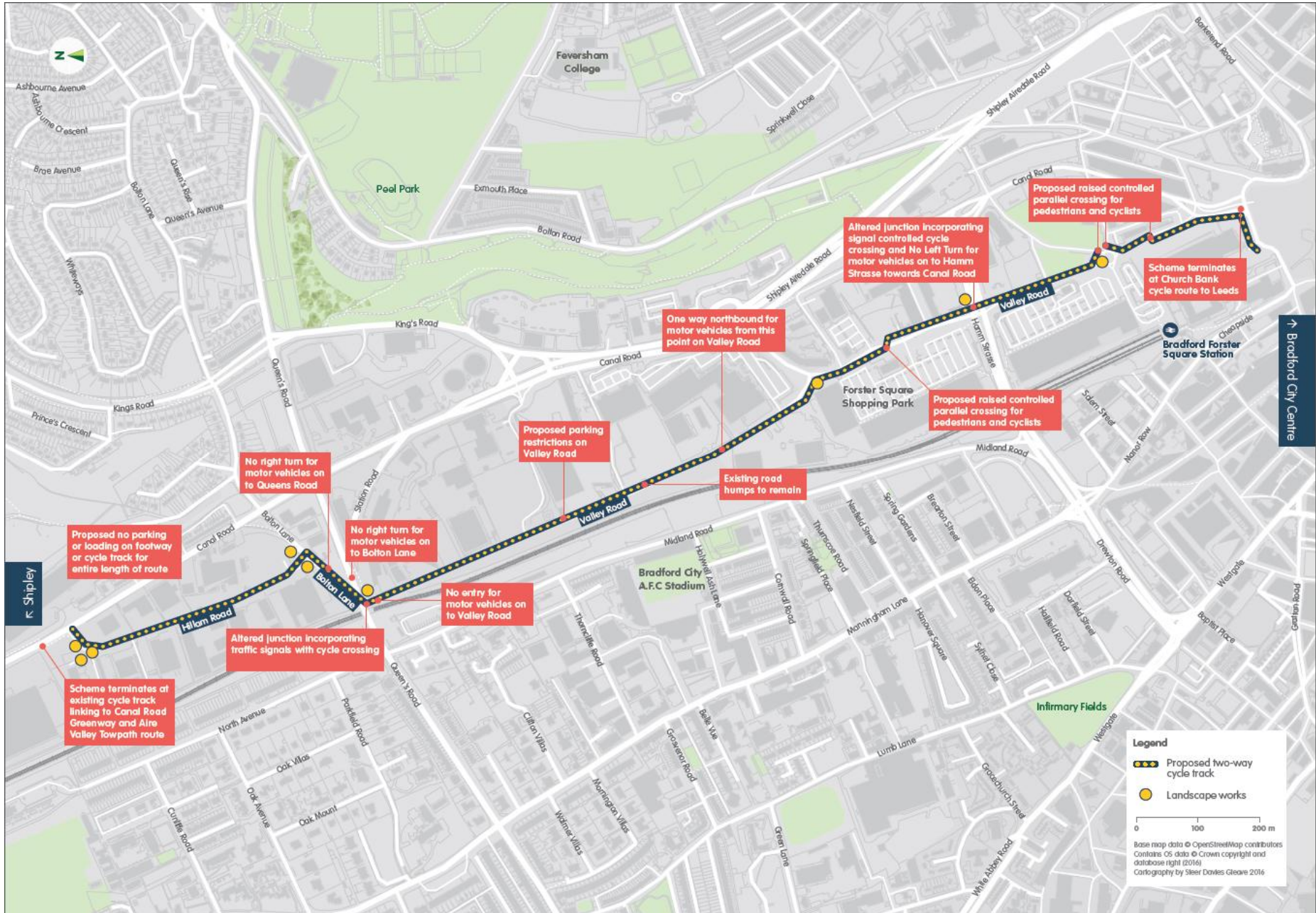
Hillam Road

The cycle superhighway continues through the industrial area to the existing cycle track on Canal Road near the crossing opposite Arnold Lavers. The route will be along the western side of Hillam Road and will be separated from



motor vehicles and pedestrian routes with new concrete kerbs. Space will be provided by narrowing the footways on both sides of the road and widening the carriageway on the eastern side of Hillam Road. The carriageway width will remain the same as at present so that access to premises can be maintained whilst also maintaining space for lorries to park.





2 Methods of consultation

Several methods of consultation were used:

- Users were encouraged to login **online** to comment on the scheme. The CityConnect Facebook page and Twitter page were used to promote events and provide information to the public. The same questionnaire used at events was available online.



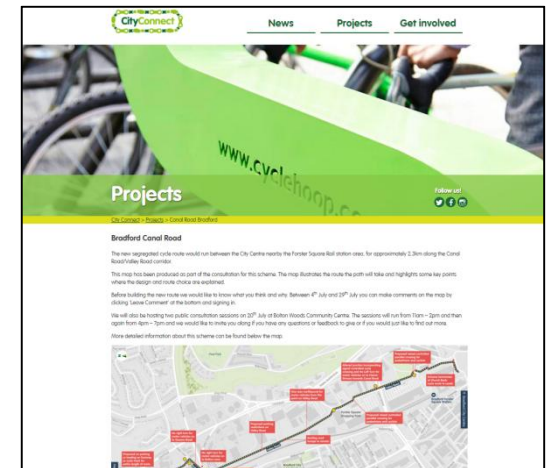
- Consultation Events** in community facilities where leaflets, maps and images were provided and the CityConnect team could engage with the public to obtain their views. A member of the CityConnect design team was also available to provide technical information about the scheme and discuss detailed aspects of the route design with consultees. At the events, members of the public were encouraged to fill out a **short questionnaire**



to obtain views and residential postcodes for each respondent to provide a geographical reference for each result.

- Door-drop** of consultation material to affected frontages. All residential and business properties fronting the route, received a pack containing a letter, section leaflet, detailed maps and details of consultation events.

- Key **Stakeholders** were identified and all were sent leaflets via email regarding scheme proposals and they were made aware of the consultation event dates and locations.



3 Questionnaire Results

Two events were held at Boltonwoods Community Centre on 20th July 2016 between 11am to 2pm and from 5pm to 7pm. At each consultation, members of the public were shown maps of the proposals before being asked to undertake a short questionnaire to obtain their views. 11 respondents filled out a questionnaire at this event.

18 respondents filled out the same questionnaire using the CityConnect website. Giving a total of 29 respondents to the questionnaire.

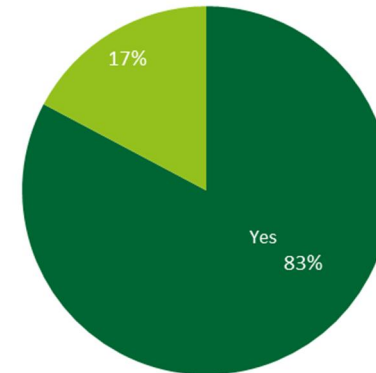
The questionnaire contained the following 10 questions to ascertain:

- 🚲 Do you support the scheme?
- 🚲 Will you use the Cycle Route?
- 🚲 Do you support Cycle segregation?
- 🚲 Do you support the introduction of the restriction on motor traffic turning right onto Queens Road?
- 🚲 Do you support the introduction of the restriction on motor traffic turning right onto Bolton Lane?
- 🚲 Do you support the introduction of the one way system?
- 🚲 Do you support the introduction of parking restrictions on Valley Road?
- 🚲 Do you support the junction treatment at Valley Road/Hamm Street Crossroads?
- 🚲 Do you support the introduction of traffic signals at Valley Road / Queens Road?
- 🚲 Any further comments?

Results to each question will be reported with a summary of comments given by respondents.

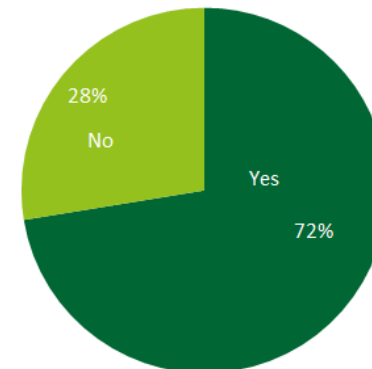
Q1 Do you Support the Scheme?

83% of respondents were in support of the proposed scheme, 17% were not.



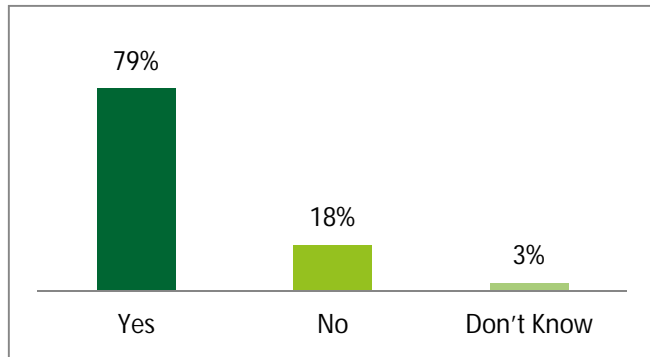
Q2 Will you use the Scheme?

72% of respondents would use of the proposed scheme, while 28% would not.



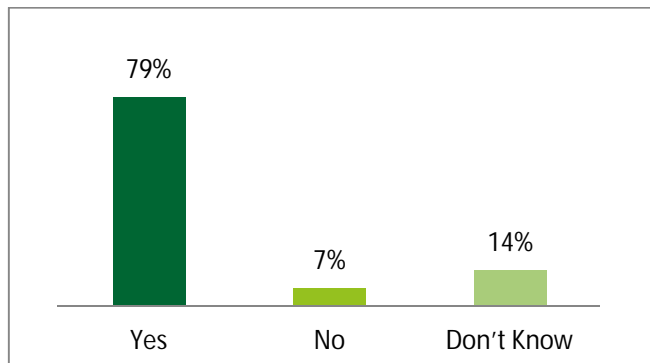
Q3 Do you support Cycle segregation?

79% of respondents were in support of segregating cyclists from pedestrians and motor traffic, while 18% were not in support of the proposals. 3% of respondents were unsure.



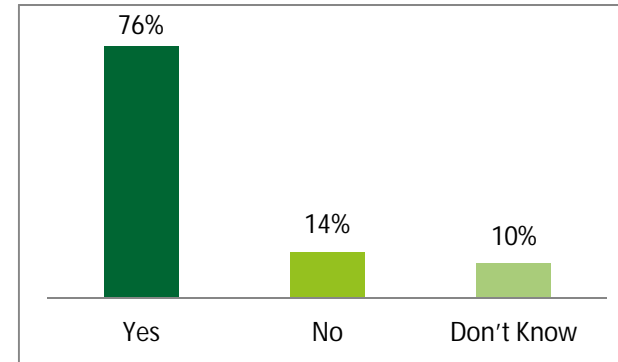
Q4 Do you support the introduction of the restriction on motor traffic turning right onto Queens Road?

79% of respondents were in support of the restrictions to motor traffic on Queens Road, while 7% were not. 14% were unsure.



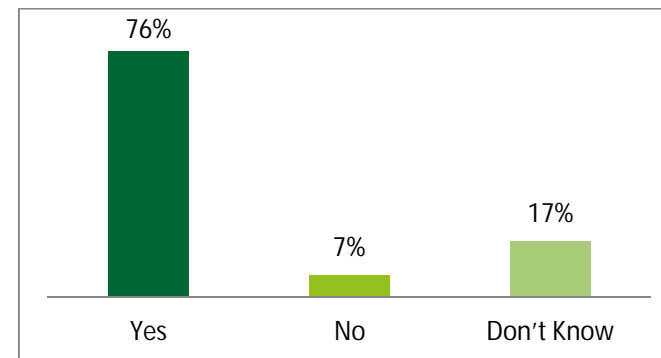
Q5 Do you support the introduction of the restriction on motor traffic turning right onto Bolton Lane?

76% of respondents are in support of the introduction of the restriction of motor traffic turning right onto Bolton Lane, 14% do not support the proposed change and 10% were unsure.



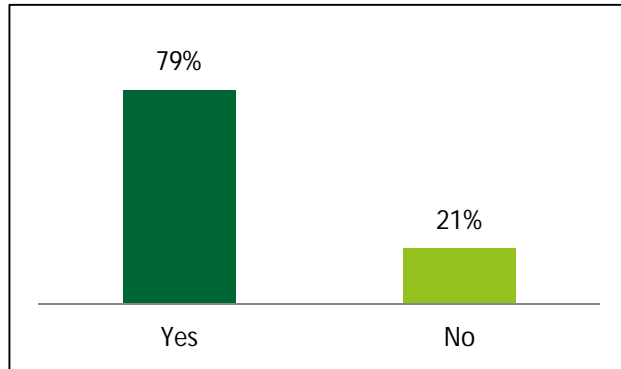
Q6 Do you support the introduction of the one way system on Valley Road?

76% of respondents are in support of the proposed one way system on Valley Road, 7% do not support the proposals and 17% are not sure.



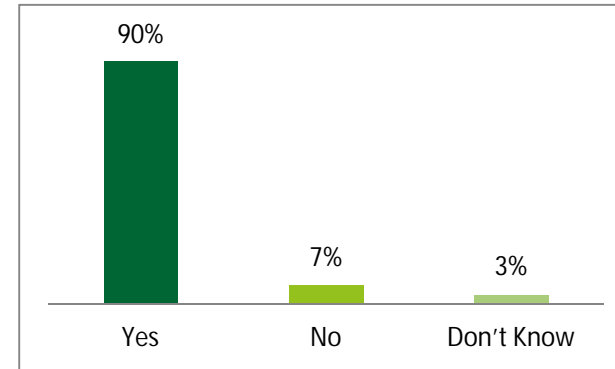
Q7 Do you support the introduction of parking restrictions on Valley Road?

79% of respondents are in support of the proposed parking restrictions on Valley Road while 21% do not support the proposals.



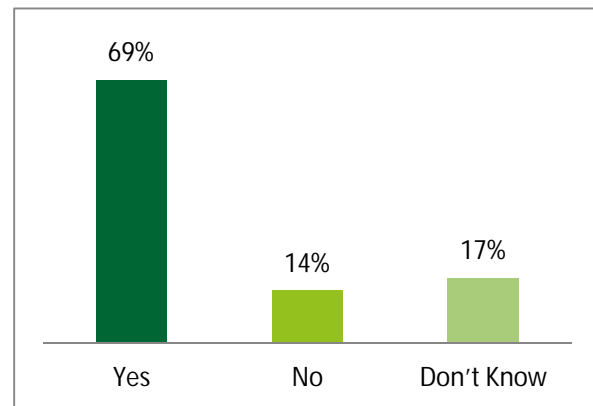
Q9 Do you support the introduction of traffic signals at Valley Road / Queens Road?

90% of respondents are in support of the proposed traffic signals at Valley Road / Queens Road junction. 7% of respondents did not support the proposed signals and 3% were unsure.



Q8 Do you support the introduction of a no left turn at Valley Road / Hamm Strasse?

69% of respondents are in support of the no left turn proposals at Valley Road / Strasse junction. 14% did not support the proposals and 17% were unsure.



Q10 Any further comments?

The comments provided by respondents were reviewed and categorised according to the topic area of the comment. Overall, 5 themes were identified, these are:

- Maintenance of signage, lane markings and surface
- Priority for cyclists
- Parking restrictions
- Restricted access for businesses
- Completing older schemes before the proposed scheme



Maintenance of signage, lane markings and surface

Respondents were concerned over the current condition of Valley Road leading out of the city towards Hamm Strasse and therefore welcomed any improvement. Most respondents asked for a maintenance promise to secure a safe, free of obstacles route which include cutting back of hedgerows along the proposed route. Bolton Lane and Hillam Road were named by respondents.

Respondents also requested a constant generic marking along the entire route which could be maintained to a high standard. More signing was also raised as a request to make the route clearer for all.

The standard of current cycle lane markings has led to respondents requesting better white lining across the existing and proposed route. Specific areas of Hamm Strasse, Valley Road, Bolton Road and Lower Kirkgate were identified by members of the public.

Priority for cyclists

Some respondents are concerned that the width of the proposed segregated cycle lanes will not be wide enough for bi-directional flow and have requested if more detailed plans could be provided. A main concern from an active cyclist is if they would be wide enough to overtake slower cyclist. While these concerns are raised the majority of respondents are in support of the segregated cycle lanes they just want to ensure they will be utilized as intended.

Respondents also highlighted that some current junctions are not cycle friendly and have requested that the cycle way would have priority over all side roads and entrances to all premises along the route. Canal Road was highlighted by respondents.

The number of stopping points along the route was highlighted as having increased through the proposals compared to existing arrangements. Cyclists commented if they don't have free flow they would use the main road rather than segregated paths.

Parking restrictions

Parking in the cycle lane on Bolton Lane was highlighted by respondents as a problem and requested parking enforcement along the whole route to resolve this issue.

Other parking issues on Hillam Road were also identified as a cause for concern as cars park on both sides of the road to allow HGVs to travel in both directions. The proposals will reduce the available space suggesting HGVs would not be able to travel freely and congestion could back up to Canal Road.

Restricted access for businesses

Two business owners have raised concerns over access to their premises and how the proposals would affect access to their business for both visitors and staff. Shaw Moisture Meters and Trever Iles businesses would like to see changes to the proposals on Canal Road and Valley Road.

Completing previous schemes before the proposed scheme

Many comments from respondents refer to older schemes which have taken place across the area and have expressed concerned that some previous schemes have not been completed or completed to a high enough standard and they wish to see some lessons learnt before starting a new scheme.



4 Local Business Consultations

Name of Business : Trevor Iles Ltd

Location: Valley Road

Postcode:BD1 4RU

Summary of Issues:

1. Valley Road becoming a one-way street would add costs to the business due to an increase in time and distance for their drivers to take vehicles from the main site to another part of their site located via Yorkshire Fellmongers entrance. A distance of 150m would increase to 2km.
2. Narrowing the road outside the main premises would reduce staff and visitor parking and remove space for one lorry to wait whilst another is already on site loading/ unloading.

However, advantages of Valley Road becoming a one-way street are:

1. All the HGV's arrive at the site travel in the direction of the proposed one-way street as this is the best way for them to reverse into the site and so removing the south bound traffic will help them to manoeuvre more safely.
2. The office entrance opens directly on to the footway and often southbound traffic will drive along the footway at speed to pass northbound and parked vehicles. There have been several near misses with customers stepping out of the office entrance onto the footway. Removing south bound traffic will remove the danger of traffic running along the footway.

Actions:

Investigate the feasibility of reallocating road space in order to:

1. Keep a two-way section of street between the two sites;
2. Accommodate delivery vehicle and some on-street parking;
3. Achieve at least minimum standards for the cycle track.

Alternatively, investigate the feasibility of acquiring former railway land adjacent to Valley Road and the feasibility of constructing a route here.

Name of Business : Petros Textiles

Location: Valley Road

Postcode:BD1 4RU

Summary of Issues:

1. Valley Road becoming a one-way street as proposed would be advantageous in that HGV deliveries can only access their site from that direction and removing south bound traffic would help.
2. Narrowing the road with a raised kerb opposite the entrance would prevent the largest of delivery HGV's accessing their site. These largest vehicles amount to one every two weeks.

Actions:

Investigate the feasibility of setting the new kerbs almost flush with the carriageway so that these vehicles can overrun the cycle track.

Name of Business : West Yorkshire Fellmongers

Location: Valley Road

Postcode:BD1 4RU

Summary of Issues: No particular issues with the proposals.

Actions: None

Name of Business : Uriah Woodhead Building Materials

Location: Valley Road

Postcode:BD1 4RU

Summary of Issues:

Narrowing the road with a raised kerb opposite the entrance will prevent large vehicles entering the site.

Actions: Investigate the feasibility of widening the gateway to improve the turning space for large vehicles.



Name of Business : P F Farnish & Co

Location: Valley Road

Postcode:BD1 4RU

Summary of Issues:

1. Valley Road becoming a one-way street would make it more difficult for deliveries which currently arrive with the southbound flow. These vehicles would have a more difficult but not impossible job when arriving from the south as the one-way system would require.

2. A fairly regular journey for receiving materials from Uriah Woodhead would be more lengthy in that instead of a direct journey of less than 100 yards they would have to travel via Midland Road a journey of 2km.

Actions: Investigate the feasibility of reallocating road space and keeping a short length of Valley Road as two-way.

Name of Business : Shaw Moisture Meters

Location: Bolton Lane

Postcode:BD2 1AF

Summary of Issues:

1. Does not support the proposal to prohibit the right turn from Bolton Lane on to Queens Road. This would cause severe difficulties for the business and employees trying to leave Bolton Lane to head in the Manningham direction.

2. The alternative route involving crossing Canal Road traffic at the end of Bolton Lane would be a very difficult manoeuvre to make.

Actions: Consideration will be given to removing the prohibited right turns at the Bolton Lane/ Queens Road junction from the proposals. These issues will be considered again during the development of future proposals for the improvement of Canal Road.

Name of Business : Dulux Decorator Centre

Location: Bolton Lane

Postcode:BD2 1AF

Summary of Issues:

The prohibited right turn at Bolton lane onto Queens Road for the same reasons as Shaw Moisture Meters.

Actions: Consideration will be given to removing the prohibited right turns at the Bolton Lane/ Queens Road junction from the proposals.

Name of Business : T F Automation

Location: Hillam Road

Postcode: BD2 1QN

Summary of Issues:

No issues with the proposals but did point out the large amount of parking, particularly lorries, that takes place on the street at various times of the day and week.

Actions: Ensure that existing carriageway width is not changed.

Name of Business : Surefreight International

Location: Hillam Road

Postcode: BD2 1QN

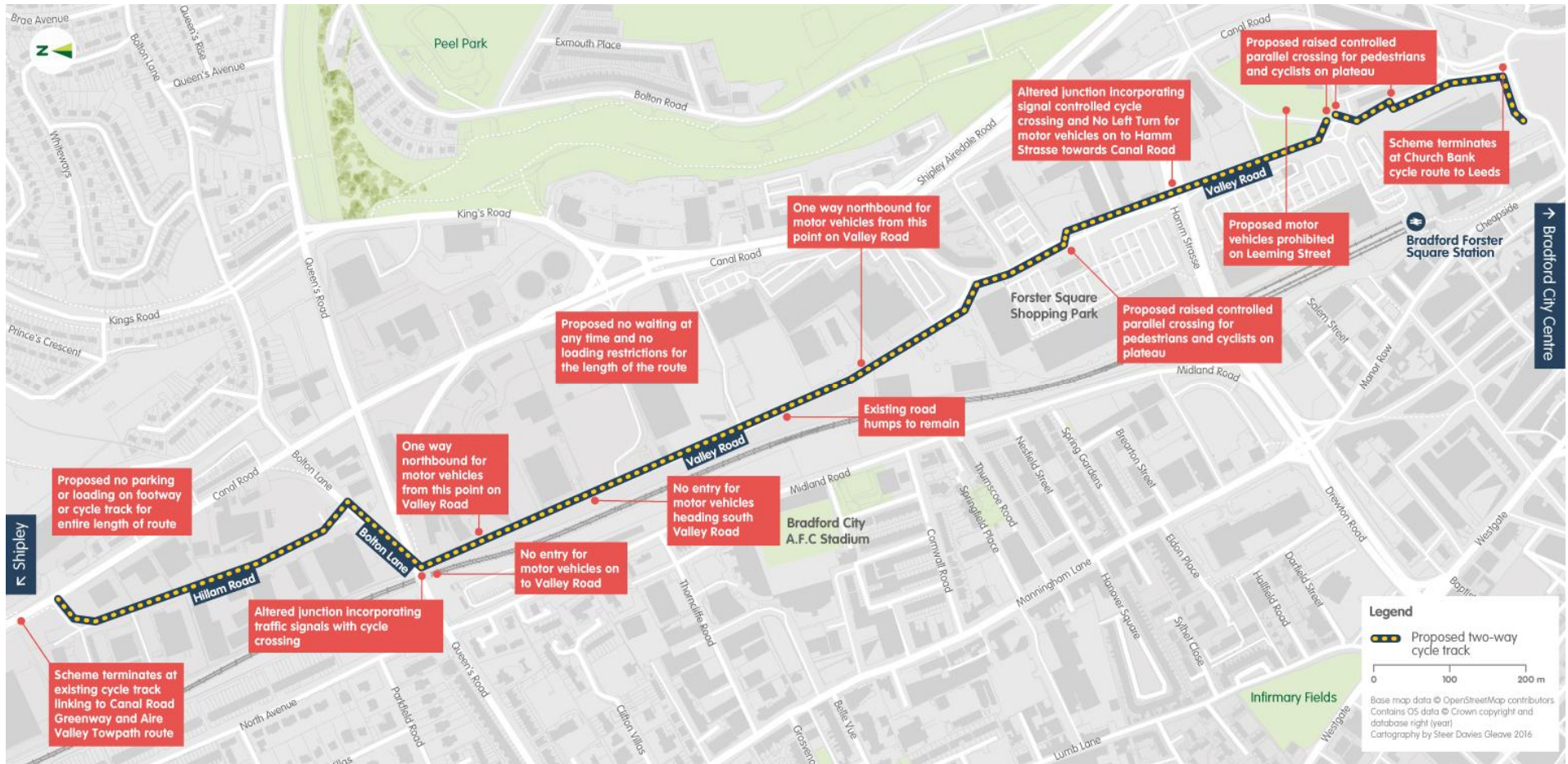
Summary of Issues:

No issues with the proposals but did point out the large amount of parking, particularly lorries, that takes place on the street at various times of the day and week.

Actions: Ensure that existing carriageway width is not changed.

All of the comments have been considered and the original proposals have now been revised and shown on the map overleaf. The main amendments are the removal of the proposal to prohibit right turns at Bolton Lane and Queens Road, a reduction in the extent of the proposal for the one-way section on Valley Road and the inclusion of a new proposal prohibit motor vehicles on a section of Leeming Street.





5 Conclusions

This report has summarised the method for consultation for the Bradford Canal Road route. Methods of consultation have been identified and the findings from the consultation process have been reported.

The consultation period began on the 4th July 2016 and closed on the 29th July 2016. Two consultation events were held at Boltonwoods Community Centre on the 20th July where members of the City Connect team were able to talk to members of the public regarding the proposed plans for the new cycle route. Maps and information were provided to allow the public to make their own informed opinions on the scheme and were asked to provide feedback. At the consultation events there were a total of 11 completed questionnaires.

The CityConnect website was available throughout the consultation period, and was actively advertised on Facebook and Twitter. A total of 18 responses were collected from the online services.

Business were consulted which would be directly affected by the route and their thoughts on the scheme were directed to Bradford City Council.

Overall, 83% of all respondents were in favour of the proposals and 72% said they would use the scheme. While there were some respondents who did not support some of the junction changes, the majority were in support.



Appendix - 1

Social Media Comments

Facebook and Twitter were monitored for comments surrounding the scheme and many users expressed concerns that the plans were not detailed enough to understand how the route would look. Some express concerns over not giving priority to cyclist specifically on Valley road. whilst these comments are not part of the consultation analysis it is important that Bradford City Council take them onboard. Each comment has been listed as a separate bullet point.

- Hello city connect, like the new cycle path in Bradford but when you cycle from Bradford to Shipley it just stops when you get to a rather busy road with no sign of where to go next. There is nothing to sign post you to either the town centre, train station or the canal via a safe route it's like we've been forgotten about and since it's the bit I use the most it's rather disappointing when does the Shipley bit get finished properly?
- I think I have missed my chance. I am pleased with your proposal. Just concerned that the route is easy for disabled (wheelchair cycles), tandems and trailers. Also that when rejoining a carriageway there is a protected 'on ramp' with bollards or kerbs - not a right angle tun and a give way. No zig-zags or sharp turns
- It would be great if you could look into why cyclists are still using the road instead of the cycle lane especially on Dick Lane & the stretch down to Thornbury barracks. Incredibly dangerous given dick lane is now so narrow. My husband has used the cycle lane and had two punctures before he got to Pudsey as the cycle lane appears to be collecting debris including lots of bolts & screws. Needs looking into. Thanks
- Bloody good idea, but we need national standards for cycleways as some of the layouts in the leeds-Bradford setup are frankly dangerous. Cycleway engineering needs to have as much priority as road engineering and be taken as seriously.
- Hillam road is a death trap!! Mixing cyclists and articulated trucks is a disaster waiting to happen. The amount of fork lift trucks darting around and lorries reversing into premises would suggest to me it's not the right place for cyclists. At present it's the only downside to the entire route from low well Shipley to Bradford City centre and beyond. It's safer to avoid the turn onto Hillam road and continue on pavement to the next junction and join Queens Road to valley road there.
- Be brilliant also if could link it to spen greenway.
- Better idea than the cycle super highway from Bradford to leeds
- Brilliant. Well done!
- Defiantly an excellent idea <https://www.facebook.com/steven.spencer59?fref=ufi&rc=p>
- Go for it... We need joined up links to encourage more people to cycle safe :)

Leeds Cycling Campaign Comments

While there is potential for a good scheme, I am quite worried by a some elements. Priority is unclear for side road crossings.



There appears to be some give way markings on the cycleway on some of them.

Regarding the proposed width, in sections the cycleway gets very narrow (2m) while a 9m carriageway is reserved for Lorry parking. I think this needs to be addressed.

Regarding the proposed route, the desire to avoid the retail park entrances results in two awkward crossings to the other side of the carriageway. I think this needs to be looked at.

Regarding the Roundabouts identified, these are really weak, and not of acceptable quality. At the very least the NE arm of the station roundabout needs to be closed. This will allow a significant redirection of cycleway to avoid awkward and cramped crossings.

