

## 6.3 Bradford

### 6.3.1 *Proposals affecting Bradford routes*

#### Economic regeneration and growth

Bradford has been the subject of major master planning work looking at three key areas of change and regeneration:

- Bradford City Centre
- Airedale
- Canal Road Corridor

Bradford Centre Regeneration was established in 2002 to transform the City Centre. A Masterplan for the City Centre was produced by Alsop Architects in 2003 which sets out a new vision of the city centre. This envisaged the creation of a large city centre resident population and the development of a number of new villages in different neighbourhoods. The Masterplan identifies four separate neighbourhoods or 'fingers of intervention':

**The Bowl** – proposes a large shallow pool of water outside City Hall at the centre of a new park. Radiating out from the Pool will be a Pier attached to the National Museum, a new Business Forest, and the other three neighbourhoods.

**The Channel** – proposes reintroducing the Bradford Canal to the city centre alongside which is a new canal side community.

**The Market** – proposes an alternative multi-cultural retail circuit with new public spaces.

**The Valley** – proposes bringing Bradford Beck back to the surface, with a green corridor along Thornton Road including Wetlands and an Orchard.

Neighbourhood Development Frameworks (NDFs) have been produced for each of the four neighbourhoods.

An Action Area Plan will be produced as part of the emerging Local development Framework. The above Masterplan has changed over time following consultations and the effects of the economic downturn. At present only the Bowl is being taken forward with the development of a City Park which includes the provision of a mirror pool adjacent to City Hall. The scheme will lead to the closure of Channing Way and Norfolk Gardens, which will have a major impact on certain city centre bus services. To compensate a new right turn between Little Horton Lane and Prince's Way is due to open by Spring 2010 to allow bus services better access to Hall Ings. In addition two new pedestrian crossings will be constructed to provide improved connectivity for pedestrians between the City Centre and the National Media Museum / University.

The development of a new shopping centre by Westfield known as the 'Broadway' centre has been put on hold as a result of the recession. The centre is seen to be a key part of the regeneration of Bradford City Centre and originally was due to open by 2010.

The **Airedale Masterplan and Strategy** identifies the area as a focus for economic development focused on high tech companies and digital communications. This is distributed along the Airedale corridor with key roles for Keighley, Shipley and Bingley. The Short term interventions seek to secure an additional 1,700 jobs and 470,000 (sq ft) of new floor space along the corridor to 2008. The medium term interventions anticipate an additional 3,900 jobs and 900,000 (sq ft) of new floor space along the corridor from 2008 to 2012.

Bradford Council has ambitions to reinstate the canal into Bradford from Shipley. A Masterplan has been produced exploring the opportunity of redeveloping the **Canal Road Corridor** from the City Centre to Shipley on the back of the canal proposals, linking with both the City Centre and Airedale Masterplan ambitions. This proposes major land use changes along the corridor

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including significant additional housing. An Action Area Plan will be produced as part of the emerging Local Development Framework.

As part of the Airedale Masterplan a number of improvements to the A650 were proposed and included in a bid to the Regional Transport Board for funding. Unfortunately the bid was not successful; however funds have been made available from Local Transport Plan uplift monies to fund a revised scheme. This has led to a delay in improvements at key junctions on the A650 including Saltaire roundabout. Design and consultation on a revised scheme is due to begin in the last quarter of 2009 with possible implementation in 2011/12.

Improvements to the junction between Little Horton Lane and the A6177 Southfield Lane (including the provision of a new bus lane on St Enoch's Road) were due to begin in the summer of 2009. This has been delayed due to problems with land purchase which is still not resolved. It is hoped that work on this scheme will begin in 2010.

Housing

The Current Replacement Unitary Development Plan for Bradford ensures a supply of housing land to meet 1400 houses a year to 2014. The focus of this development is within the main urban area of Bradford. The emerging Regional Spatial Strategy for Yorkshire seeks to increase the supply to 1560 dwellings a year to 2011, 1920 dwellings a year from 2011 to 2016 and 2180 dwellings a year 2016 to 2026. The focus in the RSS is for this to be accommodated in the main urban area of Bradford. The emerging Core Strategy for Bradford is at a too early stage to provide more detailed picture of the likely distribution at this stage.

General traffic trends

Trend data on traffic volumes from the Bradford Monitoring Cordon indicates that inbound peak period (0700-1000) traffic levels are less now than they were ten years ago. Traffic volumes fell between 2001 and 2007 (despite a rise between 2003 and 2005). The flows in 2007 were still some 5% lower than in 2001 and 3% below the 1997 level. For the shorter peak period (0800-0900), inbound flows in 2007 were some 8.0% below the 1997 level.

Modal share data from the Monitoring Cordon indicates increased rail patronage (up 13%) and a slight increase in bus use (up 3%) since 2005 in the inbound morning peak.

Forecast increases in employment for Bradford District, however, could potentially increase peak period traffic across the cordon by as much as 8% between 2005 and 2011. The LTP target to restrict this to 3% or less assumes that growth will be limited by a significant expansion in City Centre living, accompanied by the effects of increased rail use and car sharing (under the Liftshare scheme).

The Bradford SATURN model shows that the person journey times on the three Bradford routes would rise by around 5% which is well within the overall West Yorkshire target of 7%.

Traffic levels on the routes into Bradford can be influenced by a number of factors which can result in changes to travel patterns. These include;

- The cost of commuter car parking (increased by 84% since 2007)
- Changes to Bus services (a number of routes have seen reduced service frequency)
- Increased costs of Public Transport
- Commuters starting work earlier / later to avoid peak time traffic
- The impacts of the economic recession – fewer jobs results in less commuters
- Route switching – drivers switching to less congested routes
- Workplace travel planning – employers encouraging staff to use more sustainable forms of transport

6.3.2 Bradford routes

Table 6.3 A650 Manningham Lane, Bradford

WY01   A650 Manningham Lane, Bradford	
Context	Recognised issues
<p>This radial route runs from the Bingley Relief Rd to the A6181 Central Ring Road. The route is entirely urban in nature, passing through the densely populated areas of Shipley and Manningham. It has housing and shop frontages along most of its length.</p> <p>The route from Bankfield roundabout to just beyond the Branch junction is still a trunk road under the Highways Agency control. De-trunking issues are currently being addressed.</p> <p>There are no significant LTP schemes planned for this route. Inbound bus lanes are already in place at a number of locations, the most recent being on the approach to Saltaire roundabout, which was implemented recently by the Highways Agency. Journey time data indicates that this bus lane is having a significant impact on bus journey times – average inbound times are similar for buses and non-buses on this segment, whereas elsewhere non-bus times are substantially faster.</p>	<p><b>Public transport</b></p> <p>Buses being delayed by other traffic at specific locations such as Saltaire Roundabout and the Branch junction.</p>
	<p><b>General</b></p> <p>Congestion at specific locations such as Saltaire Roundabout, the Branch, and at junctions where orbital and radial routes meet. The congestion at these junctions creates delays for buses, road safety problems, pollution, severance, and causes traffic to seek alternative routes through environmentally sensitive residential areas. Opportunities for improving these junctions to cater for all users, without significant highway improvements, are limited.</p> <p>Traffic volumes – highest inbound traffic flow between Bankfield Rbt and Saltaire Rbt 1300 veh/hr; elsewhere average 700 veh/hr</p>
	<p><b>Other</b></p> <p>Airedale Regeneration Master Plan                      City Centre Regeneration Master Plan                      Manningham Regeneration Master Plan                      Listers Mill Redevelopment</p>

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Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
<b>Use of existing highway infrastructure</b>								
1	<p><b>Saltaire Roundabout Improvement</b></p> <p>New junction arrangements proposed which will reduce delays to buses and help to manage congestion. Improved safety and pedestrian access.</p> <p>Includes possibility of bus lane extension at Bankfield Roundabout</p>	£2600k	<p>Requires some land and business relocation – could require CPO</p> <p>Public reaction to changing traffic patterns and impact on adjacent residential areas</p> <p>Lack of internal staff resources to design and implement schemes</p>	<p>Ongoing negotiation with business</p> <p>Consult local people with a view to implementing traffic and safety measures in residential areas</p> <p>Possibly use external resources to progress the scheme</p>	<p>Minimises delays at major congestion hot spot</p> <p>Opportunity to provide bus priority</p>	✓✓✓✓	<p>2006/07 Consultation</p> <p>Progress slipped - lack of funding.</p> <p>Revised scheme to be funded form LTP uplift monies.</p> <p>2009/10 local consultation panel meeting on a regular basis and aiming to go to public consultation early 2010</p>	Yes
2	<p><b>Minor area wide traffic management and bus priority measures</b></p> <p>Rolling programme of Lighting, signing, road markings and minor road layout works</p> <p>Includes possibility of bus lane extension at Bankfield Roundabout</p>	£250k p.a.	Lack of internal staff resources to design and implement schemes	Possibly use external resources to progress the scheme	Improves efficiency and safety of highway network	✓✓	<p>2006/07 – 2009/10 Traffic Management Rolling Programme</p> <p>2009/10 Bankfield feasibility</p>	Yes
3	<p><b>MOVA/ACIS signal control at key junctions</b></p> <p>This will improve efficiency of traffic signal operation and provides priority for buses</p>	£115K	COMPLETED		Improves efficiency of highway network and reduces bus delays	✓✓	<p>2007/08 MOVA at 2 junctions</p> <p>2008/09 MOVA at 2 junctions</p> <p>Bus TLP at Puffins</p>	<p>COMPLETED 2008</p> <p>Initial after studies suggest a 20% improvement in journey times.</p>
4	<p><b>Improved Enforcement</b></p> <p>Parking controls and bus lanes</p>	2009/10 £10k	<p>Police priorities</p> <p>Road works</p>	Implement decriminalised	Improves efficiency of	✓✓	Decriminalised parking controls	Yes

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		Enforcement £20k allocated for mobile camera purchase		parking controls Traffic Manager Duty	highway network and reduces bus delays		introduced April 09 Ongoing police enforcement of bus lanes. Use of fixed enforcement cameras awaiting new powers spring 2010	
<b>Demand management</b>								
<b>5</b>	<b>Parking restrictions in City Centre</b> Reduce the volume of long stay spaces available Increase long stay car parking charges by more than the rate of inflation	Not appropriate	Political support Selling message to Members of Council, public and businesses.	Ongoing dialogue with political leadership	Would reduce car travel to city centre	✓✓	2001/02 car parking strategy Maximum parking standards. Encouraging development on PNR parking sites. Increased long stay charges Sept. 07. Parking charges increased Aug 09	Yes
<b>6</b>	<b>Encourage more car sharing through Liftshare scheme</b> Web based car share scheme	£2k allocated to promotion	Ongoing promotion	Further promotion to large employers of the initiative. Dedicated parking bays for car sharers in car parks.	Increase in registered users and hence number of car sharers	✓✓	2006/07 implemented District wide scheme has bow over 920 members. 2009/10 will be promoted via fixed signs on radial routes	Yes
<b>7</b>	<b>Car clubs</b> To discourage car ownership	£35k CRF and £35k from Metro	Political Support Corporate Support	Further promotion to large employers. Provision of car free housing areas through planning policy.	Reduces travel by car in general and for commuting	✓✓	Scheme will be funded 50/50 with Metro using congestion monies	Yes Slipped from 2007/08 due to funding and Whizzgo take over by City Car

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								Clubs. Aiming to launch April / May 2010. Spaces identified and TRO's being progressed.
8	<b>Personalised Travel Planning</b> To reduce the number of car trips and modal shift	£50k	Lack of internal staff resources to implement	Possibly use external resources to progress the scheme	Reduces travel by car in general and for commuting	✓✓	Funding approved April 2009	No – progress delayed due to lack of internal resources
<b>Travel choices and behaviour</b>								
9	<b>School Travel Plans</b> To reduce travel to schools by car	School travel plan officer funded by DfT	Not all schools have travel plan Special status schools change traffic patterns	Continue working with schools to develop travel plan Expand school transport	Achieves modal shift away from car use	✓✓	149 STP's implemented up to March 2008. 176 STP's up to March 2009	Yes
10	<b>Work Place Travel Plans</b> To encourage modal shift	Work place travel plan officer funded by Metro / Yorkshire Forward	Failure to achieve modal shift, if employers not putting in place travel plans	Enforce planning obligations. Employment of West Yorkshire travel planning officer. Continued development of Council Travel Plan to lead by example	Achieves modal shift away from car use	✓✓	2006/07 West Yorkshire Travel Plan coordinator appointed. Over 30 employers are signed up to West Yorkshire Travel Plan network.	Yes
11	<b>City Centre Living</b> To discourage car ownership	Not appropriate	Insufficient interest in living in city centre Depends on developers to bring forward schemes for implementation	Encourage round the clock activities to make place liveable	Reduces commuting by car	✓	Approximately 1500 units delivered between 1997 and 2007. A large number of units are currently going through the planning process	No - Potential developments on hold due to the recession
<b>Goals</b>								
The goal is to contain any increase in person journey time to 7% or less								

Table 6.4 A647 Leeds Road, Bradford

WY02		A647 Leeds Road, Bradford						
Context		Recognised issues						
<p>This radial route runs from Galloway Lane to the A650 Shipley Airedale Road. It is part of the main highway route between Bradford and Leeds.</p> <p>The route is entirely urban in nature with housing and shop frontages along most of its length.</p> <p>The planned junction improvement at the Leeds Road / Outer Ring Road junction is not programmed to be completed until after the end of LTP2 and there will consequently be no impact on the target.</p>		<p><b>Public transport</b> Buses being delayed by other traffic</p> <p><b>General</b> Congestion at specific locations such as Galloway Lane roundabout, Thornbury gyratory and at the A647/A6177 junction where orbital and radial routes meet. The congestion at these junctions creates delays for buses, road safety problems, pollution, severance, and causes traffic to seek alternative routes through environmentally sensitive residential areas. Opportunities for improving these junctions to cater for all users, without significant highway improvements, are limited.</p> <p>Traffic volumes – highest inbound flow between Galloway Lane and Thornbury Gyratory 2400 veh/hr; elsewhere average 700 veh/hr</p> <p><b>Other</b> Phoenix Park Expansion City Centre Regeneration Master Plan</p>						
Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure								
1	<p><b>A6177 Killinghall Rd / A647 Leeds Rd junction improvement</b></p> <p>Increased capacity at junction to provide facilities for pedestrians and buses, with no increase in congestion for general traffic</p>	£50k allocated from CRF for design – scheme cost unknown at moment	Funding as it will require a large proportion of LTP3 block funding. Lack of internal staff to design / implement scheme	Examine potential of minor congestion relief measures Use external resources	Opportunity to provide bus priority and improved pedestrian facilities	✓✓✓	LTP2 programme for land & property purchase. 2009/10 Review of a reduced scheme underway utilising congestion funds.	Yes

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2	<b>Improved Enforcement</b> Parking controls and bus lanes	2009/10 £10k Enforcement £20k allocated for mobile camera purchase	Police priorities Road works	Implement decriminalised parking controls Traffic Manager Duty	Improves efficiency of highway network and reduces delays for buses	✓✓	Decriminalised parking controls introduced April 09.  Ongoing police enforcement of bus lanes. Use of fixed enforcement cameras awaiting new powers (Late 09)	Yes
3	<b>ACIS signal control at key junctions</b>  This will improve efficiency of traffic signal operation and provides priority for buses	£28k	COMPLETED		Improves efficiency of highway network and reduces bus delays	✓	2007/08 TLP 1 junction and 4 puffins.	COMPLETED 2008
<b>Demand management</b>								
4	<b>Parking restrictions in City Centre</b> Reduce the volume of long stay spaces available  Increase long stay car parking charges by more than the rate of inflation	Not appropriate	Political support Selling message to Members of council, public and businesses	Ongoing dialogue with political leadership	Would reduce car travel to city centre	✓✓	2001/02 car parking strategy approved.  Maximum parking standards.  Encouraging development on PNR parking sites.  Increased long stay charges Sept 2007  Parking charges increased Aug 09	Yes
5	<b>Encourage more car sharing through Liftshare scheme</b> Web based car share scheme	£2k allocated to promotion	Ongoing promotion	Further promotion to large employers of the initiative.  Dedicated parking bays for car sharers in car parks.	Increase in registered users and hence number of car sharers	✓✓	06/07 implemented. 920 members district wide. 09/10 will be promoted via fixed signs on radial routes	Yes

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6	<b>Park and Ride</b> Rail based park and ride at Apperly Bridge rail station	£8m (approx)	Network Rail	Ongoing discussions with Network Rail	Reduces car travel in corridor and to city centre	✓	In programme. Public consultation May 09 Planning application submitted Dec 09 Scheduled to open 2012	Yes
7	<b>Increased rail capacity</b> Increase in peak capacity on Caldervale Line	£8.7m	Insufficient funding for new rolling stock	Yorkshire forward recently committed funding to project	Encourages modal shift away from car	✓	Additional carriages added 2007	COMPLETED
<b>Travel choices and behaviour</b>								
8	<b>School Travel Plans</b> To reduce travel to schools by car	School travel plan officer funded by DfT	Not all schools have travel plan Special status schools change traffic patterns	Continue working with schools to develop travel plan Expand school transport	Achieves modal shift away from car use	✓✓	149 STP's implemented up to March 2008. 176 STP's implemented March 2009	Yes
9	<b>Work Place Travel Plans</b> To encourage modal shift	Work place travel plan officer funded by Metro / Yorkshire Forward	Failure to achieve modal shift, if employers not putting in place travel plans	Enforce planning obligations. Employment of West Yorkshire travel planning officer. Continued development of Council Travel Plan to lead by example	Achieves modal shift away from car use	✓✓	2006/07 West Yorkshire Travel Plan coordinator appointed. Over 30 employers are signed up to West Yorkshire Travel Plan network.	Yes
10	<b>City Centre Living</b> To discourage car ownership	Not appropriate	Insufficient interest in living in city centre Depends on developers to bring forward schemes for implementation	Encourage round the clock activities to make place liveable	Reduces commuting by car	✓	Approximately 1500 units delivered between 1997 and 2007.	No – Potential development is on hold due to the recession.
<b>Goals</b>								
The goal is to contain any increase in person journey time to 7% or less								

Table 6.5 Little Horton Lane, Bradford

WY03		Little Horton Lane, Bradford						
Context				Recognised issues				
<p>This radial route runs from Wibsey, bisecting the A6177 orbital route, to the city centre. It passes through the densely populated area of Little Horton.</p> <p>St Lukes Hospital is situated midway along the route. There is also a secondary school situated adjacent to St Enochs Road.</p> <p>The introduction of an inbound bus lane on St Enoch's Road should improve bus journey times. Realistically, a journey time saving of 30 seconds for buses would be a reasonable assumption. This would give a reduction of around 3 seconds in overall route journey time.</p> <p>The accompanying junction improvement with the ring road is designed to provide pedestrian facilities without worsening congestion. However, any additional capacity provided would be allocated to the orbital ring road move rather than Little Horton Lane – on the basis that radial movements have the option of using public transport while orbital movements do not.</p>				<b>Public transport</b>				
				Buses being delayed by other traffic				
				<b>General</b>				
				Congestion at specific locations such as the A6177 Outer Ring Rd junction The congestion at these junctions creates delays for buses, road safety problems, pollution, severance, and causes traffic to seek alternative routes through environmentally sensitive residential areas. Opportunities for improving these junctions to cater for all users, without significant highway improvements, are limited.				
				Congestion related to indiscriminate on-street parking Traffic volume – traffic flows inbound towards city centre average 800 veh/hr				
				<b>Other</b>				
				Bradford City Centre Regeneration Master Plan				
Interventions	Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track	
Use of existing highway infrastructure								
1	A6177 / Little Horton Lane junction improvement and Bus Lane on St Enochs Rd	£1200k	Land and property requirements, may need CPO if	Continue to negotiate with land owners	Provides bus priority thereby improving journey	✓✓✓	Scheme approved in 2004/05. Implementation	Yes

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	Increased capacity at junction to provide facilities for pedestrians with no increase in congestion for general traffic Inbound bus lane on St Enochs Rd will enable buses to by pass queues		negotiations are unsuccessful [NOTE COLOUR CHANGE FROM GREEN TO RED]		time		delayed due to problems purchasing land. Implementation to start 2009/10	
2	<b>Improved Enforcement</b> Parking controls and bus lanes	2009/10 £10k Enforcement £20k allocated for mobile camera purchase	Police priorities Road works	Implement decriminalised parking controls Traffic Manager Duty	Improves efficiency of highway network and reduces delays for buses	✓✓	Decriminalised parking controls introduced April 2009. Ongoing police enforcement of bus lanes. Use of fixed enforcement cameras awaiting new powers (Late 2009)	Yes
3	<b>Bus only right turn facility – Little Horton Lane / Prince’s Way</b>	£90K contribution from CRF	Part of larger scheme development	Dedicated project manager who is aware that right turn facility is key a part of the mirror pool project.	Improves city centre penetration for bus services	✓	Part of City Park & Prince’s Way developments. Out to tender – work due to commence Nov 2009. Delays in awarding the contract – new start date Jan 2010 and complete in the Spring.	Yes - slight delay
4	<b>MOVA/ACIS signal control at key junctions</b> This will improve efficiency of traffic signal operation and provides priority for buses	£21k	COMPLETED		Improves efficiency of highway network and reduces bus delays	✓	2007/08 Bus TLP at 4 puffin crossings.	COMPLETED 2008

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Demand management								
5	<b>Parking restrictions in City Centre</b> Reduce the volume of long stay spaces available Increase long stay car parking charges by more than the rate of inflation	Not appropriate	Political support Selling message to Members of Council, public and business.	Ongoing dialogue with political leadership	Would reduce car travel to city centre	✓✓	2001/02 car parking strategy approved. Maximum parking standards. Encouraging development on PNR parking sites. Increased to long stay charges Sept 2007. Parking charges increased Aug 2009.	Yes
6	<b>Encourage more car sharing through Liftshare scheme</b> Web based car share scheme	£2k allocated to promotion	Ongoing promotion	Further promotion to large employers of the initiative. Dedicated parking bays for car sharers in car parks.	Increase in registered users and hence number of car sharers	✓✓	2006/07 implemented. District wide scheme has now over 920 members. 2009/10 will be promoted via fixed signs on radial routes.	Yes
Travel choices and behaviour								
7	<b>School Travel Plans</b> To reduce travel to schools by car	School travel plan officer funded by DfT	Not all schools have travel plan Special status schools change traffic patterns	Continue working with schools to develop travel plan Expand school transport	Achieves modal shift away from car use	✓✓	149 STP's implemented up to March 2008. 176 STP's up to March 2009.	Yes
8	<b>Work Place Travel Plans</b> To encourage modal shift	Work place travel plan officer funded by	Failure to achieve modal shift, if employers not putting in place travel plans	Enforce planning obligations. Employment of West Yorkshire travel planning officer.	Achieves modal shift away from car use	✓✓	2006/07 West Yorkshire Travel Plan coordinator appointed.	Yes

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		Metro / Yorkshire Forward		Continued development of Council Travel Plan to lead by example			Over 30 employers are signed up to West Yorkshire Travel Plan network.	
9	<b>City Centre Living</b> To discourage car ownership	Not appropriate	Insufficient interest in living in city centre  Depends on developers to bring forward schemes for implementation	Encourage round the clock activities to make place liveable	Reduces commuting by car	✓	Approximately 1500 units delivered between 1997 and 2007.	No – Potential development on hold due to the recession.
<b>Goals</b>								
The goal is to contain any increase in person journey time to 7% or less								