

Report of the Strategic Director – Place to the meeting of the Overview and Scrutiny Committee to be held on 25 July 2017.

B**Subject:****CityConnect 2 – Bradford Canal Road Corridor Scheme****Summary statement:**

Following approval by the Executive on 20 September 2016, the Bradford Canal Road Corridor cycle scheme has been progressed to detail design and tenders have been received for the construction of the scheme. Following formal confirmation of a successful bid for £3.1 million from the Cycle City Ambition Grant Programme (known as CityConnect), the scheme can now be awarded to the preferred tenderer. This report is for information and presents the background and detail of the scheme.

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Overview & Scrutiny Area:

Environment & Waste Management

1. SUMMARY

- 1.1. Following approval by the Executive on 20 September 2016, the Bradford Canal Road Corridor cycle scheme has been progressed to detail design and tenders have been received for the construction of the scheme. Following formal confirmation of a successful bid for £3.1 million from the Cycle City Ambition Grant Programme (known as CityConnect), the scheme can now be awarded to the preferred tenderer. This report is for information and presents the background and detail of the scheme.

2. BACKGROUND

- 2.1 CityConnect is a series of improvements to the local environment to encourage people to walk and cycle as part of their everyday journeys. It adopts principles of segregation and priority for cyclists which aim to address real and perceived safety concerns.
- 2.2 The CityConnect scheme is funded by the Department for Transport's Cycle City Ambition Grant. It consists of a number of schemes 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.
- 2.3 In July 2016, Bradford Council provided a four week consultation process allowing members of the public, local businesses, ward members and emergency services to comment on the proposed Bradford Canal Road Corridor Scheme. The consultation leaflet is included as Annex 1. The consultation aimed to engage with the future users as well as those impacted by the route and the measures proposed, also to influence changes to the proposals. The consultation report is included as Annex 2.
- 2.4 The Bradford Canal Road Corridor 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 the developing residential areas of Canal Road and employment and training opportunities in Bradford City Centre, and Bradford Forster Square railway station. It will also provide a good connection with the existing Canal Road Greenway which leads on to Shipley and the Airedale Greenway.
- 2.5 Valley Road carries approximately 3,000 vehicles per 12 hr weekday (v.p.d) at the northern end and 9,000 v.p.d at the southern end near the retail parks either side of Hamm Strasse. Valley Road is mainly used for accessing local businesses, the retail parks and railway stations. By comparison Canal Road, which carries 35,000 v.p.d and Manningham Lane which carries 14000 v.p.d are mainly used by commuter and through traffic.
- 2.6 The proposed route comprises of five sections which 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);
- Junction at Valley Road/ Queens Road/ Bolton Lane; and
- Hillam Road.

2.7 **Bradford City Centre to St Blaise Way.** A segregated two-way cycle superhighway along Canal Road and Valley Road. Part of this section is aligned within the site of the privately owned former Royal Mail House and, through the planning process a Section 106 agreement will assure timely delivery of this section of the route. The route crosses Valley Road to pass in front of Travelodge where kerbs within the highway will be altered to provide separate ways for pedestrians, cyclists and motor vehicles.

2.8 **Retail Park Section (St Blaise Way to Inkersley Road).** The cycle superhighway continues along the eastern side of Valley Road, passing Halfords and crossing Hamm Strasse at the signalled junction. It continues northwards and crosses to the western side of Valley Road midway between the roundabout access to the retail park and the entrance to Lidl. The traffic lane widths on Valley Road will be narrowed but the number of lanes will remain the same. The traffic signals at Hamm Strasse will be modified to include a new signal stage for the cyclist crossing. In order to avoid affecting capacity by taking time out of the signal junction to accommodate the new cycle crossing stage it will only run on demand and at the same time as Valley Road traffic runs. For safety reasons to avoid conflict between cyclists and other vehicles turning across their path it will be necessary to prohibit vehicles turning left from Valley Road into Shipley Airedale Road. This will affect 600 vehicles out of a total of 26,000 v.p.d entering this junction. The crossing north of the roundabout will be a new type of crossing for cyclists and pedestrians now permitted by the Department for Transport. It is based on a Zebra crossing that incorporates a parallel crossing for cyclists and will be built on a new road hump to reduce the speed of traffic.

2.9 **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. Sufficient space on the carriageway should be available to meet the existing needs of businesses although people used to parking here on match days at Bradford City will be affected. On these occasions approximately 80 car spaces could be displaced.

2.10 **Valley Road/ Queens Road/ Bolton lane Junction.** Here, a new signal controlled junction will be provided incorporating signal controlled cycle and pedestrian crossings and a separate stage to enable Valley Road traffic to exit more easily into Queens Road. This new junction will be linked to the traffic signals at the Midland Road so the two junctions will operate as one and this will improve safety and ease the flow of traffic. There will be no-entry to Valley Road

as this will be one-way northbound.

- 2.11 **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.
- 2.12 The proposals were approved in principle by the Executive on 20 September 2016. Since that date, the design has been further developed and the current route is shown in Annex 3.
- 2.13 Consultations have been undertaken with respect to supporting Traffic Regulation Orders. Three objections were received, two from businesses on Hillam Road and one from a business on Valley Road. A report detailing the objections will be taken to Bradford East Area Committee for resolution on 11th July. It was resolved that although the Area Committee recognised and welcomed the cycle link, and the design challenges faced, they were not content that the solution offered a safer, more attractive urban environment that would make a positive contribution to Bradford's cycling ambition. As such, officers were asked to fully investigate an alternative scheme in the urban green space alongside Valley Road and extend consultation to include people who work along Valley Road and whether they had access to a Cycle to Work scheme. It was also resolved that a decision to overrule the objections be delayed until this work has been undertaken and presented to the Bradford East Area Committee.
- 2.14 The tender was advertised through the Council's Yortender, as an open tender and eight returns were received. The tenders submitted were within the budget allocation for the scheme, and subsequent approval has been received from the West Yorkshire Combined Authority to progress the scheme and award the contract to the preferred tenderer.

3.0 OTHER CONSIDERATIONS

3.1 The overall objectives of the CityConnect programme are:

- To increase walking and cycling so that it becomes part of peoples healthy life plans;
- Make cycling a natural and popular choice for short journeys;
- Make cycling accessible to all, including low income and vulnerable groups;
- Improve access to employment, skills and education;
- Reduce CO2 emissions and improve local air quality;
- Create a safe environment for active modes.

3.2 The programme will complement other cycling activities within the Local Transport Plan which are being delivered across West Yorkshire.

3.3 The overall approach is designed to release the huge potential for significant increases in both cycling and walking through a long term strategy focusing on :

- Environment – creating a cycle and pedestrian friendly environment that connects to the main centres, by providing a high quality network which is segregated where possible.
- Encouragement – a wide range of activities to encourage people to try cycling, consider walking, and to cycle and walk more often; and
- Engagement – establishing a framework with a wide range of third sector organisations, utilising their expertise, energy and enthusiasm.

3.4 It is intended that the programme will accelerate by seven years the delivery of the LTP target of 7.5% of journeys by cycle in 2026 (12% of journeys within the targeted geographical area).

3.5 Monitoring and Evaluation.

The grant requires that a monitoring and evaluation plan is set in place. This will include 'before' and 'after' cycle counts, household surveys and the collection (and subsequent analysis) of air quality and highway casualty data. This work will be led by the West Yorkshire Local Transport Plan partnership.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Funding for the scheme will be provided by the West Yorkshire Combined Authority, as part of the £22.107 million Government funding for Phase 2 of the Cycle City Ambition Fund.

4.2 City of Bradford MDC staff resources and specialist technical services required to deliver and develop the programme in accordance with this report are funded through the programme budget.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 The governance of this project is the responsibility of the WYCA and is controlled under their Assurance Framework. A rigorous project management system is in place for all West Yorkshire Transport Fund projects based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies. The scheme described in this report will be subject to these processes.

6. LEGAL APPRAISAL

6.1 The Council has powers under Section 65 of the Highways Act 1980 to implement cycling infrastructure programmes of this nature. The Council may also use Traffic Regulation Orders to secure the expeditious, convenient and safe movement of all traffic including cyclists. The Highway Authority may accept dedication of land not in its ownership as Highway Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 The programme provides facilities for active travel, supporting equality and diversity.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 This significant cycling programme has multiple benefits in terms of sustainability. It offers positive contributions to environmental, personal and community well being and because this is a significant piece of capital infrastructure its benefits and values continue to be generated over the long term.

7.3 GREENHOUSE GAS EMISSIONS

7.3.1 The programme focuses on accelerating the delivery of the LTP's target of increasing journeys by cycle, reducing CO₂ and improving air quality. It should aid a reduction of the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 The scheme will offer improved safety for cyclists and maintain facilities for pedestrians.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no implications for the Human Rights Act 1998.

7.6 TRADE UNION

7.6.1 There are no Trade Union implications arising from this report.

7.7 WARD IMPLICATIONS

7.7.1 The scheme lies substantially within the Bolton and Undercliffe Ward and also the City Ward. Members and the local community and businesses have been consulted on the proposals to date.

8 NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9 RECOMMENDATIONS

9.1 That members consider this Report.

11. ANNEXES

11.1 Annex 1:- Bradford Canal Road CityConnect consultation leaflet.

- 11.2 Annex 2 :- Bradford Canal Road CityConnect consultation report.
- 11.3 Annex 3 :- Plan showing route of the CityConnect2 Bradford Canal Road Corridor scheme.

12. BACKGROUND DOCUMENTS

- 12.1 Report to Executive 20 September 2016
- 12.2 CityConnect2 Bradford Canal Road Corridor scheme – Tender documents
- 12.3 Report to Bradford East Area Committee 11 July 2017