

# Bradford Active Travel Neighbourhoods

## Saltaire End of Trial Period Consultation and Engagement Report

February 2024

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## Section 1: Purpose of this Report

The purpose of this report is to provide an overview of and insight into the opinions of people who have shared feedback on the Saltaire Active Travel Neighbourhood during the third consultation period on the scheme which took place between 13 November and 11 December 2023.

The consultation was publicised through leaflets delivered to every address in Saltaire village, emails to stakeholders as well as via local ward councillors. Feedback was received via an online survey, a dedicated email address, Freephone line and Freepost address.

Nearly all respondents provided feedback via the online survey, however, those who were not able to complete the survey online were able to either provide their feedback over the phone, over email or in the post, or to request a paper copy of the survey be posted out to them.

The consultation was held as the initial trial period for the Experimental Traffic Regulation Order was coming to an end. The focus of the consultation was twofold:

- a) To seek final views on the ATN scheme after confirmation that the recommendation would be to retain it, largely in its current form, after the live trial period and previous positive consultation feedback
- b) To ask for feedback on three separate proposed additional new measures, one of which could be incorporated into the scheme to mitigate concerns that had been raised with the current scheme.

The analysis presented in this report aims to:

- provide a clear, accurate and meaningful representation of the feedback that has been submitted
- generate insights into important themes arising from feedback
- support and inform the decision-making process on the Saltaire Active Travel Neighbourhood.

## Section 2: Background

Through the Active Travel Fund, the Department for Transport (DfT) has provided specific funding to local authorities, including Bradford Council, to introduce Active Travel Neighbourhoods across the country.

As a result, Bradford Council proposed and implemented an Active Travel Neighbourhood in Saltaire village for a trial period lasting 18 months.

The scheme has been through several rounds of consultation. The first took place in July and August 2021, when Bradford Council consulted with local residents and businesses in Saltaire on the principle of introducing measures which form an Active Travel Neighbourhood in the village.

Of the 480 people who responded to the consultation on the principle, 80% felt positively about it.

The measures which formed the Active Travel Neighbourhood were introduced in July 2022 through an Experimental Traffic Regulation Order (ETRO). Through the ETRO mechanism, changes to an area are implemented on a trial basis and the opportunity for the public to comment and provide feedback remains open during a six-month period of statutory consultation. This trial period can be extended up to a total of 18 months.

Bradford Council asked local people to share their feedback on the scheme during this trial period so that the Council could understand how the Active Travel Neighbourhood was working, and make any changes where necessary.

Having received largely positive feedback during the initial six months of the trial period, it was decided to extend the trial period up to the maximum 18 months before deciding whether the Active Travel Neighbourhood would be made permanent or not.

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At the end of the 18 month trial period, Bradford Council confirmed that it wanted to make the scheme permanent. However, before confirming this, it was felt that the public should be provided with a final opportunity to be consulted on the scheme. The consultation also provided people with the opportunity to comment on some potential additional measures that were proposed. These potential additional measures could be implemented if the scheme was made permanent to both strengthen the Active Travel Neighbourhood and mitigate some of the issues that have been raised by residents and businesses during the trial period.

This final consultation on the Saltaire Active Travel Neighbourhood took place between 13 November and 11 December 2023. This report sets out the findings of this consultation.

### Section 3: Engagement Overview

The period of public consultation ran for four weeks between 13 November and 11 December 2023.

Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among stakeholders and the local community, who were provided with a number of accessible and convenient means by which to provide feedback.

The methods used to engage stakeholders and publicise the consultation are set out below.

#### Consultation Leaflet

Consultation leaflets were produced and distributed to all residential and business properties located within the agreed distribution area of 2,166 properties, as shown in Figure 1 below.

The consultation leaflet is provided as Appendix 2.

The consultation leaflet gave a summary of the scheme so far; a summary of the traffic monitoring data gathered through the trial period; the potential additional measures; and the proposed next steps. The leaflet also identified the communication channels available for people to get in touch, give their feedback and find out more information. These included a freephone information line, a dedicated project email address, a Freepost address and the Active Travel Bradford Commonplace website.

The distribution area for the leaflet is shown in Figure 1 below.

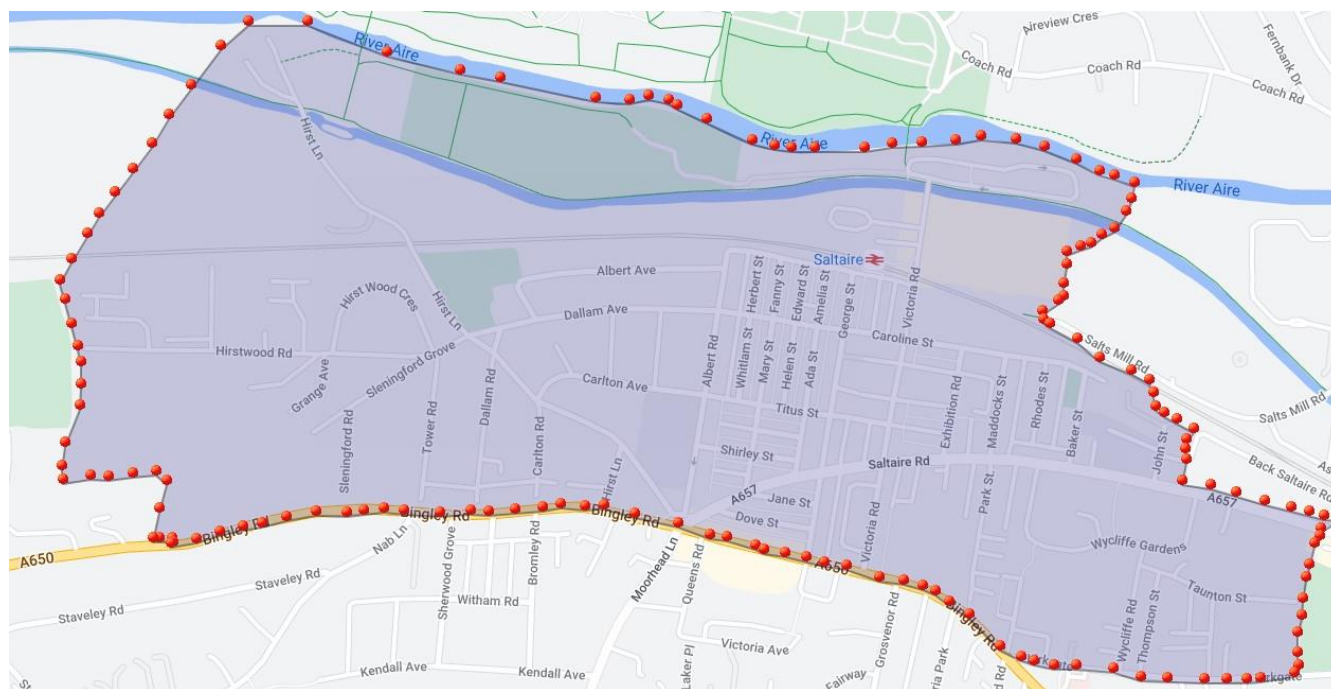


Figure 1: Consultation leaflet distribution area (courtesy of Google Maps 2021). The points indicate the outer limit of the distribution area.

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## **Consultation Website and Survey**

In order to ensure information on the consultation was readily available, and that people could easily access information and provide feedback on the Saltaire Active Travel Neighbourhood scheme, the consultation was hosted on the Active Travel Bradford Commonplace website using the web address:

<https://activetravelbradford.commonplace.is/en-GB/proposals/october-2023-update-saltaire-active-travel-neighbourhood/step1>

The website contained the same information as the leaflet with a summary of the scheme so far, a summary of the traffic monitoring data, the potential additional measures and the next steps as well as contact details.

The website also hosted the feedback survey which was a mix of open and closed questions asking people what they thought of the current measures in place, the potential additional measures, as well as their travel habits and how they might have changed over the trial period.

## **Stakeholder Emails**

At the beginning of the consultation period, an email was sent to the Shipley ward councillors to let them know that the consultation had gone live and to ask them to share the information among their network.

An email bulletin was sent via the Commonplace website to people who had subscribed to receive project updates. The website has 271 subscribers to receive latest news updates.

## **Methods of Receiving Feedback**

### **Telephone Information Line**

A dedicated freephone information line (0808 196 9119) was utilised for this consultation. This line was in operation between 9am and 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours.

Members of the consultation team managing the information line were on hand to answer questions about the proposals and the consultation process. The freephone information line number was provided on all consultation materials including the contact section of the website and consultation leaflet.

### **Email Address**

The project email address ([info@activetravelbradford.co.uk](mailto:info@activetravelbradford.co.uk)) was publicised on all consultation materials, including the contact section of the website and consultation leaflet, so people could submit feedback and pose questions to the consultation team.

### **Freepost Address**

A Freepost address (Freepost BFD Highways) was set up and also publicised on all consultation materials, providing a further channel for people to submit feedback and pose questions to the consultation team in writing.

## **Section 4: Summary of Feedback Received**

Throughout the consultation, several channels were made available for people to ask questions and provide feedback. To summarise, these were:

- The Freephone information line (0808 196 9119)
- The enquiries email address ([info@activetravelbradford.co.uk](mailto:info@activetravelbradford.co.uk))
- The Freepost address (Freepost BFD Highways)
- A survey on the Bradford ATN Commonplace website: <https://activetravelbradford.commonplace.is/>

In total, 569 responses were received during the Saltaire ATN consultation. These are categorised below depending on the channels through which the feedback was given.

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Consultation response received	Total
Online Survey	532
Email	32
Freepost	0
Phone	5
<b>Total</b>	<b>569</b>

Table 1: Number of consultation responses received.

## Section 5: Feedback Analysis

Nearly all of the feedback received as part of the Saltire consultation was collected through survey on the Commonplace website. The below 'Closed Question' analysis looks closely at the feedback received through this survey. Feedback provided via the survey as well as the dedicated email address, Freephone line and Freepost address is provided in the 'Open Question' analysis.

### 5.1 Website Statistics

#### Visitors to the Bradford ATN Commonplace website

There were 2,644 visitors in total to the website between the date the website went live on 13 November 2023 and 11 December 2023 when the consultation closed. The below graph shows a significant spike in visitors on 14 November 2023, the day after the consultation went live and the day when the majority of leaflets were delivered to residents and businesses. 14 November saw a total of 944 visitors to the website, with 187 of these visitors leaving feedback on that day.

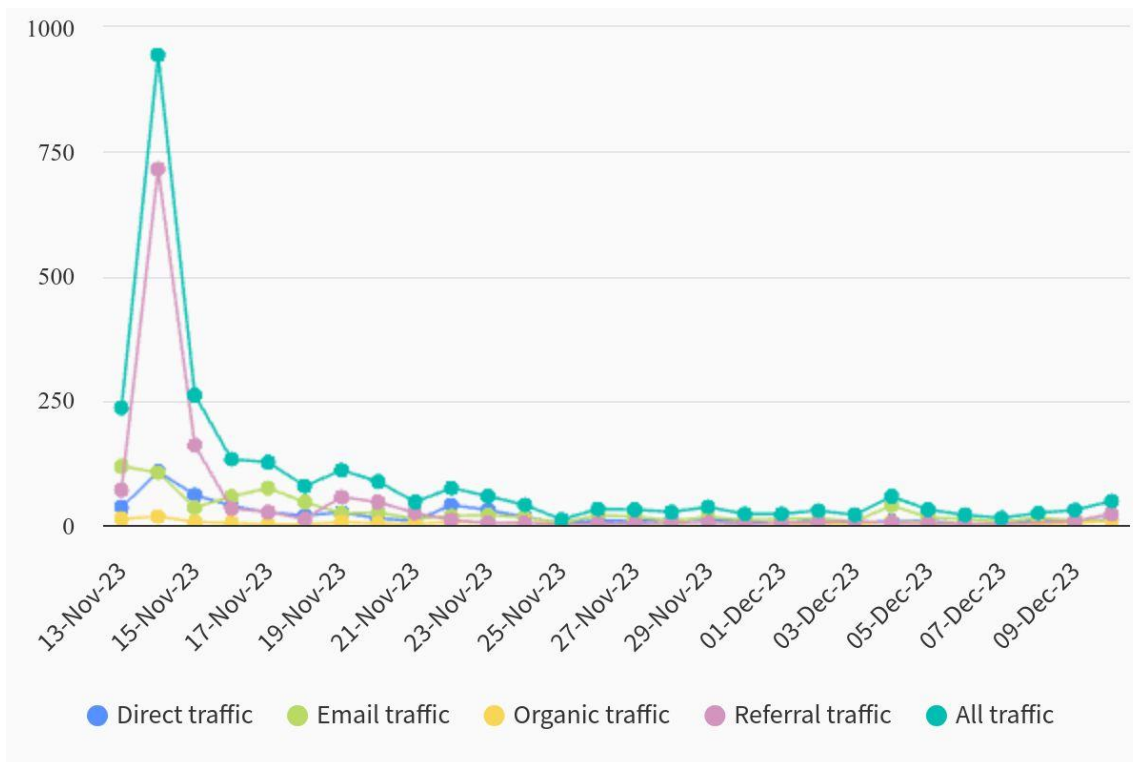


Figure 2: Graph showing the total number of visitors to the Active Travel Bradford website since its launch in June 2021.

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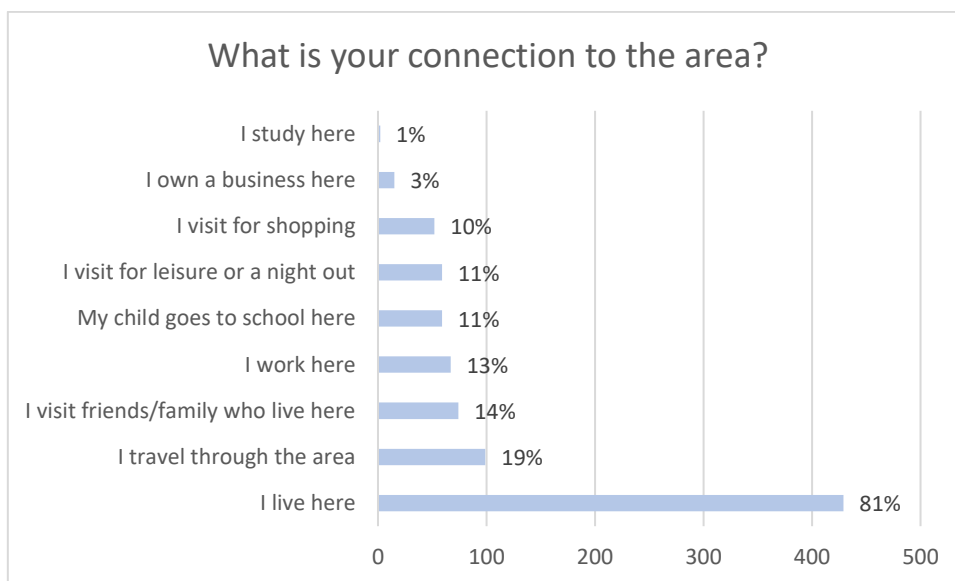
## Analysis of Closed Questions

The following three questions focus on understanding the age group the respondents fall under and what their connection is to the area. All three questions were not mandatory and therefore respondents are able to skip the questions. The below answers are based on the 480 respondents who provided a response on the Commonplace Heatmap.

### Question 1: What is your connection to the area?

The majority of respondents (81% or 429) said that they live in the area, with 19% (99) of respondents saying they travel through the area and 14% (74) saying they visit friends/family who live in the area. Nine respondents did not answer this question.

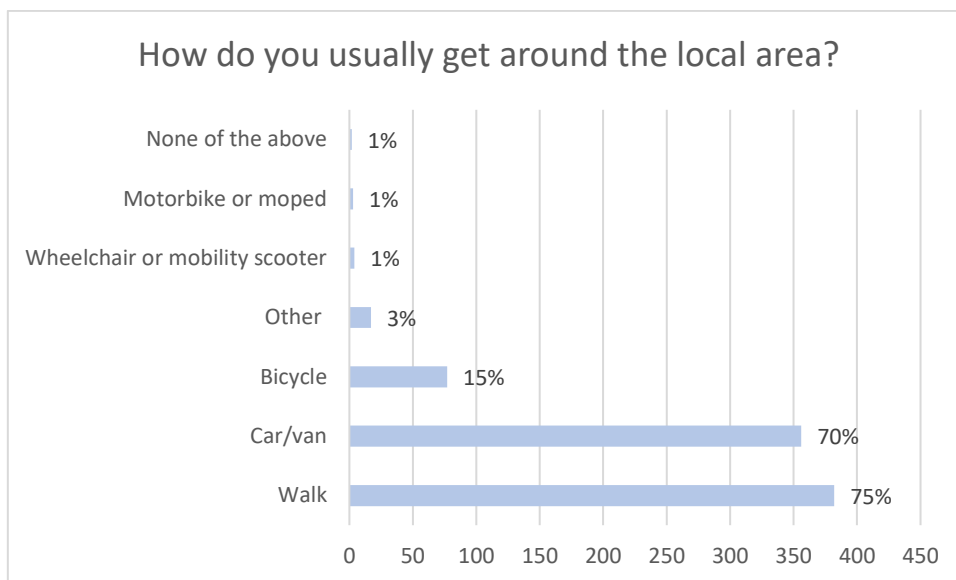
Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.



### Question 2: How do you usually get around the local area?

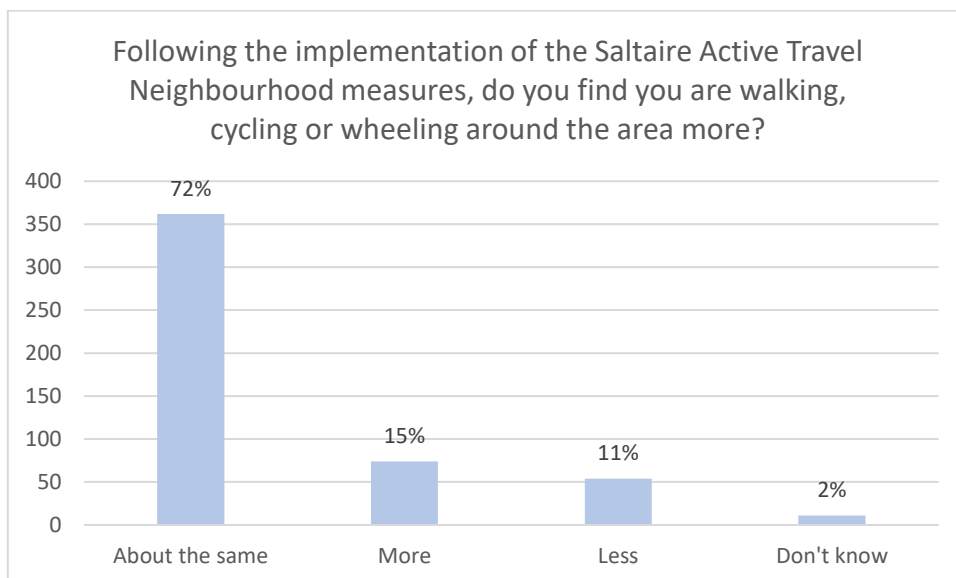
75% (382) of respondents said they walk around the area, while 70% (356) said they use a car or van to get around the area and 15% (77) said they use a bicycle. 22 respondents did not answer this question.

Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.



### Question 3: Following the implementation of the Saltaire Active Travel Neighbourhood measures, do you find you are walking, cycling or wheeling around the area more?

The vast majority of respondents (72% or 362) to this question said they were walking, wheeling or cycling about the same as before the measures were implemented. 15% (74) of respondents said they were walking, wheeling or cycling more, and 11% (54) of respondents said they were walking, wheeling or cycling less. 31 respondents did not answer this question.



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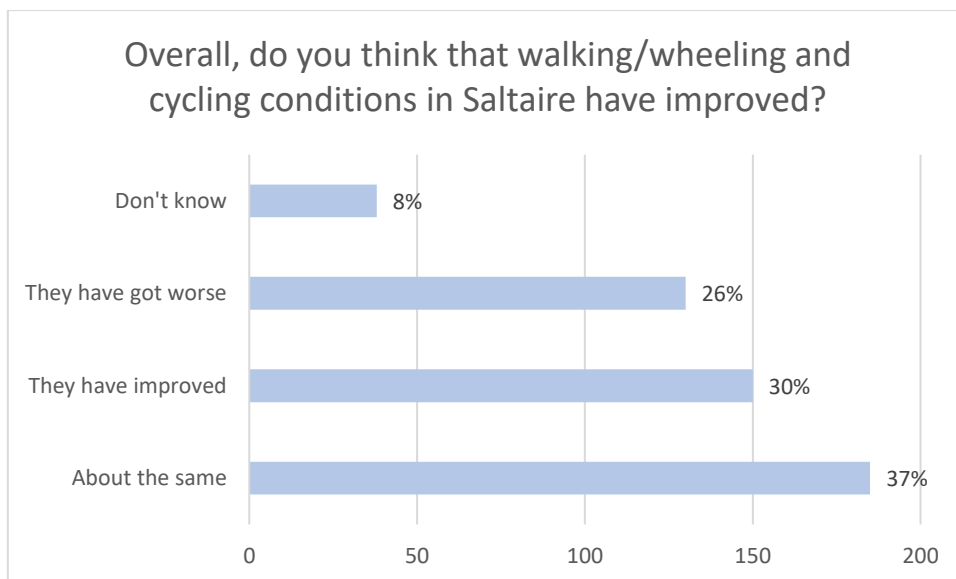


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**Question 4: Overall, do you think that walking/wheeling and cycling conditions in Saltaire have improved?**

37% (185) of respondents said they felt that walking, wheeling and cycling conditions in Saltaire had stayed about the same since the measures were implemented. However, 30% (150) of respondents said they felt the conditions had improved, and 26% (130) of respondents said they felt conditions had got worse. 29 respondents did not answer this question.

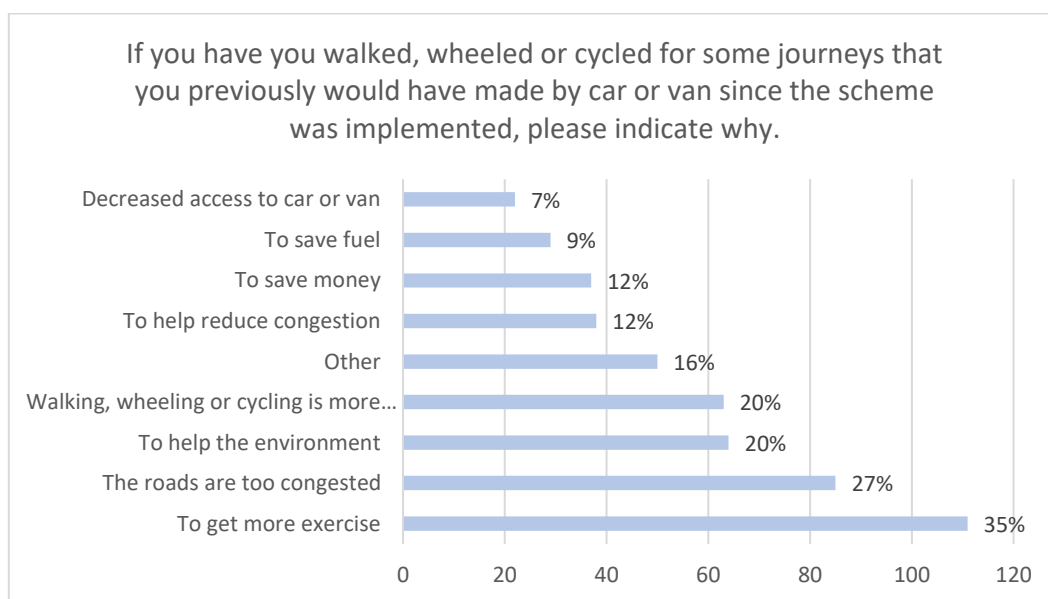


**Question 5: If you have you walked, wheeled or cycled for some journeys that you previously would have made by car or van since the scheme was implemented, please indicate why.**

If respondents selected that they had walked, wheeled or cycled more after the measures were implemented than before, they were asked to indicate why.

35% (111) of the respondents who said they walked, wheeled or cycled more than they had before the measures were implemented said it was to get more exercise, 27% (85) said it was because the roads are too congested, 20% (64) said it was to help the environment while 20% (20%) said it was because walking, wheeling or cycling is more pleasant or convenient now. 214 respondents did not answer this question.

Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.

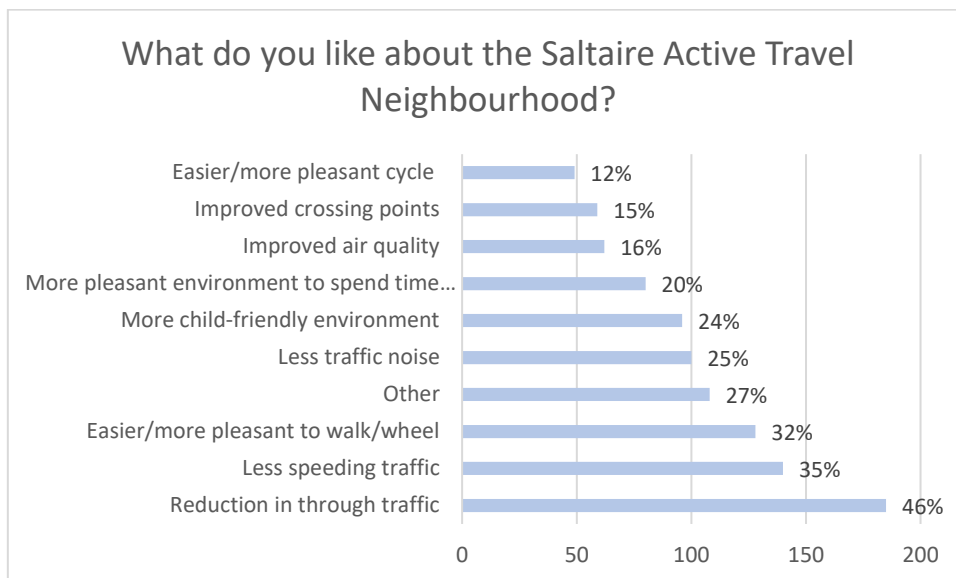




### Question 6: What do you like about the Saltaire Active Travel Neighbourhood?

46% (185) of respondents said they liked the reduction in through-traffic following the implementation of the Saltaire Active Travel Neighbourhood measures. 35% (140) said they liked less speeding traffic and 32% (128) said they liked that they found it easier or more pleasant to walk, wheel or cycle. 133 respondents did not answer this question.

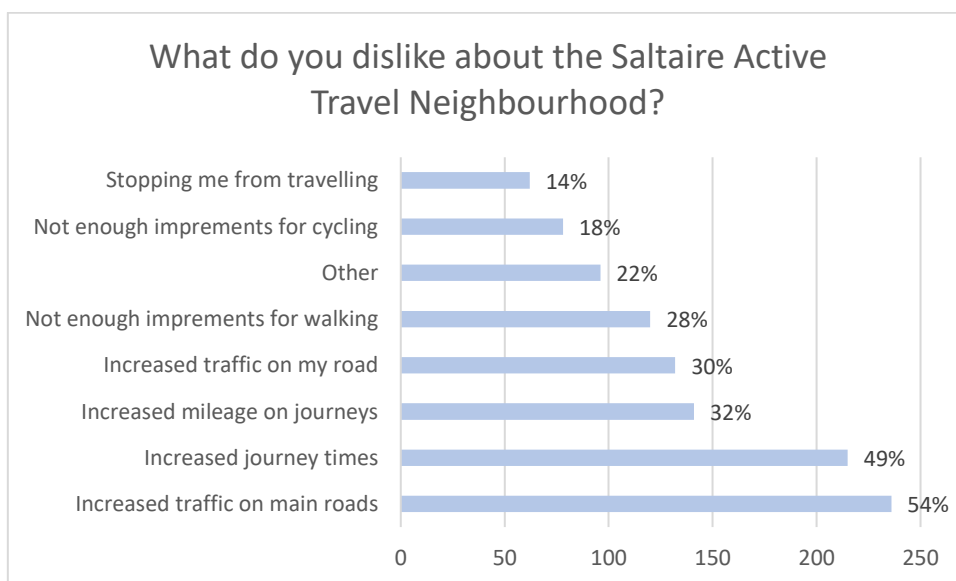
Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.



### Question 7: What do you dislike about the Saltaire Active Travel Neighbourhood?

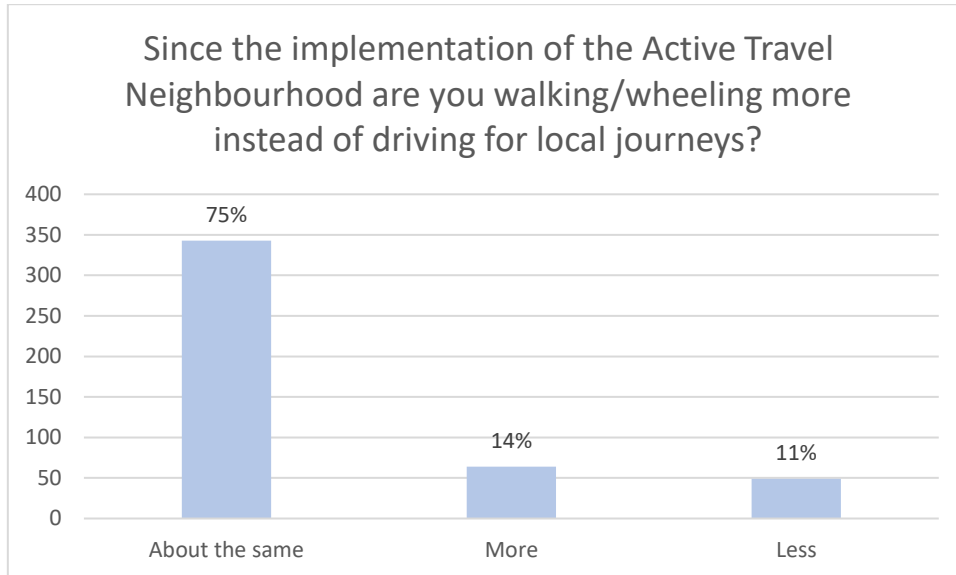
54% (236) of respondents said they did not like increased traffic on main roads as a result of the Saltaire Active Travel Neighbourhood measures. 49% (215) said they did not like increased journey times, and 32% (141) said they did not like increased mileage on journeys. 96 respondents did not answer this question.

Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.



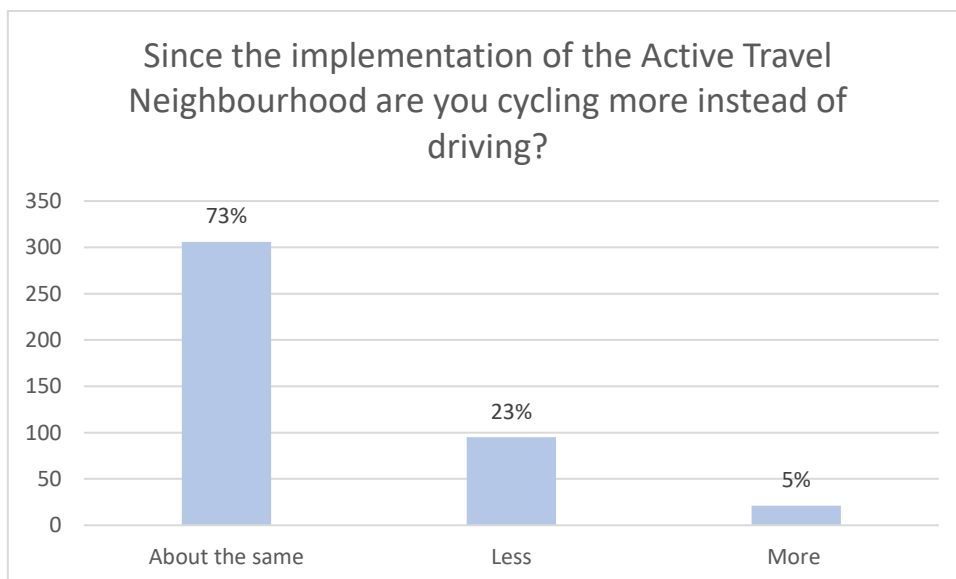
**Question 8: Since the implementation of the Active Travel Neighbourhood are you walking/wheeling more instead of driving for local journeys?**

The vast majority of respondents (75% or 343) said they are walking or wheeling about the same as before the Saltaire Active Travel Neighbourhood measures were implemented instead of driving for local journeys. 14% (64) of respondents said they were walking or wheeling more while 11% (49) said they were walking or wheeling less than before. 76 respondents did not answer this question.



**Question 9: Since the implementation of the Active Travel Neighbourhood are you cycling more instead of driving?**

Again, the vast majority of respondents (73% or 306) said they were cycling about the same as they were before the implementation of the Saltaire Active Travel Neighbourhood measures. 23% (95) of respondents said they were cycling less while 5% of respondents (21) said they were cycling more. 110 respondents did not answer this question.

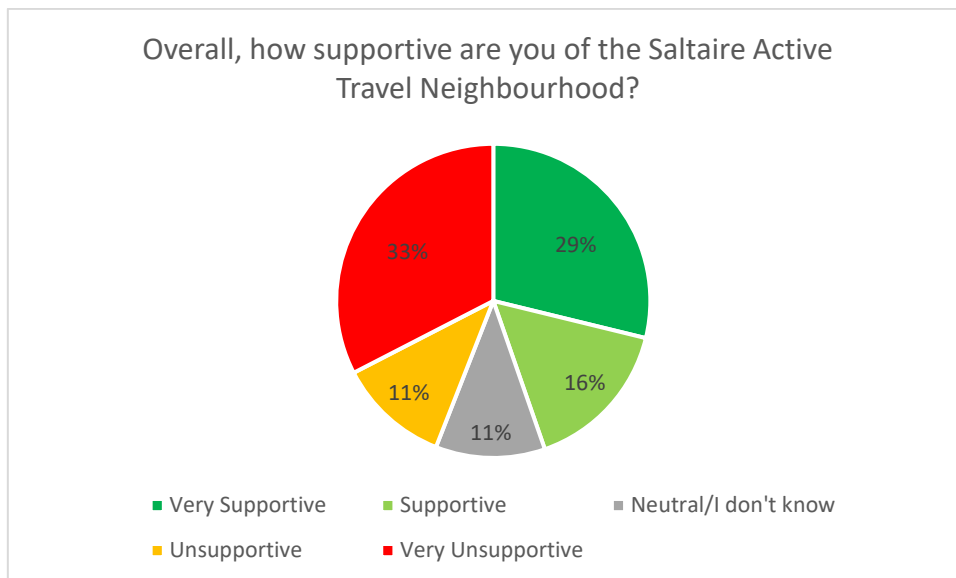


**Question 10: Overall, how supportive are you of the Saltaire Active Travel Neighbourhood?**

Overall, 29% (138) of respondents said they were very supportive of the Saltaire Active Travel Neighbourhood, with 16% (76) of respondents saying they were supportive, giving a total of 45% (214) in favour of the scheme.

33% (156) of respondents said they were very unsupportive of the Saltaire Active Travel Neighbourhood, with 11% (55) saying they were unsupportive, giving a total of 44% (211) against the scheme.

11% (54) of respondents said they were neutral or did not know. 53 respondents did not answer this question.

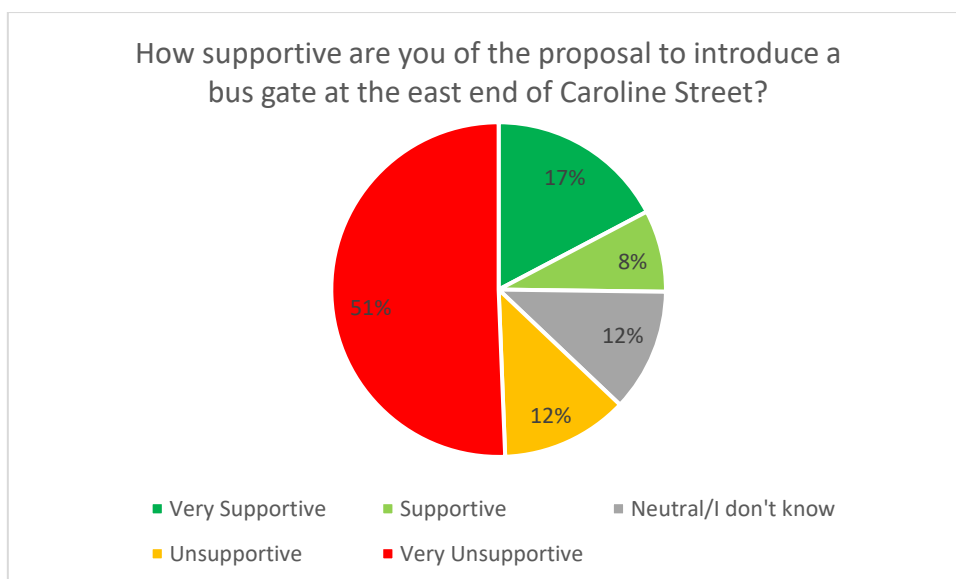


**Question 11: How supportive are you of the proposal to introduce a bus gate at the east end of Caroline Street?**

The majority of respondents (51% or 243) said that they were very unsupportive of the proposal to introduce a bus gate at the east end of Caroline Street and 12% (59) were unsupportive, giving a total of 63% (302) of respondents against a bus gate at the east end of Caroline Street.

17% (83) of respondents said they were very supportive of the proposal, and 8% (38) said they were supportive. This gives a total of 25% (121) of respondents in favour of a bus gate at the east end of Caroline Street.

12% (57) of respondents said they were neutral or did not know. 52 respondents did not answer this question.

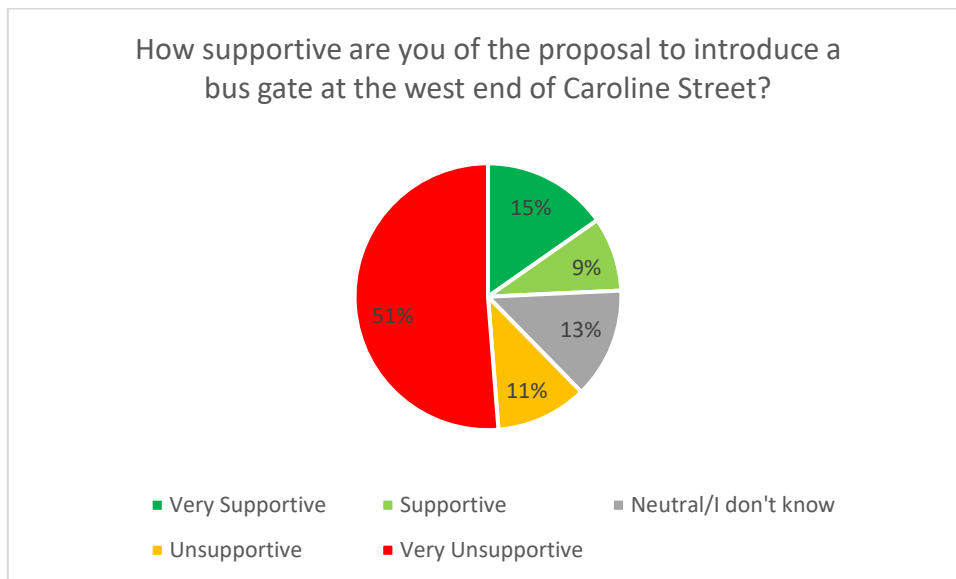


**Question 12: How supportive are you of the proposal to introduce a bus gate at the west end of Caroline Street?**

Again, the majority of respondents (51% or 245) said that they were very unsupportive of the proposal to introduce a bus gate at the west end of Caroline Street and 11% (53) were unsupportive, giving a total of 62% (298) of respondents against a bus gate at the west end of Caroline Street.

15% (73) of respondents said they were very supportive of the proposal, and 9% (43) said they were supportive. This gives a total of 24% (116) of respondents in favour of a bus gate at the west end of Caroline Street.

13% (64) of respondents said they were neutral or did not know. 54 respondents did not answer this question.

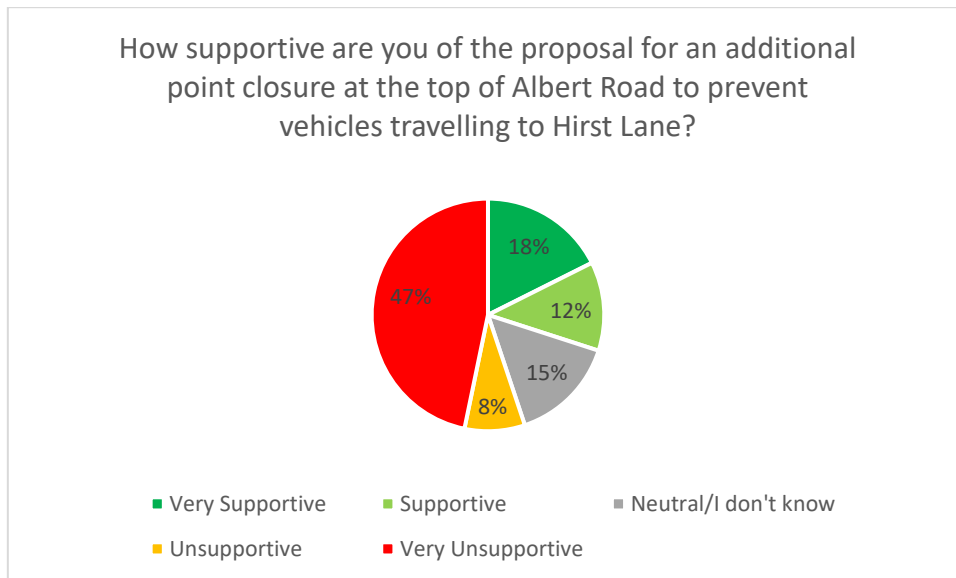


**Question 13: How supportive are you of the proposal for an additional point closure at the top of Albert Road to prevent vehicles travelling to Hirst Lane?**

47% (223) of respondents said they were very unsupportive of the proposal for an additional point closure at the top of Albert Road, with 8% (40) of respondents saying they were unsupportive of the proposal. This gives a total of 55% (263) of respondents against the proposal.

18% (84) of respondents said they were very supportive of the proposal, with 12% (59) of respondents saying they were supportive. This gives a total of 30% (143) of respondents in favour of the proposals for an additional point closure at the top of Albert Road.

15% (71) of respondents said they were neutral or did not know. 55 respondents did not answer this question.

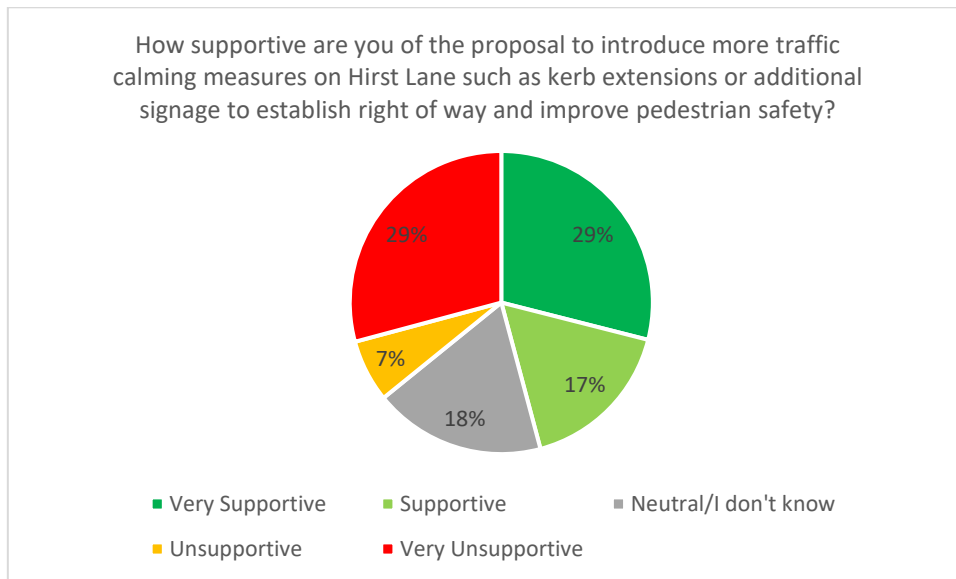


**Question 14: How supportive are you of the proposal to introduce more traffic calming measures on Hirst Lane such as kerb extensions or additional signage to establish right of way and improve pedestrian safety?**

29% (139) of respondents said they were very supportive of the proposal to introduce more traffic calming measures and signage on Hirst Lane, with 17% (81) saying they were supportive. This gives a total of 46% (220) of respondents in favour of the proposal.

A further 29% (140) of respondents said they were very unsupportive of the proposal, and 7% (32) said they were unsupportive giving a total of 36% (172) of respondents against the proposal for traffic calming measures and more signage on Hirst Lane.

18% (88) of respondents said they were neutral or didn't know. 52 respondents did not answer this question.

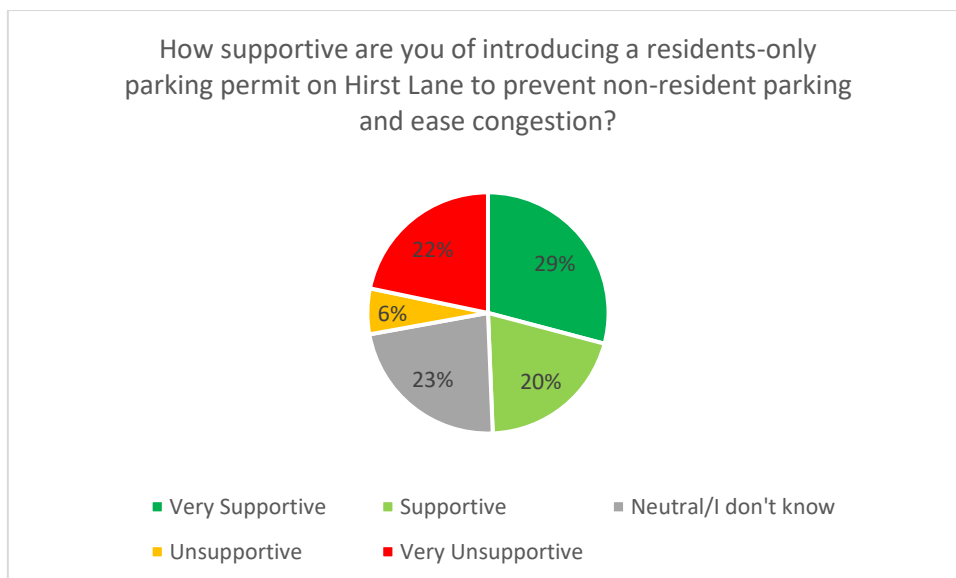


**Question 15: How supportive are you of introducing a residents-only parking permit on Hirst Lane to prevent non-resident parking and ease congestion?**

29% (138) of respondents said they were very supportive of the proposal to introduce a residents-only parking permit on Hirst Lane, with 20% (96) supportive. This gives a total of 49% (234) in favour of a residents-only parking permit on Hirst Lane.

22% (103) respondents said they were very unsupportive of the proposal and 6% (29) said they were unsupportive, giving a total of 28% (132) respondents against a residents-only parking permit on Hirst Lane.

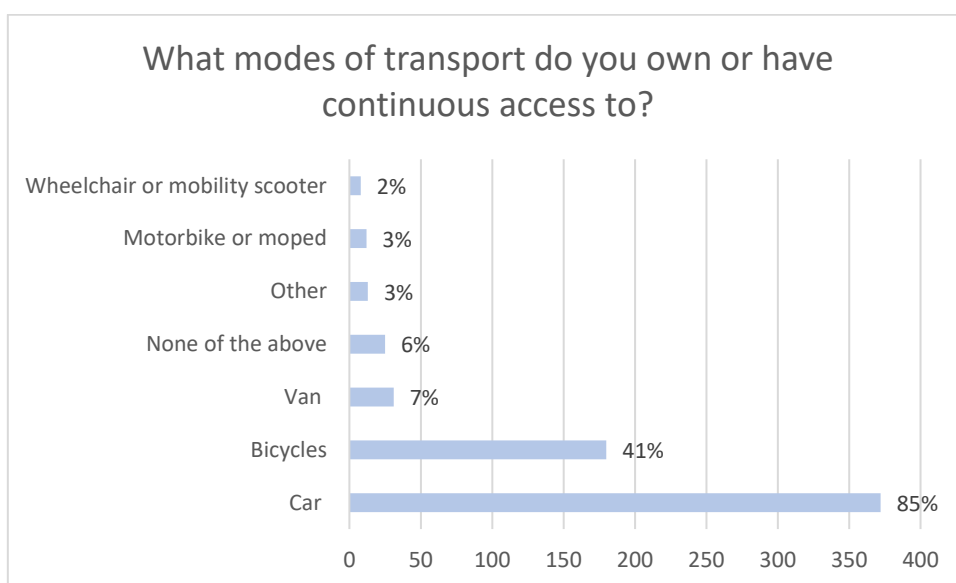
23% (108) of respondents said they were neutral or did not know. 58 respondents did not answer this question.



**Question 16: What modes of transport do you own or have continuous access to?**

The vast majority of respondents (85% or 372) said they have continuous access to a car. 41% (180) of respondents said they have continuous access to a bicycle while 7% (31) said they have continuous access to a van. 96 respondents did not answer the question.

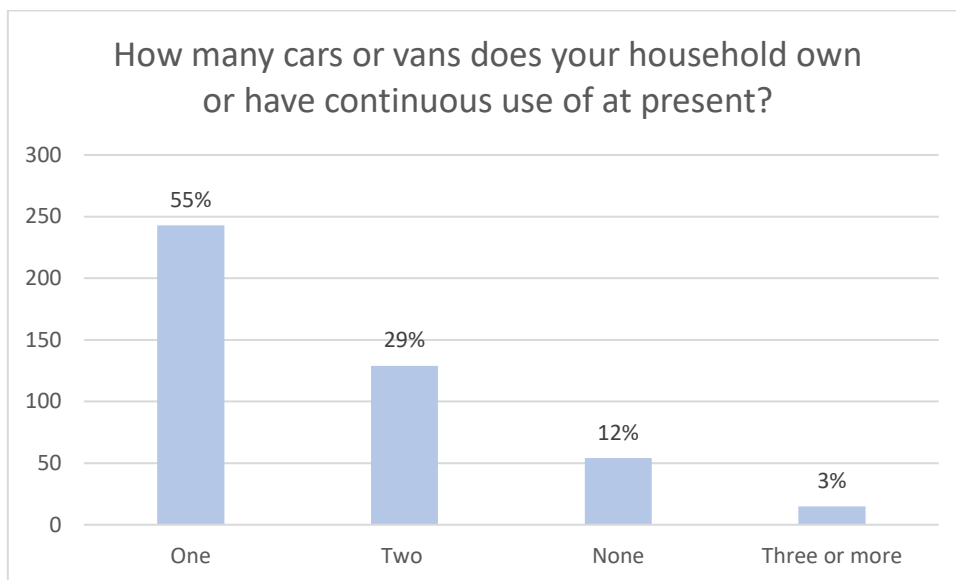
Respondents were able to select more than one answer in response to this question, so percentages do not necessarily add up to 100%.



**Question 17: How many cars or vans does your household own or have continuous use of at present?**

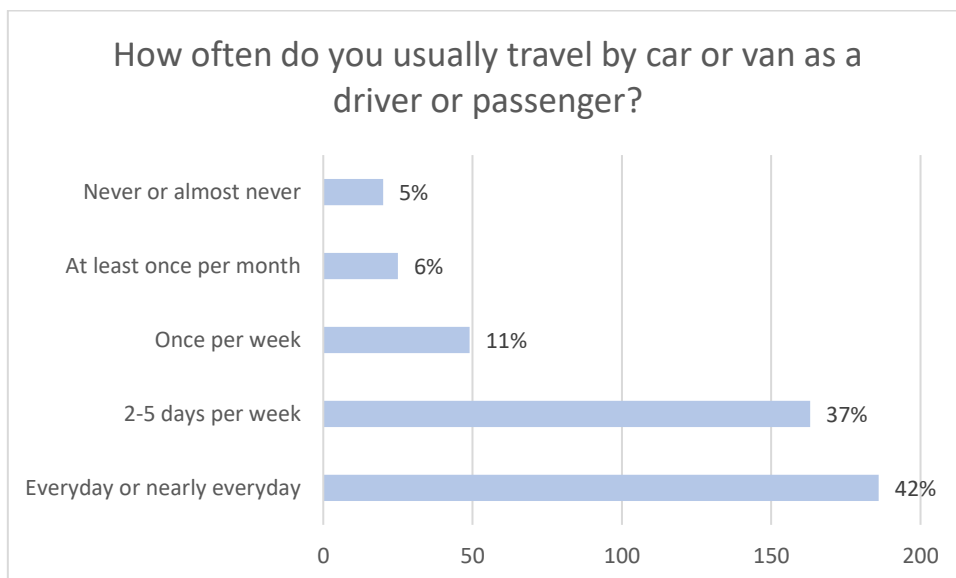
55% (243) of respondents said they have continuous access to one car or van and 29% (129) of respondents said they have continuous access to two cars or vans.

12% (54) said they do not have continuous access to a car or van, and 3% (15) of respondents said they have continuous access to three or more cars or vans. 91 respondents did not answer this question.



**Question 18: How often do you usually travel by car or van as a driver or passenger?**

42% (186) of respondents said they usually travel in a car or van as a driver or passenger everyday or nearly everyday, while 37% (163) said they travel between two and five days per week. 11% (49) of respondents said they travel in a car or van as a driver or passenger once per week. 89 respondents did not answer this question.

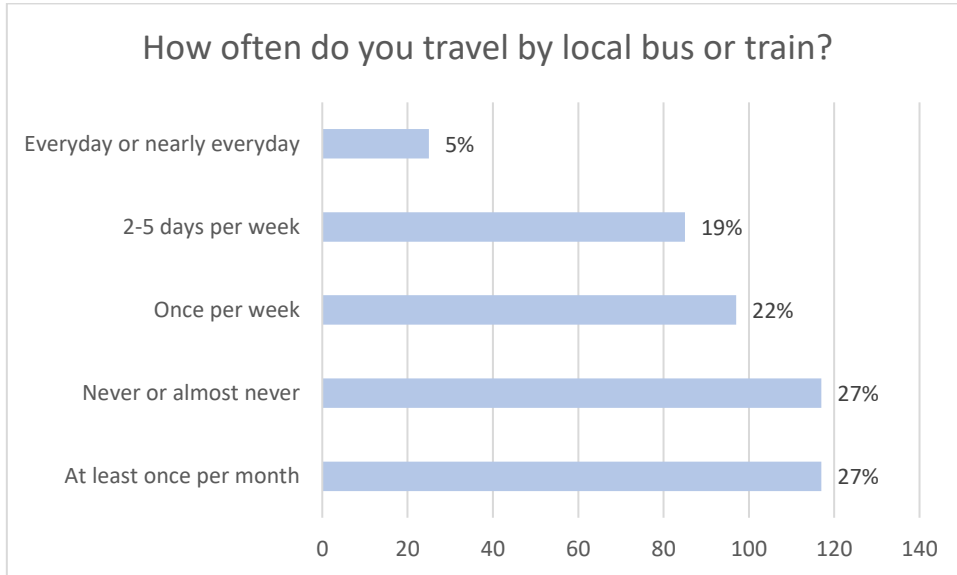




**Question 19: How often do you travel by local bus or train?**

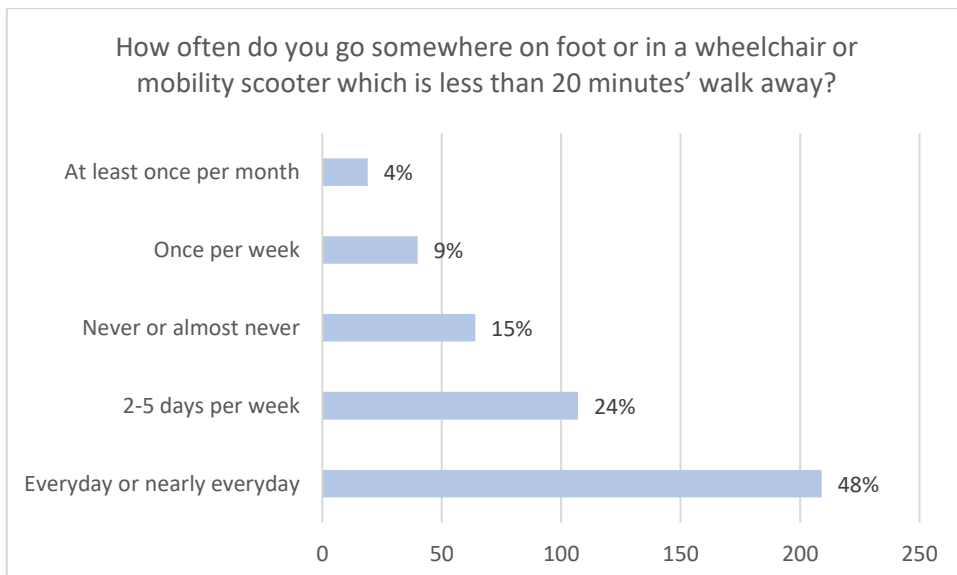
27% (117) of respondents said they travel by local bus or train at least once per month, while the same number of respondents (27% or 117) said they never or almost never travel by local bus or train.

22% (97) of respondents said they travel by local bus or train once per week, and 19% (85) said between two and five days per week. 91 respondents did not answer this question.



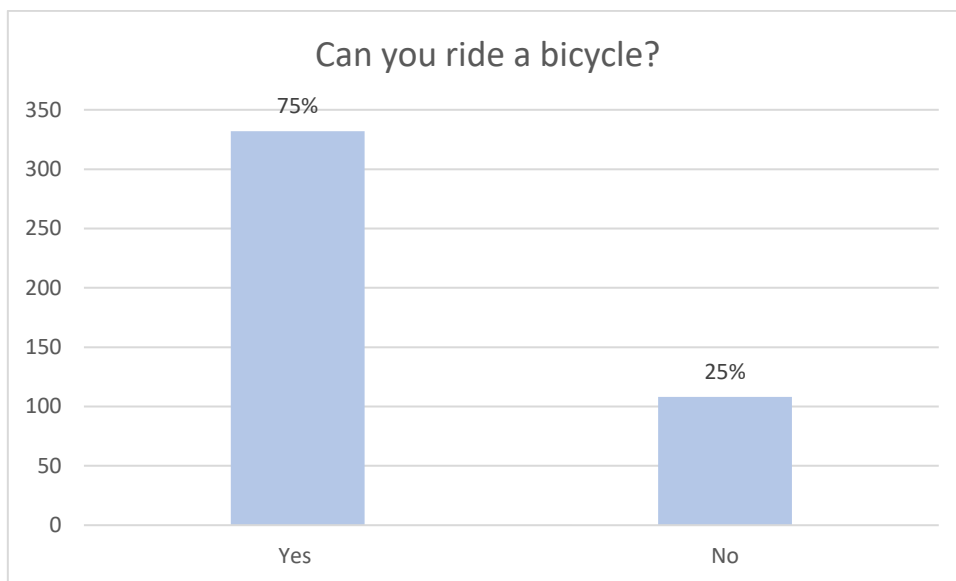
**Question 20: How often do you go somewhere on foot or in a wheelchair or mobility scooter which is less than 20 minutes' walk away?**

48% (209) of respondents said they go somewhere less than 20 minutes' walk away on foot, in a wheelchair or mobility scooter everyday or nearly everyday. 24% (107) of respondents said they do between two and five days per week, while 15% (64) of respondents said they never or almost never go somewhere less than a 20 minute walk away on foot, in a wheelchair or a mobility scooter. 93 respondents did not answer this question.



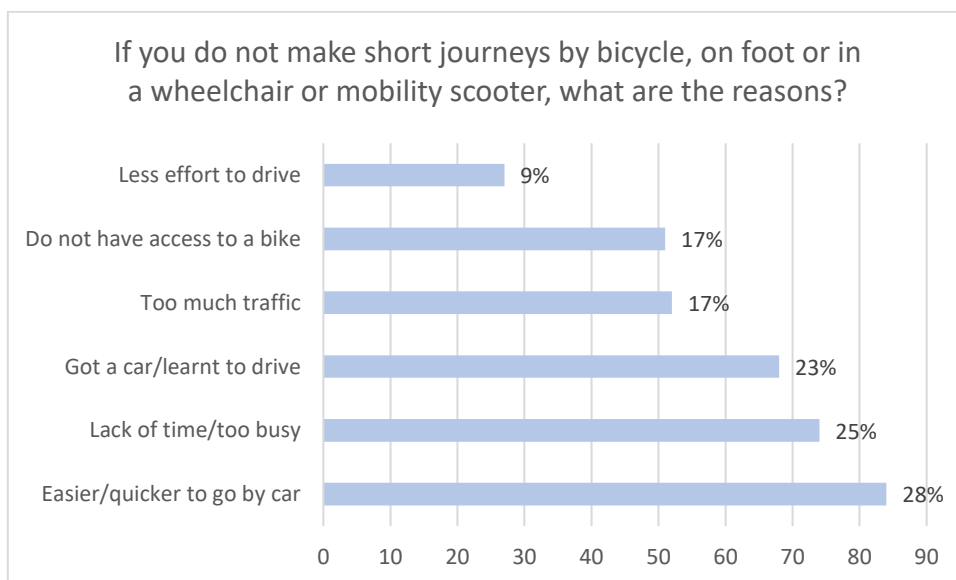
### Question 21: Can you ride a bicycle?

The vast majority of respondents (75% or 332) said they can ride a bicycle, while 25% (108) of respondents said they could not ride a bicycle. 92 respondents did not answer this question.



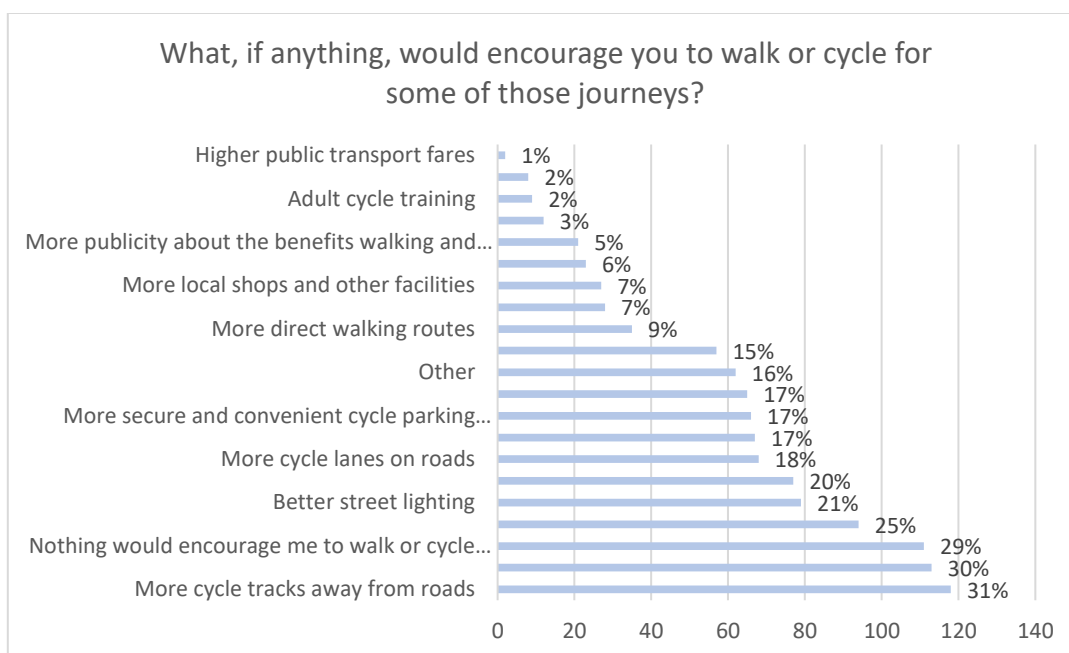
### Question 22: If you do not make short journeys by bicycle, on foot or in a wheelchair or mobility scooter, what are the reasons?

In response to this question, 28% (84) of people said that they do not make short journeys by bicycle, on foot or in a wheelchair or mobility scooter because it is easier or quicker to go by car. 25% (74) said they didn't because of a lack of time or they are too busy while 23% of respondents (68) said that because they had a car or had learnt to drive, they did not make short journeys by bicycle, on foot or in a wheelchair or mobility scooter. 237 respondents did not answer this question.



### Question 23: What, if anything, would encourage you to walk or cycle for some of those journeys?

31% (118) of respondents said that more cycle tracks away from roads would encourage them to walk or cycle more for short journeys. 30% (118) of respondents said that less traffic on roads would encourage them and 29% (111) said that nothing would encourage them to walk or cycle for short journeys.



### Analysis of Open-Ended Questions

In addition to the multiple choice feedback survey provided, respondents also had the opportunity to answer the open-ended question: 'If you have any other comments on this scheme, please let us know'. Comments were also received via other feedback channels, those being the email address, Freephone information line or the Freepost address. A summary of the points raised is provided in the following table:

If you have any other comments on this scheme, please let us know
General comments in support of the scheme
<p><b>23 respondents left general comments in support of the scheme</b></p> <ul style="list-style-type: none"> <li>• 14 respondents commented that they were supportive of the scheme, but also shared that there are issues that need to be resolved. <ul style="list-style-type: none"> <li>○ Of these, four respondents commented that generally they are happy with current scheme but shared that traffic has now been funnelled into other areas, such as Hirst Lane.</li> </ul> </li> <li>• Six respondents shared their support, but also commented that the scheme does not go far enough as the surrounding areas can also be dangerous.</li> <li>• Two respondents shared their support for the scheme, commenting that there are too many cars in the area. <ul style="list-style-type: none"> <li>○ One of these respondents commented that it is difficult for pedestrians in parts of the village such as Victoria Road and Caroline Street due vehicles.</li> </ul> </li> <li>• One respondent commented that the scheme has had a positive effect on their life, as their asthma has improved, they have seen a reduction in stress levels and feel safer.</li> <li>• One respondent said they would like to see more schemes like this as cars are a blight on urban areas.</li> </ul>

## Hirst Lane

**132 respondents shared comments around the Hirst Lane element of the scheme.**

**Comments were focused on the following areas**

**Proposed additional measures** – as part of the consultation, some additional traffic calming measures and resident permit parking were proposed on Hirst Lane.

**28 of the 132 respondents commented on the proposed additional measures on Hirst Lane**

**24 respondents felt negatively about the proposed additional measures. Many of these respondents were non-residents of Hirst Lane**

- 10 respondents commented that introducing residents only permit parking would be difficult for people such as parents who need to take their children to school.
- Five respondents commented that any permit parking on Hirst Lane will move the problem to the surrounding streets.
- Four respondents commented that the proposed additional measures will worsen conditions on Hirst Lane, which is dangerous during icy and snowy weather because it is not gritted.
- Two respondents commented that permit parking for residents does not help as most of the cars on Hirst Lane belong to the residents, who have no means of off-street parking.
- One respondent commented that parking permits on Hirst Lane imposes unnecessary restrictions especially for local sports clubs making them difficult to access.
- One respondent commented that they live near Hirst Lane and would consider moving if it became permit only as it would restrict them.
- One respondent commented that creating resident parking will make parking more difficult meaning fewer people will use the train station for commuting, pushing them to take journeys in their car.

**Four respondents felt positively about the proposed additional measures**

- Two respondents commented that permit parking for residents is great but shared concern that it will cause other drivers to go somewhere else.
- One respondent commented they are happy with the current scheme in place, and the proposed additional measures on Hirst Lane will make it even better and will deal with speeding on Caroline Street.
- One respondent commented that parking permits for residents on Hirst Lane would be fine so long as the car park at Hirst Lock has disabled parking introduced.

### **Traffic/Congestion**

**45 respondents commented specifically around traffic and congestion on Hirst Lane**

- 14 respondents commented that the traffic lights at the Hirst Lane/Bingley Road junction should have a longer green phase because it is still hard to get out at peak times.
- 11 respondents commented that traffic being funnelled in one direction onto Hirst Lane and exiting onto Saltaire Road, is adding to the traffic chaos.
- Nine respondents commented that increased traffic on Hirst Lane causes major problems/ delays at the weekend.
- Two respondents commented that Hirst Lane and Clarence Road are both chaotic in the mornings and mid to late afternoon, especially with HGVs using Hirst Lane to access the industrial estate.
- Two respondents commented there is a constant queue to exit Hirst Lane.
- Two respondents commented that the increased traffic on Hirst Lane discourages people from walking and cycling.

- One respondent commented that closing three out of the four roads from Bingley Road to Hirstwood has pushed all the traffic down to Hirst Lane.
- One respondent commented that, as they have children, they sometimes must take journeys by car and it often takes them an extra ten minutes to drive to their house when sat in traffic.
- One respondent commented that it seemed unfair to Hirst Lane residents to bear the brunt of the traffic.
- One respondent commented that access to Hirstwood Industrial Estate is compromised especially by the school near Hirst Lane. They added that trucks are finding it difficult to turn down the road, and the road is also bottlenecked around the school run times.
- One respondent commented that wagon drivers struggle on Hirst Lane due to increased parking and traffic.

### Safety

#### **32 respondents commented specifically around safety on Hirst Lane**

- 19 respondents commented that Hirst Lane has become more dangerous, especially during the school run.
- Four respondents commented that they had observed increased road rage on Hirst Lane and people parking on the road make it dangerous for children who attend Saltaire Primary School.
- Three respondents commented that it is very difficult to exit Hirst Lane after the traffic lights as cars park on both sides of the road which means you can't see what's coming round the corner.
- Two respondents commented that a lot of cars reverse on the main road from the traffic lights to avoid the traffic.
- Two respondents commented that it was difficult to cross Hirst Lane due to the volume of traffic. They suggested a zebra crossing or some traffic lights be introduced.
- One respondent commented that Hirst Lane is dangerous as people often do three-point turns in the road.
- One respondent commented that the college has a negative impact on safety as students don't abide to the speed limit.

### Pollution

#### **Two respondents commented specifically around pollution on Hirst Lane.**

- Two respondents commented there has been an increase in pollution caused by idling vehicles in traffic.

### General comments

#### **There were three general comments about Hirst Lane**

- Two Hirst Lane residents said they would like to see the measures removed as soon as possible.
- One respondent commented that traffic on Hirst Lane has been a persistent issue even before the introduction of the ATN measures with traffic building up at the traffic lights and people double parking, and at night in the rain when visibility is very poor.

### Suggestions

#### **Eight respondents made suggestions around Hirst Lane**

- Four respondents suggested making the area on Hirst Lane from the Nursery to the first house should be double yellow and no parking at any time.
- One respondent suggested that if Hirst Lane is to be kept as the main route for cars, then it should be two lanes wide with better sight lines.

- One respondent suggested that congestion on Hirst Lane could be eased by reopening the top of Tower Road, Dallam Road and Carlton Road for exit-only. They also suggested that these roads could be designed as left turn only as turning right can be hazardous.
- One respondent commented that some cameras on Hirst Lane need more monitoring as cars cut it fine driving through red/amber lights.
- One respondent suggested that Hirstwood should be included in the traffic calming measures.

### Question

#### **There was one question relating to Hirst Lane**

- One respondent asked where parents are meant to park when they drop their children off at school?

### **Caroline Street**

#### **99 respondents shared comments on Caroline Street.**

**Proposed bus gates** – as part of the consultation, we asked for views on a bus gate, which could have been on either end of Caroline Street.

#### **61 of the 99 respondents commented specifically on the proposals for a bus gate on Caroline Street.**

#### **46 respondents felt negative about the idea of a bus gate on Caroline Street.**

- 31 respondents commented that they were against the proposal for the bus gates on Caroline Street.
- Five respondents commented the bus gates will increase traffic on the roads nearby.
- Four respondents commented that the addition of a bus gate will move traffic elsewhere.
- Two respondents commented that they like the current scheme but are against the bus gates as they feel it goes too far.
- One respondent commented that restricting access on Caroline Street will detrimentally impact their business as it will be an inconvenience for people to drive around.
- One respondent commented that a bus gate on the east end of Caroline Street will increase traffic on Exhibition Road and Victoria Road.
- One respondent commented that making Caroline Street only for bus, taxi, or bicycles, is going to add to the problems of people trying to get to the train station in the morning.
- One respondent commented that they felt the required signage and road markings for a bus gate would be an eyesore.

#### **15 respondents felt positive about the idea of a bus gate on Caroline Street**

- Nine respondents commented that a bus gate on Caroline Street together with measures on Hirst Lane will deal with issues like speeding on Caroline Street.
- Two respondents commented that they were in support of the bus gates on Caroline Street as they had witnessed very serious accidents on that road recently.
- Two respondents commented that they were in favour of a bus gate on Caroline Street but expressed concern that some people would not be able to access their properties.
- One respondent commented they were very supportive of traffic reduction measures on Caroline Street as it is currently very hazardous.
- One respondent commented that as an elderly disabled person, a bus gate will make it easier for them to cross the road.

### Safety

#### **16 respondents commented on safety on Caroline Street**

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- Seven respondents commented that they have witnessed several accidents following drivers racing down the east end of Caroline Street. All suggested that point closures at the top of the road would make it safer.
- Six respondents commented that Caroline Street is now more dangerous and needs traffic calming measures.
- Three respondents commented that the east end of Caroline Street is still unsafe to cross on foot.

### **Through-traffic**

#### **Seven respondents commented on through-traffic on Caroline Street**

- Three respondents commented that more needs to be done on Caroline Street and Dallam Road as people are still rat running.
- Three respondents commented that they have noticed an increase in traffic, noise, and speeding cars on Caroline Street.
- One respondent commented that the scheme on Caroline Street has significantly increased traffic that is not local, but traffic taking short cuts away from main roads.

### **General Comments**

#### **There were four general comments on Caroline Street**

- One respondent commented that one of the planters on the junction of Caroline and Victoria Street has been moved and may allow smaller vehicles through.
- One respondent commented that the increased traffic on Caroline Street means that many people living in older houses which aren't soundproof do not get much sleep.
- One respondent commented that the streetlights on Caroline Street near the social club have been out for months, which impedes any ability to see when walking.
- One respondent commented that the entrance to houses on the back of Caroline Street is constantly blocked by commuters using the train station, leaving waste disposal unable to access bins and residents unable to get outside their own homes.

### **Suggestions**

#### **There were six suggestions relating to Caroline Street**

- Two respondents suggested that permits should be given to residents to continue to use the road for access and stop non-resident cars parking there.
- One respondent suggested that it would be better than nothing to have a bus gate, but believes it would be better closing off the road.
- One respondent commented that the give way sign at the end of Caroline Street should be a stop sign.
- One respondent suggested that the best place for a bus gate on Caroline Street is at Exhibition Road or Victoria Road.
- One respondent suggested that they would like to see more complimentary measures such as secure residential bike parking and more measures to reduce footway parking and to see measures on Caroline Street to slow down traffic.

### **Questions**

#### **There were four questions relating to Caroline Street**

- One respondent asked why are they proposing allowing the closure of Caroline Street car park?
- One respondent commented that they work on Caroline Street and asked how the delivery wagons were going to deliver?

- One respondent commented that they would like to see a map of where the proposed bus gates on Caroline Street were going and asked where they could drive to get out of the area?
- One respondent asked what would happen about access to Caroline Street Club if gates were fitted?

## Safety

### 39 respondents shared comments around the safety of the scheme

#### There were 28 general comments relating to safety

- 15 respondents commented that they wanted the ATN scheme to be permanent and have felt safer as a result.
- Seven respondents commented that they were concerned how difficult the measures were making it for emergency services to access Hirstwood.
- Four respondents commented that the scheme was dangerous for residents.
- One respondent said that some roads were being used as rat runs and that 'access only' signs weren't being followed, making it dangerous.
- One respondent suggested that speed-limiting measures throughout the village would make everyone feel safer.

#### There were 10 comments relating to speeding

- Two respondents commented that cars cutting are through Upper George Street to avoid traffic making it dangerous.
- Two respondents commented that speeding is a problem everywhere and this should be dealt with first before blocking off roads.
- One respondent commented that pavement parking has become a nightmare on Mary Street and Upper Ada Street and they must walk on the road whilst cars speed down it.
- One respondent noted that traffic up to Moorhead Lane is horrendous and their children can no longer safely cross the road at peak times due to traffic density and speed.
- One respondent said their car had been written off due to a driver crashing into their car whilst parked prior to the scheme being put in place. They added that since the implementation of the measures, the roads feel much safer.
- One respondent requested safety improvements to the road by the park, which is a hot spot for speeding and is dangerous to cross with children.
- One respondent suggested speed cameras should be placed throughout Saltaire to stop all the speeding.
- One respondent suggested putting speed bumps throughout the village instead of closing off roads.

## Albert Road

### 37 respondents shared comments on Albert Road

**Proposed additional point closure** – as part of the consultation, an additional point closure was proposed on Albert Road.

**29 of these 37 respondents commented on the proposal to place an additional point closure on Albert Road. All 29 comments were negative**

- 15 respondents commented the proposed road closure on Albert Road will only push traffic elsewhere.
- Ten respondents commented they were against the proposed closure on Albert Road.
- Two respondents commented that they like the current scheme but are against the closure of Albert Road as they feel that goes too far.



- One respondent commented that a closure on Albert Road will make it even more difficult to get out their house.
- One respondent commented access into and out of the village would be much more difficult for residents of Albert Road.

### **General Comments**

#### **There were five general comments relating to Albert Road**

- Two respondents commented that the road closures were pushing traffic into less affluent areas.
- One respondent commented that the scheme prevents them, as a resident, from getting about in their car, and has not reduced non-residents from using their cars through Albert Road.
- One respondent said, as a resident on Albert Road, they had noticed a real positive difference with less speeding in through the village.
- One respondent commented that they were concerned about people parking across the emergency services access between Carlton Avenue and Albert Road when dropping children off.

### **Questions**

#### **There were three questions relating to Albert Road**

- One respondent asked how they were supposed to get out of Albert Street without reversing?
- One respondent asked what was gained from closing off Albert Road?
- One respondent asked how someone with decreased mobility would access their home on Albert Road if the road was closed?

### **Pollution**

#### **35 respondents commented on pollution**

- 27 respondents commented that the scheme has not reduced overall traffic and pollution, only moved it to other areas.
- Three respondents said there is an increase in congestion and pollution on Hirst Lane outside Hirstwood nursery where the children play.
- Two respondents commented that children playing in the school grounds now breathe in more noxious chemicals due to worsened gridlock.
- One respondent commented that the scheme is a serious health hazard for them as they have asthma and heart failure, and they live on Shirley Street which has seen a serious increase in traffic.
- One respondent commented that the scheme had created more emissions from the increased traffic on the roads.
- One respondent commented that the scheme has made a really big improvement to the environment and their lives generally.
- One respondent commented that the additional traffic jams outside the school is not good for the air quality directly outside the building.
- One respondent commented that some action is needed on congestion and pollution on the A650.

### **Bingley Road**

#### **21 respondents shared comments on Bingley Road**

- Two respondents commented since the road closures, traffic on Bingley Road has worsened.

- Two respondents commented that their journey time to work has increased due to additional traffic on Bingley Road.
- One respondent commented that the main roundabout to get to Bingley has seen increased traffic and caused more accidents due to impatient drivers.
- One respondent commented that vehicles using sat nav guidance are constantly using the route as a thoroughfare to Bingley Road and then are prevented by the point closure. They are then having to turn around back towards Hirst Lane, doubling the journey and accident risk.
- One respondent commented that while the improvements have been great, they have seen an increase in traffic and dangerous driving on Bingley Road

### **Suggestions**

#### **There were 13 suggestions relating to the Bingley Road proposals**

- 12 respondents suggested putting more crossings on Bingley Road.
- One respondent suggested changing the timings on the Bingley Road traffic lights to let more cars through at peak times.

### **Question**

- One respondent asked if there was anything that could be done about the traffic on Bingley Road as there is always bad traffic?

## **Victoria Road**

#### **19 respondents commented on Victoria Road**

- Five respondents commented they were very supportive of current traffic reduction measures on Victoria Road as it is very hazardous.
- Two respondents commented it is difficult for pedestrians and drivers at the junction of Caroline Street/Victoria Road because of increased traffic on Caroline Street.
- Two respondents commented that the crossing on Saltaire Road and Victoria Road by the therapy centre is dangerous because cars don't always stop at the red lights.
- One respondent commented that on-street parking along Victoria Road affects the safety for pedestrians walking from the park.
- One respondent commented that they do not support the ATN on Victoria Road as they live a mile from Saltaire and need their car to access Victoria Road area.
- One respondent commented that closing Park Street means Victoria Road has become a nightmare.

### **Suggestions**

#### **There were seven suggestions relating to Victoria Road**

- Four respondents requested traffic signals and a crossing at the intersection of Victoria Road and Saltaire Road as it is difficult to cross as a pedestrian and difficult to get out of as a motorist.
- Two respondents suggested that Victoria Road should have some parking restrictions as some junctions are difficult to see out of and dangerous.
- One respondent commented that whilst there is a 20mph speed limit, cars do not stick to it. They suggested having a speed camera.

## **Pedestrians**

#### **15 respondents shared comments on pedestrians**

- Two respondents commented that not everyone can walk their children to school and rely on a car to transport them and get to work.
- One respondent commented that the scheme has made cars less dominant and has made Albert Road and Titus Street more pleasant to walk for residents.
- One respondent commented that they found the scheme helpful and can now walk their two children to and from Saltaire Primary School safely.
- One respondent commented that some drivers are making it very difficult for pedestrians in some part of the village such as Victoria Road and Caroline Street.
- One respondent commented that they do not feel safe walking as drivers do not stick to speed limits.
- One respondent commented that the bottom of Moorhead Lane is a dangerous for pedestrians as there is no pedestrian crossing.

### **Suggestions**

- One respondent suggested lighting on the towpath from Saltaire to Shipley and Bingley.
- One respondent suggested that there needs to be a better crossing on Gordon Terrace outside the old Co-op as it is currently dangerous.
- One respondent suggested that more pedestrian crossings in Saltaire would be welcomed.

### **Parking**

#### **14 respondents commented on parking**

- 13 respondents commented that the whole of Saltaire should have permit parking to stop people from parking on the pavements.
- One respondent commented that parking permits are needed for Rhodes, Maddocks and Baker Street because Shipley College, visitors and commuters take up parking for residents.

### **Consultation**

#### **13 respondents commented about the consultation element of the scheme**

- Seven respondents commented that the scheme was a failure that didn't recognise the needs and wishes of residents and businesses in Saltaire.
- Three respondents commented that they did not receive anything about the consultation scheme even though they live in the affected areas.
- Two respondents commented that they felt misled by the initial consultation as they feel there has been an increase in general traffic and drivers speeding.
- One respondent commented that the survey was not a reflection of the village's views as five thousand people live there and only four hundred were surveyed.

### **Sleningford Road**

#### **11 respondents shared comments on Sleningford Road**

- One respondent commented that the scheme has greatly improved the situation on Sleningford Road/Grove behind their house, with delivery vehicles no longer speeding around the sharp and steep corner as a cut through.
- One respondent commented that the road surfaces should be improved on Sleningford Road and Sleningford Grove.

### **Questions and Suggestions**

**There were two questions and suggestions regarding Sleningford Road**

- One respondent asked what is happening with Sleningford Road?
- One respondent suggested putting lighting down the Riverside Court and Quays towpath and asked if lights can be added without interfering with the wildlife in the hedge?

## Titus Street

### 11 respondents commented on Titus Street

- Nine respondents commented that Titus Street is much nicer since the measures were implemented, however, they also shared concerns that the scheme has moved traffic and turned Victoria Street and Caroline Street into rat runs.
- One respondent commented they had witnessed a driver completely disregard the closed section of pavement between Titus Street and Carlton Avenue.
- One respondent commented that parking at the closed-off end of Titus Street has become hazardous for residents manoeuvring around to houses and suggested this section should be residents-only parking with the south side double-yellow lined.

## Cycling

### Ten respondents left comments on cycling

- One respondent commented that the quieter roads have given them the confidence to start cycling on the roads and means they are getting more exercise.
- One respondent commented that they would support a cyclist priority exiting Victoria Road.
- One respondent commented that if cycling routes out of the village are blocked, it would be harder and steeper to cycle.
- One respondent commented that they do not feel safe cycling as drivers do not stick to speed limits. They suggested speed cameras to tackle this problem.
- One respondent commented that the junction at Victoria Street and Caroline Street is dangerous to cycle on.

### Suggestions

#### There were five suggestions relating to cycling

- Two respondents suggested a larger roll out of the scheme as their family are more likely to cycle greater distances if a whole route is safe.
- One respondent suggested a safe, segregated cycleway from Saltaire to Shipley and Bingley.
- One respondent suggested that lighting on the cycle routes linking Saltaire with Shipley and Bradford city centre needs to be improved.
- One respondent suggested there needs to be a segregated cycle lane with kerbs instead of paint on the main roads.

## Public Transport

### Nine respondents shared general comments regarding public transport

- Five respondents commented that the lack of public transport means people will choose driving over cycling and walking.
- Two respondents commented that they would like to support a bus gate, but public transport is unreliable, with buses only arriving once an hour.
- Two respondents commented on suggesting making public transport free to see a change in car usage.

## Money

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### **Nine respondents shared comments around the cost of the scheme**

- Of these nine respondents, eight commented that the scheme is a waste of money.
- One suggested that the money would be better spent on improving roads.

### **Congestion**

#### **Six respondents commented on congestion.**

- Two respondents commented they cannot often get out of their road due to a traffic standstill, which has seen an increase in noise, pollution, and air quality.
- Two respondents commented that the traffic has worsened in the area, meaning they are now unable to drive and support local businesses.
- One respondent commented that they now can't get to their house or travel out of Saltaire without making a massive detour.
- One respondent commented that they are constantly late for work due to traffic.

### **Saltaire Road**

#### **Five respondents shared comments on Saltaire Road**

- Three respondents commented that the measures have not addressed or eased traffic along Saltaire Road.
- One respondent commented that Saltaire Road had now become a rat run.
- One respondent commented that Saltaire Road has got busier, noisier, and more dangerous to cross in the mornings.

### **Dallam Avenue**

#### **Five respondents commented on Dallam Avenue**

- Three respondents commented that more needs to be done about cars parking on the pavements on Dallam Avenue which blocks the pavements.
- Two respondents commented that they have enjoyed the traffic reduction on Dallam Avenue but many residents on Dallam Avenue double park and the bus and emergency services struggle to get through.

### **Accessibility**

#### **Two respondents commented on accessibility**

- One respondent commented that the scheme is not understanding of disability and Saltaire is difficult to navigate in a wheelchair which will result in wheelchair users not being able to visit Saltaire.
- One respondent commented that adding further measures such as bus gates and road closures will only increase traffic on other roads causing more difficulty for residents, especially those with mobility issues.

### **Dallam Road**

#### **Two respondents shared comments on Dallam Road**

- One respondent commented that walking on Dallam Road feels a lot safer now as there is no through traffic.

- One respondent commented that Dallam Road is much busier with cars than before the traffic calming measures came into place.

#### Park Street

##### Two respondents commented on Park Street

- One respondent commented that they live on Park Avenue and the Park Street closure has made a massive positive difference on the environment.
- One respondent commented that with Park Street blocked off, it makes it difficult to visit relatives. They suggested permit parking only would fix this problem.

#### Carlton Avenue

##### Two respondents commented on Calton Avenue

- Two respondents commented that emergency services have found it difficult to access Carlton Avenue.

#### Fern Hill Road

##### Two respondents commented on Fern Hill Road

- One respondent commented that the displacement of traffic has negatively impacted Fern Hill Road.
- One respondent commented that the displacement of traffic has negatively impacted Fern Hill Road which means their children cannot safely cross the road due to speeding cars.

#### Businesses

##### One respondent commented on businesses

- One respondent commented the scheme will close local businesses down as tourists will have to bypass the area.

#### Baker Street

##### One respondent commented on Baker Street

- One respondent commented that Baker Street has always been one of the most used roads before and after the implementation of the scheme. People cut through while speeding and congest the road. There is also a children's playground at the bottom, adding to the danger.

#### General Comments

##### There were two general comments made about the Active Travel Neighbourhood

- One respondent commented they were upset that during the scheme preparatory works, a pole was placed outside a residents house that was touching their house without being informed.
- One respondent commented that the scheme adds more stress to their daily life and can no longer visits their parents in Saltaire.

## General Suggestions

### Six respondents shared general suggestions on the scheme

- One respondent suggested pedestrianising Albert Terrace as many drivers don't know where they are going or chance a free spot when there is no parking.
- One respondent suggested strengthening the School Street as some parents who drive continue to be rude and harass residents.
- One respondent suggested implementing an ANPR system with permit passes to solve the issues of traffic coming through.
- One respondent suggested putting some little trees in the street planters as well as the flowers.
- One respondent suggested planters on the road outside Hirst Wood Park as it is a hot spot for speeding and dangerous to cross with children.
- One respondent suggested the planters have adjustable feet to level them.

## General Questions

### There were 16 general questions made about the Active Travel Neighbourhood

- Nine respondents requested the traffic monitoring data via email.
- Three respondents asked if they could be shown the exact locations of the proposed further measures on a map?
- One respondent asked if all residents and businesses affected by the scheme on Hirst Lane will be contacted and will peoples' concerns be taken into consideration?
- One respondent commented that as their comments were still not showing on the consultation website after 24 hours, what should they do?
- One respondent asked as a resident of Albert Avenue, how will they be able to access Saltaire/ Bradford Road if 'potential additional measures' are added?
- One respondent asked if there was a planned budget for maintenance of the planters?

## Section 6: Appendix

### Appendix 1 – Commonplace Site

[Home](#) November 2023 Update: Saltaire Active Travel Neighbourhood

1/1

#### November 2023 Update and Survey: Saltaire Active Travel Neighbourhood

**UPDATE 29/11/2023:** Due to a delay in delivering leaflets to residents and businesses, we are extending the deadline to give your feedback until Monday 11 December at 4pm.

#### Introduction

Measures which form the Saltaire Active Travel Neighbourhood (ATN) were introduced in July 2022. The ATN aims to make Saltaire a more pleasant, vibrant and safer area by limiting through traffic, and making the area more attractive for walking, cycling and spending time outdoors.

In July and August 2021, we undertook an initial consultation on the concept of an ATN which showed that 80% of 479 respondents felt positive about introducing measures to make Saltaire an ATN. You can find the page where the scheme was initially proposed [here](#), where you can also view the first consultation report.

Measures which form the ATN were implemented from July 2022 as a trial. The measures include:

- Five point closures to vehicles (using planters): at the top of Tower Road, Dallam Road, Carlton Road, at the junction of Titus Street and Victoria Road, and at the junction of Albert Terrace and Victoria Road.
- Three point closures to vehicles (using vehicular deterrent paving): at the top of Slensingford Road, Park Street, and at the junction of Carlton Avenue and Albert Road.

The map below shows the scheme as it currently stands:



To view this map as a PDF, click [here](#).

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## **Traffic Monitoring**

Throughout the trial period, we have been collecting traffic monitoring data.

In May 2022, prior to any measures being put in place, we took a baseline of data. We then conducted further monitoring in January 2023.

This data will contribute to the assessment of the impact of the scheme.

### **Summary of traffic monitoring data:**

- At the western end of the ATN, the Sleningford/Tower/Dallam and Carlton Road closures saw a 55% reduction in traffic.
- Local traffic rerouted to Hirst Lane, which saw a 40% increase in traffic.
- The closed Titus Street saw a 63% reduction in traffic. But traffic increased on Victoria Road North (8%) and Caroline Street (7%) as vehicles re-routed.
- The closed Park Street saw a 75% reduction in traffic, with traffic re-routed to Victoria Road South (17% increase) but not George Street (48% decrease).
- There was no significant change in traffic on Dallam Avenue (4% reduction).

If you would like the full set of data, please get in touch.

## **Next Steps**

The trial period is now coming to an end as the Experimental Traffic Regulation Order (ETRO), which enabled the measures to be introduced, will expire in January 2024, 18 months after being put in place.

The traffic monitoring data and the feedback we have received will contribute to the long term decision making on the scheme.

The feedback we have received throughout the trial period suggests that most residents and businesses who have got in touch with us like the measures and the scheme has met its aims.

Therefore, as it stands, Council officers are planning to recommend that the scheme is made permanent.

## **Final Survey**

We are hosting a survey on this website to give residents and businesses the final chance to give feedback on the current scheme and let us know what you think of some potential additional measures that are set out below. The survey is open until Monday 4 December 2023 at 5pm and can be accessed at the bottom of this page.

Once the survey has closed, a report will be produced and this will be used to make a decision on the future of the scheme, alongside the traffic monitoring data. The decision will be made by the Council's Executive Member for Regeneration, Planning and Transport.

## **Potential Additional Measures**

While the majority of feedback we have received has been positive, we do understand that some residents and businesses feel the scheme has not benefitted them. As well as those already in place, we are considering some potential additional measures to address some of the negative feedback we have received.

Due to funding constraints, we would not be able to implement all of the measures outlined below but would like your feedback on what you think would work best for you.

### **The potential additional measures are:**

- **A bus gate at the east end of Caroline Street\*** to reduce traffic and improve public transport reliability.
- **A bus gate at the west end of Caroline Street\*** to reduce traffic and improve public transport reliability.
- **A point closure at the top of Albert Road** to prevent vehicles travelling around to Hirst Lane.
- **Further traffic calming measures on Hirst Lane**, for example kerb extensions or additional signage, to establish right of way and improve pedestrian safety.
- **A residents-only parking permit on Hirst Lane** to prevent non-resident parking and ease congestion.

**\*Please note:** only buses, taxis and cycles would be permitted through a bus gate. Residents would not receive a pass/permit to go through the bus gate.

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**Have your say**

There are a number of ways you can provide your feedback:

**Online:** Fill out the feedback form below and let us know your views on the potential additional measures.

You can also contact us by phone, by email or in writing to provide feedback, ask questions and request written materials.

**Email:** [info@activetravelbradford.co.uk](mailto:info@activetravelbradford.co.uk)

**Freephone:** [0808 196 9119](tel:08081969119)

**Post:** Freepost BFD Highways

**The survey is open until Monday 11 December 2023 at 4pm.**

**Check out the following documents**

Saltaire ATN Plan v6.pdfpdf ↓ 

**The survey has two parts.**

The first part, made up of 17 questions, asks you about your experience of the measures so far, and your opinion on the potential additional measures. This should take between **5-8 minutes to complete**.

The second part, made up of 10 questions, asks you about your travel habits. This should take between **3-5 minutes to complete**.

We would be grateful for as thorough response as possible.

**What is your connection to the area?**

Select one or more options

I live here

I work here

I visit friends/family who live here

I study here

My child goes to school here

I travel through the area

I visit for leisure or a night out

I own a business here

I visit for shopping

**How do you usually get around the local area?**

Select one or more options

Car/van

Walk

Motorbike or moped

Bicycle

Wheelchair or mobility scooter

None of the above

Other (please specify)

[Add something else](#)

**Following the implementation of the Saltaire Active Travel Neighbourhood measures, do you find you are walking, cycling or wheeling around the area more? (wheeling includes using a wheelchair or mobility scooter)**

Select one option

More

Less

About the same

Don't know

**Overall, do you think that walking/wheeling and cycling conditions in Saltaire have improved?**

Select one option

They have improved

About the same

They have got worse

Don't know

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**If you have you walked, wheeled or cycled for some journeys that you previously would have made by car or van since the scheme was implemented, please indicate why below.**

Select one or more options

To save money	To save fuel	To get more exercise	To help the environment
The roads are too congested		To help reduce congestion	
Decreased access to a car or van			
Walking, wheeling or cycling is more pleasant/convenient now			
Driving is less pleasant/more inconvenient now		Other (please specify)	

 [Add something else](#)

**What do you like about the Saltaire Active Travel Neighbourhood?**

Select one or more options

Less traffic noise	Reduction in through traffic	Less speeding traffic
Improved air quality	Easier/more pleasant to walk or wheel	
Easier/more pleasant to cycle	More child-friendly environment	
Improved crossing points	More pleasant environment to spend time outside	
Other (please specify)		

 [Add something else](#)

**What do you dislike about the Saltaire Active Travel Neighbourhood**

Select one or more options

Increased mileage on car journeys	Increased journey times
Not enough improvements for walking	Not enough improvements for cycling
Increased traffic on main roads (please let us know where through the 'Add something else' tool)	
Increased traffic on my road (please let us know where through the 'Add something else' tool)	
Stopping me from travelling	Other (please specify)

 [Add something else](#)

**Since the implementation of the Active Travel Neighbourhood are you walking/wheeling more instead of driving for local journeys?**

Select one option

More	About the same	Less
------	----------------	------

**Since the implementation of the Active Travel Neighbourhood are you cycling more instead of driving?**

Select one option

More

About the same

Less

**Overall, how supportive are you of the Saltaire Active Travel Neighbourhood?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**How supportive are you of the proposal to introduce a bus gate at the east end of Caroline Street?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**How supportive are you of the proposal to introduce a bus gate at the west end of Caroline Street?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**How supportive are you of the proposal for an additional point closure at the top of Albert Road to prevent vehicles travelling to Hirst Lane?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**How supportive are you of the proposal to introduce more traffic calming measures on Hirst Lane such as kerb extensions or additional signage to establish right of way and improve pedestrian safety?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**How supportive are you of introducing a residents-only parking permit on Hirst Lane to prevent non-resident parking and ease congestion?**



Very Supportive



Supportive



Neutral/I don't know



Unsupportive



Very Unsupportive

**Do you have any further comments on the Saltaire Active Travel Neighbourhood?**

**Transport Habits Questions**

Thank you for your answers so far, we will now ask you to share information about the modes of transport you own or use day to day. These 10 questions will take between 3-5 minutes to complete.

**What modes of transport do you own or have continuous access to? (select all that apply)**

Select one or more options

Car	Van	Motorbike or moped	Bicycles	Wheelchair or mobility scooter
None of the above		Other (please specify)		

**How many cars or vans does your household own or have continuous use of at present?**

Select one option

None	One	Two	Three or more
------	-----	-----	---------------

**How often do you usually travel by car or van as a driver or passenger?**

Select one option

Everyday or nearly everyday	2-5 days per week	Once per week
At least once per month	Never or almost never	

**How often do you travel by local bus or train?**

Select one option

Everyday or nearly everyday	2-5 days per week	Once per week
At least once per month	Never or almost never	

**How often do you go somewhere on foot or in a wheelchair or mobility scooter which is less than 20 minutes' walk away?**

Select one option

Everyday or nearly everyday

2-5 days per week

Once per week

At least once per month

Never or almost never

**Can you ride a bicycle?**

Select one option

Yes

No

**If you do not make short journeys by bicycle, on foot or in a wheelchair or mobility scooter, what are the reasons? (Select all that apply)**

Select one or more options

Got a car/learnt to drive

Do not have access to a bike

Easier/quicker to go by car

Lack of time/too busy

Less effort to drive

Too much traffic

Road safety concerns

Personal security concerns

Poorly maintained road surfaces

Drivers attitudes towards cyclists

Lack of cycle routes

Nowhere safe to store the bicycle at home

Nowhere safe to leave the bicycle at the destination

Ill-health

The weather

Pavement parking

Other (please specify)

 [Add something else](#)

**What, if anything, would encourage you to walk or cycle for some of those journeys?**

Select one or more options

Better street lighting	Better maintained pavements	More road crossings
More CCTV cameras	More cycle lanes on roads	More cycle tracks away from roads
Less traffic on roads	Lower speed limits	Having more time available
Having no car available	Higher costs of motoring	Higher public transport fares
More traffic congestion	More direct walking routes	Adult cycle training
More secure and convenient cycle parking facilities		
A cycle mileage allowance for journeys to work or for business		
Better driver attitudes towards cyclists	More local shops and other facilities	
More publicity about the benefits walking and cycling has on health, the environment and congestion		
Nothing would encourage me to walk or cycle for some of these journeys		
Other (please specify)		
<a href="#">Add something else</a>		

Thank you for your time, we really appreciate your answers. Please click 'Next' below to submit your responses.

[Back](#)

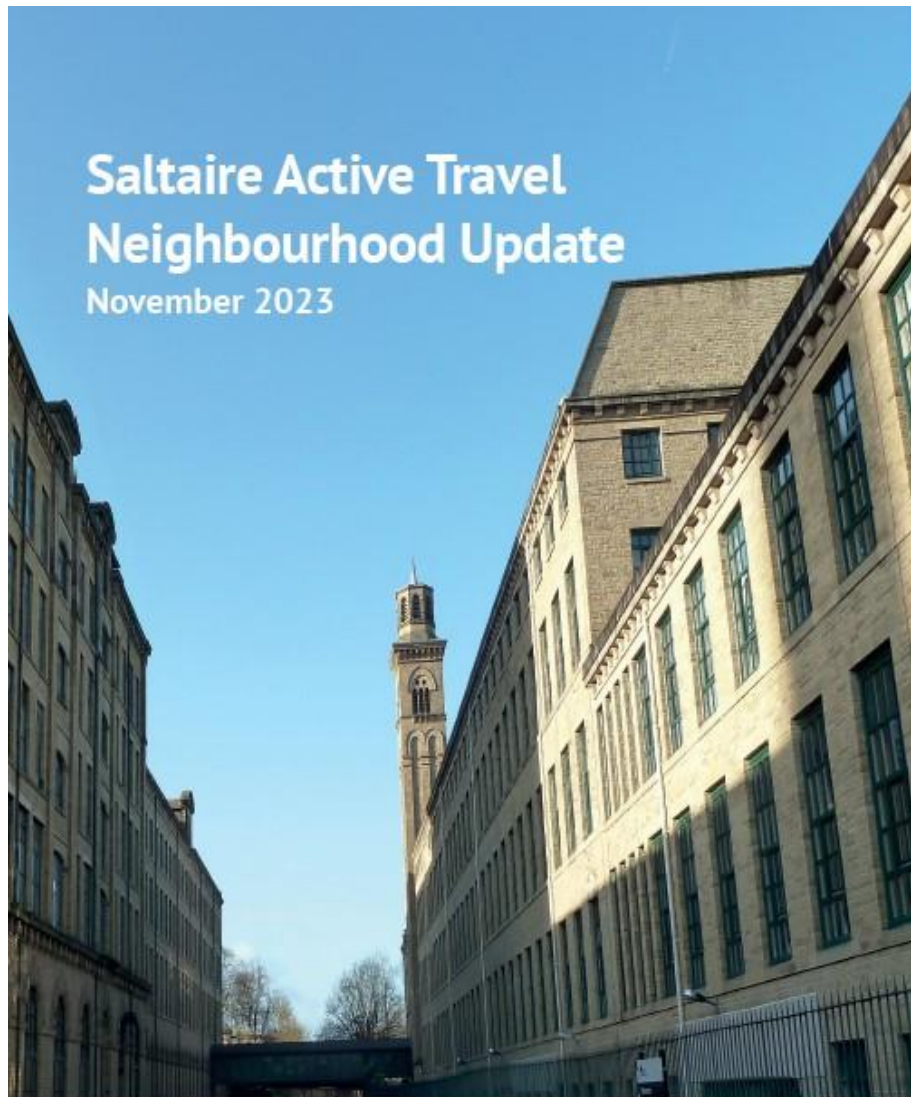
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# Saltaire Active Travel Neighbourhood Update

November 2023

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## Introduction

Measures which form the Saltaire Active Travel Neighbourhood (ATN) were introduced from July 2022 and completed in September 2022. The ATN aims to make Saltaire a more pleasant, vibrant and safer area by limiting through traffic, and making the area more attractive for walking, cycling and spending time outdoors.

In July and August 2021, we undertook an initial consultation on the concept of an ATN which showed that 80% of 479 respondents felt positive about introducing measures to make Saltaire an ATN.

Feedback and suggestions from this initial consultation period, as well as discussions with key stakeholders such as emergency services and refuse collection, were taken into account and measures were introduced as part of a trial period. You can view the previous consultation report and find out more about data collected as part of the project trial period via our website or using the contact details on the back of this leaflet.

The trial period is now coming to an end as the Experimental Traffic Regulation Order (ETRO), which enabled the measures to be introduced, will expire in January 2024, 18 months after being put in place.

As an overview, this leaflet:

- Provides an update on the scheme
- Outlines some potential additional measures which could be implemented to help reduce the impact of the scheme on some roads
- Outlines the next steps
- Asks for your feedback



## Creating the Active Travel Neighbourhood

The Active Travel Neighbourhood (ATN) measures currently include:

- Five point closures to vehicles (using planters): at the top of Tower Road, Dallam Road, Carlton Road, at the junction of Titus Street and Victoria Road, and at the junction of Albert Terrace and Victoria Road.
- Three point closures to vehicles (using vehicular deterrent paving): at the top of Sleningford Road, Park Street, and at the junction of Carlton Avenue and Albert Road.

## Traffic Monitoring

Throughout the trial period, we have been collecting traffic monitoring data. In May 2022, prior to any measures being put in place, we took a baseline of data. We then conducted further monitoring in March 2023.

This data will contribute to the assessment of the impact of the scheme.

### Summary of traffic monitoring data

- At the western end of the ATN, the Sleningford/Tower/Dallam and Carlton Road closures saw a 55% reduction in traffic. Local traffic rerouted to Hirst Lane, which saw a 40% increase in traffic.
- The closed Titus Street saw a 63% reduction in traffic. But traffic increased on Victoria Road North (8%) and Caroline Street (7%) as vehicles re-routed.
- The closed Park Street saw a 75% reduction in traffic, with traffic re-routed to Victoria Road South (17% increase) but not George Street (48% decrease).
- There was no significant change in traffic on Dallam Avenue (4% reduction).

For the full set of data, please get in touch.

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## Potential Additional Measures

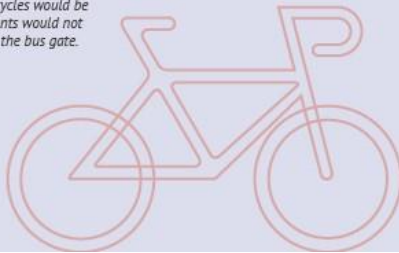
We would like as many residents and businesses as possible to benefit from the Active Travel Neighborhood measures. We are suggesting potential additional measures which are outlined below which aim to help residents and businesses who do not feel they have benefitted so far.

Due to funding constraints, we would not be able to implement all of the measures outlined below but would like your feedback on what you think would work best for you.

The potential additional measures are:

- **A bus gate at the east end of Caroline Street\*** to reduce traffic and improve public transport reliability on the road. The bus gate would operate for traffic going in both directions.
- **A bus gate at the west end of Caroline Street\*** to reduce traffic and improve public transport reliability on the road. The bus gate would operate for traffic going in both directions.
- **A point closure at the top of Albert Road** to prevent vehicles travelling around to Hirst Lane.
- **Further traffic calming measures on Hirst Lane**, for example kerb extensions or additional signage, to establish a Right of Way and improve pedestrian safety.
- **A residents-only parking permit on Hirst Lane** to prevent non-resident parking and ease congestion.

*\*Please note: only buses, taxis and cycles would be permitted through a bus gate. Residents would not receive a pass/permit to go through the bus gate.*



## Next Steps

Public feedback received throughout the trial period suggests that most residents and businesses who have got in touch with us like the measures and the scheme has met its aims.

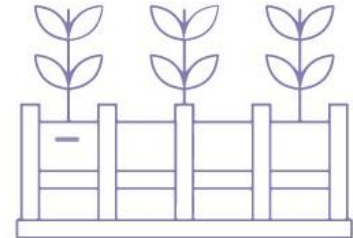
Therefore, as it stands, Council officers are planning to recommend the scheme is made permanent.

As well as those measures already in place, we want to ask you about a small number of additional measures we could implement. These are designed to address concerns highlighted by some residents and businesses. Details of these additional proposed measures are set out on the following page.

## Final survey

We are hosting a survey on our website to give residents and businesses the chance to let us know what you think of the potential additional measures, and give feedback on the scheme which is currently in place. The survey is open until 5pm on Monday 4 December 2023.

Once the survey has closed, a report will be produced and this will be used to make a decision on the future of the scheme, alongside the traffic monitoring data. The decision will be made by the Council's Executive Member for Regeneration, Planning and Transport.



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## Get in touch and have your say

There are a number of ways you can get involved:



**Online:** Fill out the feedback form at:  
[activetravelbradford.commonplace.is](http://activetravelbradford.commonplace.is)

You can also contact us by phone, by email or in writing to provide feedback, ask questions and request written materials.



Scan me

Scan the QR code to access the Active Travel Bradford website.



**Call our Freephone information line on:**  
0808 196 9119



**Email us at:**  
[info@activetravelbradford.co.uk](mailto:info@activetravelbradford.co.uk)



**Write to us:** You can write us a letter containing your feedback and send it to us using Freepost BFD Highways.

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