

The answers to congestion

The 'Bradford-Shipley Route Improvement Scheme' aims to increase traffic capacity of Canal and Valley Roads, at a cost of £48m. BSTA has sent details of alternatives to Bradford Council for their consideration.

It is relatively cheap to put in a clean air zone as planned for commercial vehicles in Bradford's worst-hit pollution area. Why not extend it to all cars, and support families to convert to cleaner engines? Why not do it hand-in-hand with all the measures that help people to avoid using cars for shorter trips: linked-up cycle routes and places to keep bikes safe. Safe and well-maintained routes to walk to schools and shops.

Through-traffic of heavy lorries contributes a lot of Bradford's pollution. Weight restrictions would keep heavy lorries on the M62 instead of cutting through Bradford to get to the North-West. At the same time, a rail freight terminal could link up with 'last mile' van and cargo bike delivery of parcels and shopping.

Mass transit (rapid bus or tram) should be extended up Airedale at an early date to complement rail service improvements. A comprehensive parking strategy that deters long-stay parking in the city centre should be developed. Bus and rail fares need to be kept low. At the national level, pricing of road use should replace other vehicle taxation.

The full list of our alternatives is at www.bsta.org.uk where you can share your own views and suggestions.

Who wants a shift from cars?

BSTA is not against cars or car drivers. Those who need to drive a car would also welcome fewer other cars on the road. We want travel to be recognised as a service which can be invested in, to the benefit of all. A service that includes taxis, public transport, cycling, scooters and walking as well as cars and lorries where they are appropriate.

The Bradford-Shipley Travel Alliance works with our 18 affiliates to encourage alternatives to road-widening, alternatives that achieve a shift from car traffic to other transport, to reduce emissions that are harmful to health and climate.

Please visit our website at www.bsta.org.uk and sign up there for our monthly newsletter.

BSTA continues to collect and work on traffic data so that we can support schemes that are healthy and reduce carbon emissions. We do this with other similar groups in West Yorkshire. We welcome your help.



FACT SHEET 1 – Bradford-Shipley Road Scheme

Our other fact sheets will deal with the impact of traffic on health and on climate.

Sources: Côte cartoon reproduced with permission. Government traffic statistics on each road: www.roadtraffic.dft.gov.uk. Induced traffic: WSP report, 2018, for DfT. 37% less car traffic to reach net-zero target: WYCA 2020 report Carbon Emissions Reduction Pathways.

This factsheet is published by BSTA, March 2022.

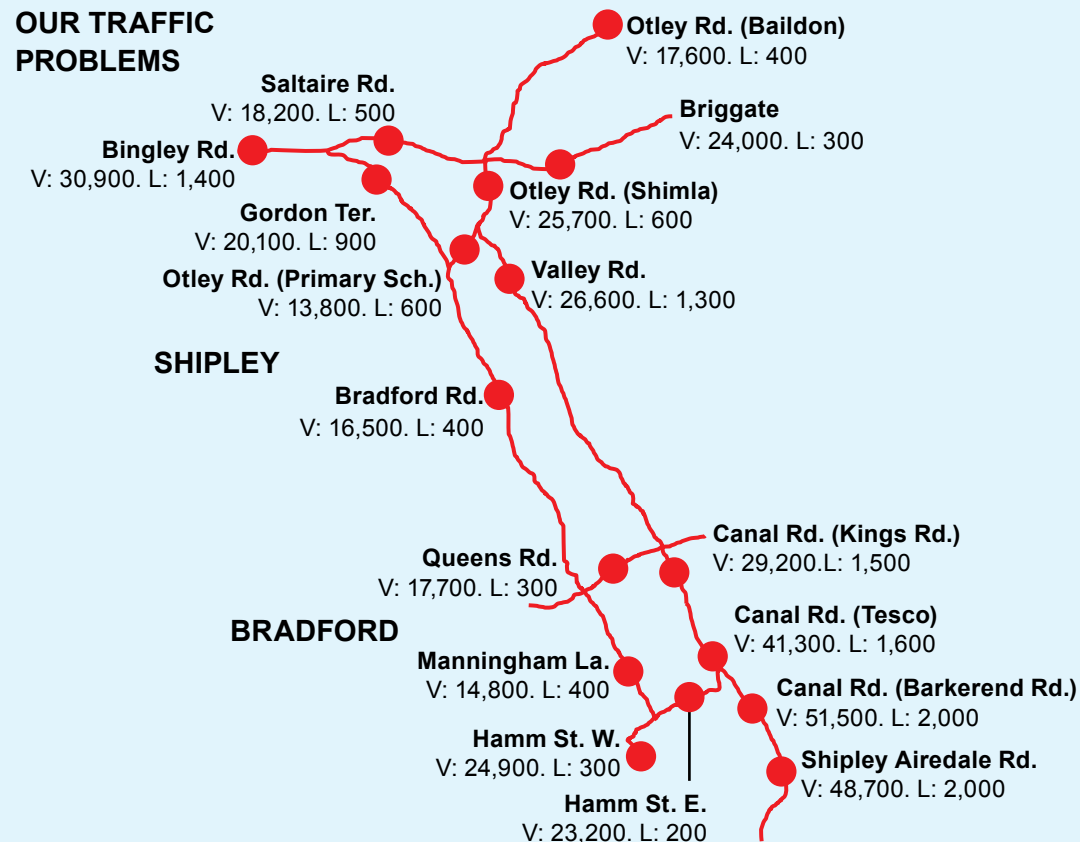


Road Traffic between Bradford, Canal/Valley Roads, Manningham, Frizinghall, Shipley and Saltaire

This factsheet highlights the traffic problems we have now, and suggests some of the solutions.

The air pollution and greenhouse gases created by traffic make us and our children sick, and greatly contribute to global warming. Roads catering for more traffic also carve up communities and are expensive. The best future for everyone including car drivers is to make healthy travel easier.

OUR TRAFFIC PROBLEMS



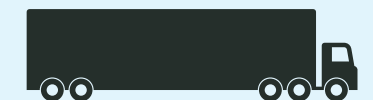
Map key:

The number of vehicles travelling in either direction in one day, averaged over the three years 2017-19.

V= All vehicles



L= Lorries (HGVs)



Source: Dept for Transport. 2020 is the latest year but not used as it was so affected by the first COVID lockdowns. National studies show that traffic has since returned to levels higher than those in 2017-19.

A very busy road system. Over 30,000 vehicles pass along Bingley Road to and from Shipley every day. Over 40,000 go between Shipley and Bradford. About 18,000 are on Otley Road to the north, and another 24,000 on Briggate towards Leeds Road.

30-40,000 vehicles a day is twice as much as the national average for urban A roads.

Cars are 83% of all traffic. This proportion has not changed for the past 20 years.

Lorries are getting heavier. Around 1,400 lorries use Bingley road every day, and about 2,000 lorries operate daily along Manningham Lane and Canal Road. That is slightly fewer than ten years ago in number, by just 3%, but they are larger and heavier.

There are fewer buses. The number of buses in the Bradford-Shipley area shown on the map has reduced by 25% in the last decade.

Through traffic. Much of the traffic in the area does not start nor finish its journey here. Clean Air Zone studies suggested that around 75% of all lorries were just passing through the Bradford area.

Plans are focused on the wrong place. Plans are focused on the Otley Road and Valley Road approaches to Shipley, but the greatest congestion is elsewhere. Widening Valley Road and Canal Road will just mean more traffic trying to get through Saltaire and Shipley on roads and at junctions which already have high flows. They are unfit for increased traffic.

Bradford-Shipley Travel Alliance says that Bradford Council must work with its residents on the impact of changing the capacity of roads. Evidence must be published and reviewed.



Daily gridlock

Map key:
Tuesday at 4.45pm.
Verified as typical for that time of weekday in different months.
Red and deep red show congestion.
Source: Googlemaps.

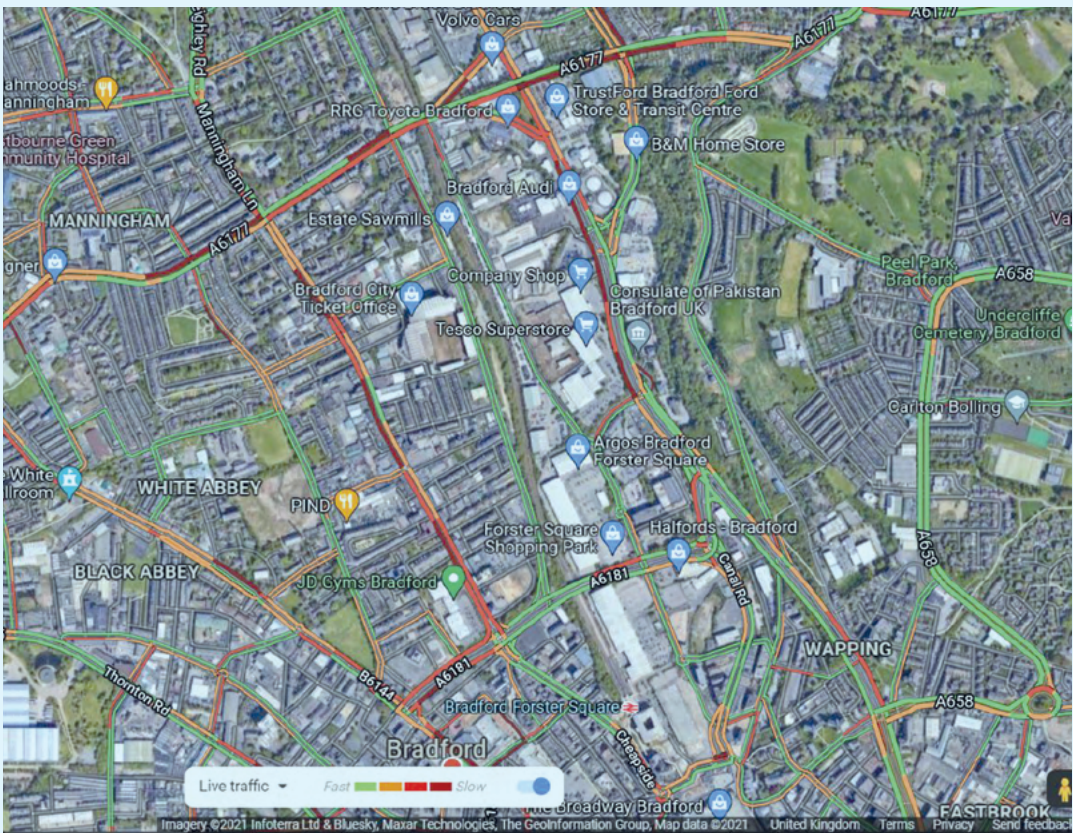
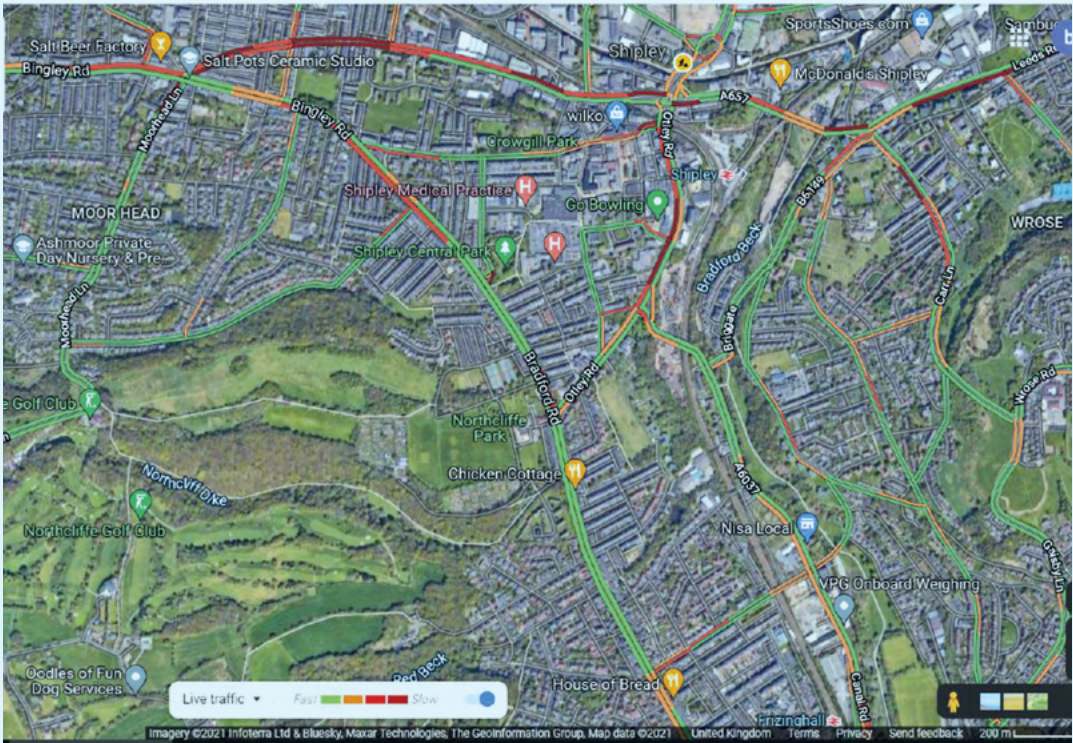
Congestion in Bradford and Shipley

These maps show slow-moving traffic (red and deep red) in the afternoon of a typical weekday in school term-time.

Congestion is particularly bad on Saltaire Road, Otley Road leading to Fox Corner, and nearer Bradford on Queens Road, Manningham Lane and Canal Road.

Throughout the day

Other maps like these show slow-moving traffic on Bingley and Bradford Roads south of Shipley at most times of day from 8am to 6pm.

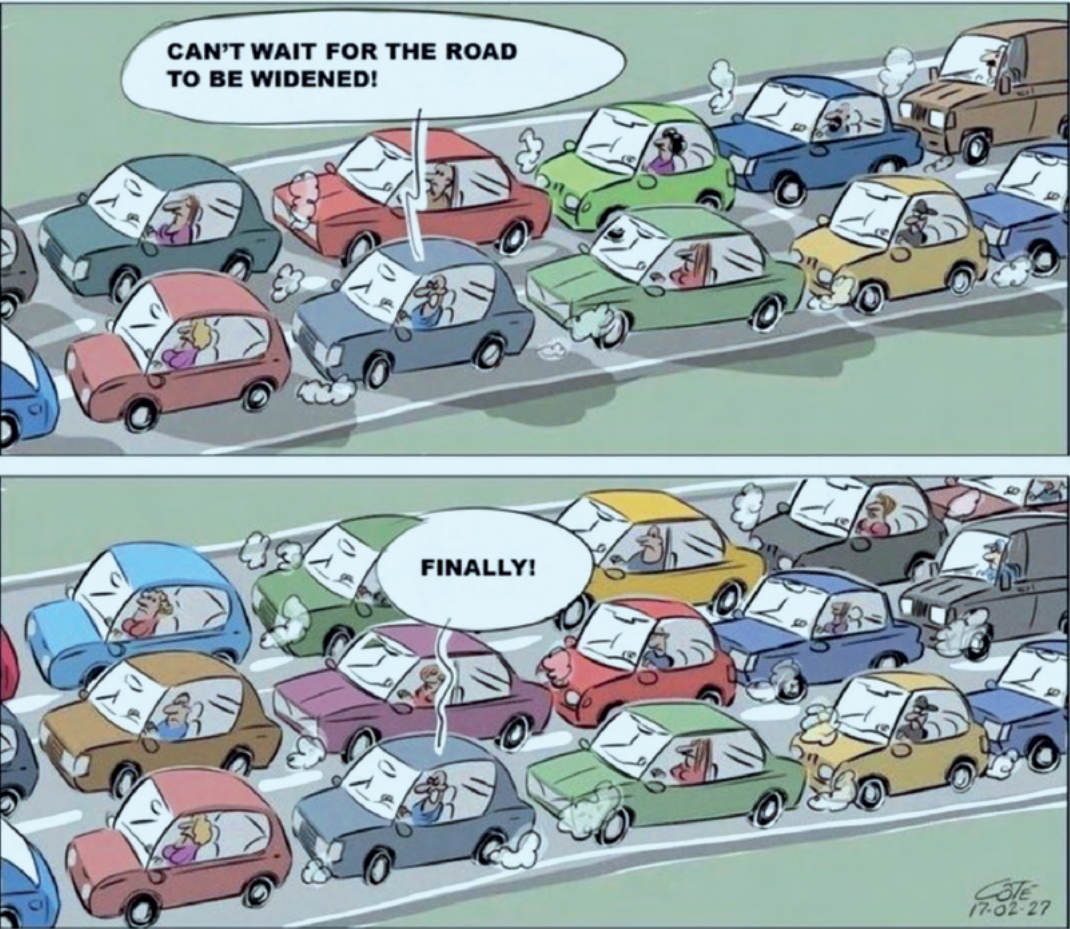


Induced traffic

For over twenty years it has been recognised by government that increasing the capacity of a road creates additional vehicles on it, and reduces the use of other ways of travelling.

Government recognises that every 10% increase in road capacity creates on average 2% extra traffic within 5 years. Much more is attracted to 'improved' urban roads.

This is why we think that widening Canal/Valley Roads is not the answer to congestion, and why it will make things worse.



Are electric cars the solution?

Cars don't emit much carbon and nitrogen emissions directly, but they do produce particulates, a major component in our air quality problem, through the wearing of brake pads, road surface and tyres. Electric vehicles are heavier than their internal combustion equivalents so the wear is significantly greater on these items and on the road surface.

Electric cars don't reduce carbon and nitrogen emissions if the electricity is produced from fossil fuels. The construction of the cars and their batteries also involves a lot of carbon emissions.

Even with the expected shift to electric cars, West Yorkshire Combined Authority says that a 37% reduction in car traffic is needed to meet the target of net zero carbon emissions by 2038.