Bradford City Centre

Description

Bradford is the principal city centre within the City of Bradford Metropolitan District, located in West Yorkshire approximately 9 miles west of Leeds city centre. The city centre is situated in a natural bowl flanked by Sunbridge Road and Listerhills Road to the west, Bolton Road to the north, and Harris Street and Little Germany to the east, with Bradford Interchange providing the primary rail and bus gateway to the south. Bradford town centre encompasses of 664 active and vacant retail, leisure, service and commercial units, amounting to approximately 157,668 sq.m of commercial floorspace.

The city centre is compact and broadly walkable in its core, with the main retail and leisure offer concentrated around The Broadway shopping centre, the pedestrianised streets of Darley Street, Bank Street, Market Street and Hustlergate, and the civic and cultural quarter centred on City Hall, City Park and Centenary Square.

Bradford is the UK's most recent City of Culture, holding the designation for 2025. The City of Culture programme, supported by a landmark £45 million city centre transformation scheme that includes the pedestrianisation of Hall Ings, Market Street, Bank Street and Broadway and the creation of the new 10,000 sq.m Norfolk Gardens, has injected renewed confidence and significant visitor footfall into the city centre. The opening ceremony in January 2025 attracted 23,000 people, and by the programme's midpoint over 1.1 million visits had been made to Bradford.

Bradford's commercial offer is undergoing significant structural change. The Broadway Shopping Centre anchors the comparison retail and leisure offer and is home to the city's principal national multiple operators. The Kirkgate Shopping Centre has been purchased by Bradford Council and is earmarked for demolition as part of the transformational City Village regeneration scheme.

Bradford also benefits from a strong and established independent retail and food and beverage sector, a rich cultural and heritage offer including the Alhambra Theatre, Bradford Cathedral, St. George's Hall, Bradford Live music venue, the National Media Museum and the newly revitalised Bradford Odeon and is the world's first UNESCO City of Film.

Bradford’s market offer includes Darley Street Market, a modern three-storey venue accommodating fresh food and non-food traders, alongside a food hall and outdoor courtyard. An outdoor street market also operates at various locations in the city centre on selected days. The market offer reflects Bradford’s diverse cultural heritage and provides access to international and specialist food products not commonly available from mainstream retailers.



Figure 1: Bradford Interchange provides a combined rail and bus gateway at the southern edge of the city centre, connecting Bradford to Leeds, Halifax and destinations across West Yorkshire.



Figure 2: Bradford City Hall, a Grade I listed Victorian Gothic landmark overlooks the newly improved public realm of Norfolk Gardens created as part of the city centre transformation scheme.



Figure 3: The revitalised former Odeon on Princes Way to Bradford Live, is a key cultural and evening economy anchor, across City Park's Mirror Pool in Centenary Square Live.



Figure 4: The newly pedestrianised Broadway forms the primary retail and financial services corridor of Bradford city centre, with Yorkshire Building Society visible among the financial service operators lining the street.

Table 1: Bradford City Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026(%)	Floorspace UK Average at 2026 (%)
Comparison	39,645	25.1%	28.6%
Convenience	8,587	5.4%	15.4%
Financial & Business	8,165	5.2%	6.0%
Leisure	41,447	26.3%	27.9%
Retail Service	5,733	3.6%	7.3%
Vacant	54,091	34.3%	14.3%
TOTAL	**157,668**	**100.0%**	**100.0%**

Source: Composition of City centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Table 2: Bradford City Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2026 (%)
Comparison	160	24.1%	25.9%
Convenience	46	6.9%	9.4%
Financial & Business	42	6.3%	7.8%
Leisure	158	23.8%	26.7%
Retail Service	73	11.0%	15.9%
Vacant	185	27.9%	14.0%
TOTAL	**664**	**100.0%**	**100.0%**

Source: City centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Uses

Bradford city centre's convenience offer is modest in terms of both the number of units (46 units or 6.9%) and floorspace (8,587 sq.m equating to 5.4%), both of which are significantly below the UK averages of 9.4% and 15.4% respectively. This reflects the city centre's role as a metropolitan shopping and leisure destination rather than a primary food grocery destination for local residents. Convenience provision is nonetheless present through Tesco Express on Sunbridge Road, Sainsbury's Local in The Broadway Shopping Centre on Charles Street, and the recently opened Darley Street Market, a £23 million purpose-built market hall accommodating traders from the former Oastler and Kirkgate markets, providing fresh food, specialist and artisan produce.

Supplementing these, there are a range of independent convenience operators, many of which reflect Bradford's diverse multicultural population, including Afro-Caribbean, African, South Asian and Eastern European grocers and food retailers such as Red and Greens Africana Food Store, Afro Global Essentials, Euro Metro Market and European Mini Market.

Comparison provision accounts for 160 units and 25.1% of floorspace, below the UK averages for both respectively. The comparison offer is concentrated in The Broadway Shopping Centre (opened 2015), which anchors the southern part of the centre and houses the key national multiples including Primark (the largest unit by floorspace at 3,116 sq.m), H&M, Next, River Island, New Look, Skechers, Schuh, Foot Locker, Footasylum, Clarks, Jack & Jones, Boots, Superdrug, The Works, Card Factory and Poundland. Outside The Broadway Shopping Centre, Waterstoneson Hustlergate street provide comparison retail of note.

National multiple representation is broadly typical for a city of Bradford's size and role, and the diversity of clothing, footwear, health and beauty, books and entertainment operators within The Broadway Shopping Centre is a clear strength. The comparison floorspace figure falling below the national average reflects the structural challenges faced by the older Kirkgate Shopping Centre, which has accumulated significant vacant floorspace in recent years and is now subject to demolition.

Bradford's leisure services offer is the best-performing category in unit terms, with 158 units, marginally below the UK average, while leisure floorspace accounts for 26.3% of total floorspace, slightly below the national average of 27.9% reflecting the scale of the major leisure venues in the centre. Key large-format leisure operators include Bradford Live (the newly revitalised Bradford Odeon, a live music venue with a

capacity more than 3,500 at Princess Way), the Alhambra Theatre on Morley Street. St. George's Hall on Hall Ings, Bradford Ice Arena on Little Horton Lane, Sunbridgewells and the National Media Museum. Hotel provision is well-represented, with The Bradford Hotel (on Hall Ings), The Midland Hotel (on Lower Kirkgate street), The Great Victoria Hotel (on Bridge Street) and Leonardo Hotels (on Thornton Road) all located within or adjacent to the centre.

The food and beverage offer includes a mix of national and international operators such as McDonald's, Nando's, Pret A Manger, Zizzi, German Doner Kebab, alongside a strong independent sector including the newly opened Golden Palms which occupies the former Telegraph & Argus building, The Old Bank, Ginger Goose, Porter House Bros, Lemonshed, Azuma, Grand Salas Restaurant, The Kashmir Restaurantand numerous other cafes, bars, pubs and restaurants across Bridge Street, North Parade, Ivegate and Sackville Street. The leisure offer, particularly the cultural and entertainment venues, is a major strength of Bradford city centre.

The retail services accounts for 73 units, which is below the UK average. The category is dominated by health and beauty operators like barbers, hair salons and nail bars which represent the large majority of retail service units. Notable operators include Specsavers, Boots Opticians and Hays Travel in The Broadway shopping centre. The disproportionately low share of floorspace against the UK average, reflects the small unit sizes of these predominantly independent operators.

Financial and business services comprise 42 units, which is again below the UK average with floorspace broadly in line with the national average Bradford retains a healthy range of retail banks, with Barclays, Lloyds Bank, NatWest, HSBC, Halifax, Nationwide, Metro Bank, TSB, Santander, Virgin Money, Yorkshire Building Society and Skipton Building Society all present, representing one of the strongest banking clusters of any UK city centre of comparable size. This is complemented by a range of solicitors, recruitment agencies, estate agents, accountants and pawnbrokers.

Daytime/Evening Economy

Bradford city centre functions as a busy daytime shopping and service centre, serving both the local residential catchment and a wider sub-regional population across the Bradford Metropolitan District. The Broadway generates sustained footfall throughout the day, particularly around its key national multiple anchors, and the adjacent City Park centred on the 3,600 sq. m Mirror Pool water feature in Centenary Square with more than 100 fountains, that serves as a focal gathering and events space hosting up to 10,000 people.

The completion of the £45 million city centre pedestrianisation scheme in April 2025 has significantly improved the pedestrian environment across the core, including Hall Ings, Market Street, Bank Street and parts of Little Horton Lane, and a 25% increase in footfall has been reported as a result of these improvements.

Bradford City of Culture 2025 generated an extraordinary uplift in visitor numbers and city centre activity during the year, with early-year events reported to have tripled footfall in certain locations. The programme included a diverse calendar of events across the city's cultural venues, City Park and other city centre public spaces, extending trading hours and generating evening footfall well beyond the typical retail day.

The evening economy in Bradford city centre is principally concentrated around its food and beverage and entertainment offer. Bridge Street, North Parade, Ivegate and the broader area around The Broadway shopping centre, which support a cluster of bars, pubs and restaurants that generate activity into the evening. Key evening economy operators include The Duke of York, The Crown Sports Bar, Wine Lodge and The Turls Green (public bar), Nando's, Zizzi, Ginger Goose, Porter House Bros., Grand Salas Restaurant and The Kashmir Restaurant and Bradford Live, the Alhambra Theatre and St. George's Hall. The Royal Amusements & Bingo, Sunbridgewells and Napoleons Casino also contribute to the evening economy.

The City of Culture legacy, along with the new public spaces created by the pedestrianisation scheme, has the potential to further strengthen Bradford's evening economy, though the city centre would benefit from a stronger concentration of evening economy uses around a clear focal point to complement the dispersed nature of the current offer.

Vacancies

Vacant units represent Bradford city centre's most significant challenge. Around 185 units were recorded as vacant, which is almost double the UK average. In floorspace terms, vacancy accounts for 54,091 sq.m (34.3% of total floorspace), compared with a UK average of 14.3%. These figures are substantially above national benchmarks and reflect the structural challenges facing Bradford city centre. The majority of vacant units are concentrated within the three main shopping centres, whilst the remainder are dispersed throughout the city centre. These unoccupied units have a noticeable impact on the vitality and appearance of the centre.

The elevated vacancy rate is in large part a consequence of the prolonged forthcoming demolition of the Kirkgate Shopping Centre and Oastler Centre, which has accumulated a high proportion of empty units following the departure of key tenants. The former TJ Hughes unit on Sunbridge Road, the former BrewDog unit on Great Horton Road and the former superstore on Sunbridge Road also represent prominent large-format vacancies. Outside the Kirkgate Centre, vacancies are spread across the wider city centre, including along Westgate, Northgate, Sackville Street, Darley Street and North Parade.

The proposed demolition of the Kirkgate Shopping Centre as part of the City Village regeneration scheme, alongside the reoccupation of key vacant units supported by City of Culture legacy investment, should reduce the vacancy rate materially in the future.

Opportunity Sites

Bradford city centre contains a number of significant opportunity sites that are the subject of active planning and development proposals. The most transformational of these is the Bradford City Village scheme, being brought forward by Bradford Council in partnership with ECF (English Cities Fund). City Village will deliver up to 1,000 new homes across three principal sites, the former Kirkgate Shopping Centre site, the former Oastler Market site and the Chain Street car parks in the “Top of Town” area of the city centre. The scheme also includes 55,000 sq.ft of new retail, café/restaurant and office space, and three new landscape public spaces.

The demolition of the Oastler Centre and construction of the first phase of homes is anticipated to begin in summer 2026 and the Kirkgate which is now permanently closed will be demolished through 2026. The £300 million City Village Scheme backed by £30 million of Homes England funding and £13.2 million from the West Yorkshire Combined Authority is expected to be a 10-year transformational project.

The transformation of Odeon Theatre into Bradford Live music venue with a capacity of more than 3,500 people. This acts as a focal point for the local users and attract high footfall for the evening economy into the city centre. This capacity of user at the centre uplifts the centre.

The Southern Gateway Masterplan, centred on the area south and east of Bradford Interchange, represents a further major opportunity for the city. The plans include a potential new station to replace the current terminus station at Bradford Interchange, which would dramatically improve rail connectivity to and from the city. West Yorkshire Combined Authority has identified that the Southern Gateway and new station could unlock around 5,000 new homes and 27,000 jobs across the broader city centre area.

In addition to these large-scale projects the former Smithgate area (Well Street) linking The Broadway Shopping Centre to Little Germany has been identified as a priority regeneration corridor. Further investment in the public realm along this pedestrian link, complementing the completed city centre pedestrianisation scheme, would improve connectivity in the city centre and help simulate footfall and activity in Little Germany's impressive Victorian commercial quarter.

Darley Street Market, which opened in late 2024/early 2025 at a cost of £23 million, represents one of the already-delivered opportunity site investments, providing a new, purpose-built market hall in the heart of the city centre. The market sells a wide variety of food, non-food and specialist products, and is expected to become a significant footfall driver for the northern part of the city centre.

Bradford Council has reported that the completion of the £45 million city centre transformation scheme which pedestrianised Hall Ings, Market Street, Bank Street, Broadway and parts of Little Horton Lane and Bridge Street has generated a 25% increase in footfall, boosting trade for local shops, cafes and services.

Pedestrian Flows

Pedestrian footfall was concentrated in and around The Broadway shopping centre, which functions as the dominant retail anchor and draws the majority of comparison shoppers. City Park and Centenary Square also attracted good levels of activity, particularly around the Mirror Pool and the Cake 'Ole café. The pedestrianised core of Market Street, Bank Street and Darley Street generated moderate footfall between The Broadway and the Darley Street Market area.

In contrast, the northern and eastern parts of the city centre particularly around the Kirkgate Shopping Centre, upper Westgate and Sackville Street were noticeably quieter, with significant stretches of inactive frontage associated with the elevated vacancy rate. The Little Germany area to the east of the centre, while architecturally impressive, was also quiet during the survey period, consistent with its relative disconnection from the main retail circuit.

Bradford's City of Culture 2025 events significantly boosted footfall during the year, with the opening ceremony at Rise (January 2025) attracting 23,000 people to the centre and early-year events reported to have tripled footfall in some parts of the city centre. The cultural programme's concentrated use of City Park, Bradford Live, the Alhambra, St. George's Hall and other city centre venues drew visitors to different parts of the centre throughout the year.

Accessibility

Bradford city centre is well-connected by both road and public transport. By road, it is accessible from the M62 motorway (junction 26) via the M606, from the A650, A647, A641 roads serving different parts of

the district. The city centre ring road provides access to the principal car parks, the largest of which are the multi-storey NCP and Council-operated facilities adjacent to The Broadway shopping centre, Kirkgate and at Jacobs Well.

Bradford benefits from two city centre railway station. Bradford Interchange located on Bridge Street at the southern edge of the defined city centre, is served by Northern Rail and Grand Central, providing direct services to Leeds, Halifax, Huddersfield, Wakefield, Dewsbury and London King's Cross, Bradford Forster Square station on the northern edge of the centre, provides Northern Rail services to Leeds, Skipton, Ilkley and Harrogate. Bradford Interchange also incorporates a bus station serving the majority of Bee Network (West Yorkshire) bus routes across the city and district. The bus station underwent significant structural repairs and was reopened in January 2025, having been closed since early 2024 due to structural concerns. Some bus stands remain temporarily out of operation while resurfacing works are completed. However the redesign of bus routes across the city centre has enabled the installation of additional bus stops and waiting shelters in more accessible locations.

Cycling infrastructure in the city has been significantly improved as part of the £45 million city centre transformation, which has delivered new segregated cycle infrastructure and improved cycling and walking connectivity. An extension to the City Connect segregated cycle route into the city centre has further improved cycling accessibility. The pedestrianised core streets provide safe and accessible walking routes, through the topography of the topography of the surrounding area, with the city sitting in a natural bowl, can present gradient challenges for some users. The newly improved public realm, including the Norfolk Gardens park, new crossings and accessible routes, has made the centre more welcoming and inclusive.

Perception of Safety

During the survey period, the areas of Bradford city centre with the highest footfall particularly The Broadway, City Park, Centenary Square and the pedestrianised retail core felt reasonably safe and well-surveyed, with natural and passive surveillance provided by the sustained presence of shoppers, workers and visitors. The active frontages along The Broadway malls, Darley Street and Bank Street contributed to a sense of activity and security during daytime hours.

The elevated level of vacancies in the Kirkgate Shopping Centre and in the upper Northgate, Westgate, Sackville Street and Barry Street areas combined with inactive frontages and the prevalence of closed and shuttered units reduces the sense of security in these parts of the centre, particularly after trading hours. The demolition of the Kirkgate Centre as part of the City Village scheme, and the associated investment in new public space, is expected to address this issue over the medium term.

Bradford's status as a major metropolitan city means that crime and anti-social behaviour are more significant considerations than in smaller town centres. West Yorkshire Police operates a high-visibility presence in the city centre, and Bradford Council has invested in improved street lighting and public realm quality as part of the city centre transformation. The completion of the pedestrianisation and public realm scheme, the opening of Norfolk Gardens and the programming of City Park for events and activities all contribute to a safer and more welcoming city centre environment.

Environmental Quality

The environmental quality of Bradford city centre is mixed, reflecting the contrast between the high-quality public realm investment that has been delivered in recent years and the continued impact of vacant units and ageing building stock in some parts of the centre.

The £45 million city centre transformation scheme, completed in April 2025, has delivered a step-change improvement in environmental quality across the core. The pedestrianisation of the principal streets, the new Norfolk Gardens park, the new public spaces in City Park, and the associated improvements to lighting, paving, seating and planting have created a significantly more attractive and accessible city centre environment. Bradford Live (the revitalised Odeon) and the restored Darley Street Market are further positive additions to the streetscape.

The heritage assets of Bradford city centre are a major environmental strength. The Victorian commercial core City Hall, the Wool Exchange, the Alhambra Theatre, St. George's Hall, the Victorian warehouses of Little Germany and the listed buildings on Ivegate, Market Street and Hustlergate provide a distinctive and high-quality architectural backdrop. Historic England's Bradford Heritage Action Zone (HAZ) programme, running until 2028, is actively funding the restoration and repurposing of historic buildings across the city centre, with Bradford City Hall and key buildings on Ivegate among the beneficiaries.

By contrast, the Kirkgate Shopping Centre's demolition will be a significant environmental improvement. The concentration of vacant and shut down units along stretches of Westgate, Sackville Street and parts of the northern city centre detracts from the overall environmental quality of those areas. Some shopfronts and signage remain in need of maintenance and improvement. The city centre would benefit from further investment in public realm quality in those areas outside the immediate pedestrianised core.

Visitor Satisfaction

As set out in Question 32 of the NEMS household survey, Bradford city centre was the most frequented centre of the five centres, with 36.34% of respondents frequently visiting in the last 6-months.

When asked about their favourite element of Bradford city centre, 34.89% of respondents stated that there wasn’t anything they disliked about the centre, and 31.49% stated that it was close to home.

Conversely, when survey respondents were asked what they disliked about the centre, respondents stated that there were too many empty shops (31.49%), nothing (27.23%) and needed more/better range of non-food shops (13.62%).

Potential improvements to the centre track closely to the above noted dislikes, with respondents stating that more/better range of non-food shops (24.26%), nothing (22.13%) and a more/better clothes shops (14.89%). Overall, the focus of potential issues and improvements to diversifying the non-food retail provision. This tracks with the significant decrease in comparison units since 2017.

Conclusions

Bradford city centre is a metropolitan centre of strategic importance serving a diverse and growing city of over 350,000 people and a district population of around 550,000. It functions as the primary comparison retail, leisure and cultural destination for the Bradford Metropolitan District and the wider sub-region. The

Broadway shopping centre anchors a sound comparison retail offer, and the cultural and entertainment venue offer including Bradford Live, the Alhambra Theatre, St. George's Hall, the National Media Museum and City Park is a genuine strength that compares favourably with other large English city centres.

The financial and business services offer is notably strong, with Bradford retaining one of the largest concentrations of retail banking in any comparable UK city centre. The convenience offer is limited by the city centre's nature as a metropolitan shopping destination, but the new Darley Street Market, international food retailers and the Tesco Express and Sainsbury's Local provide adequate day-to-day provision.

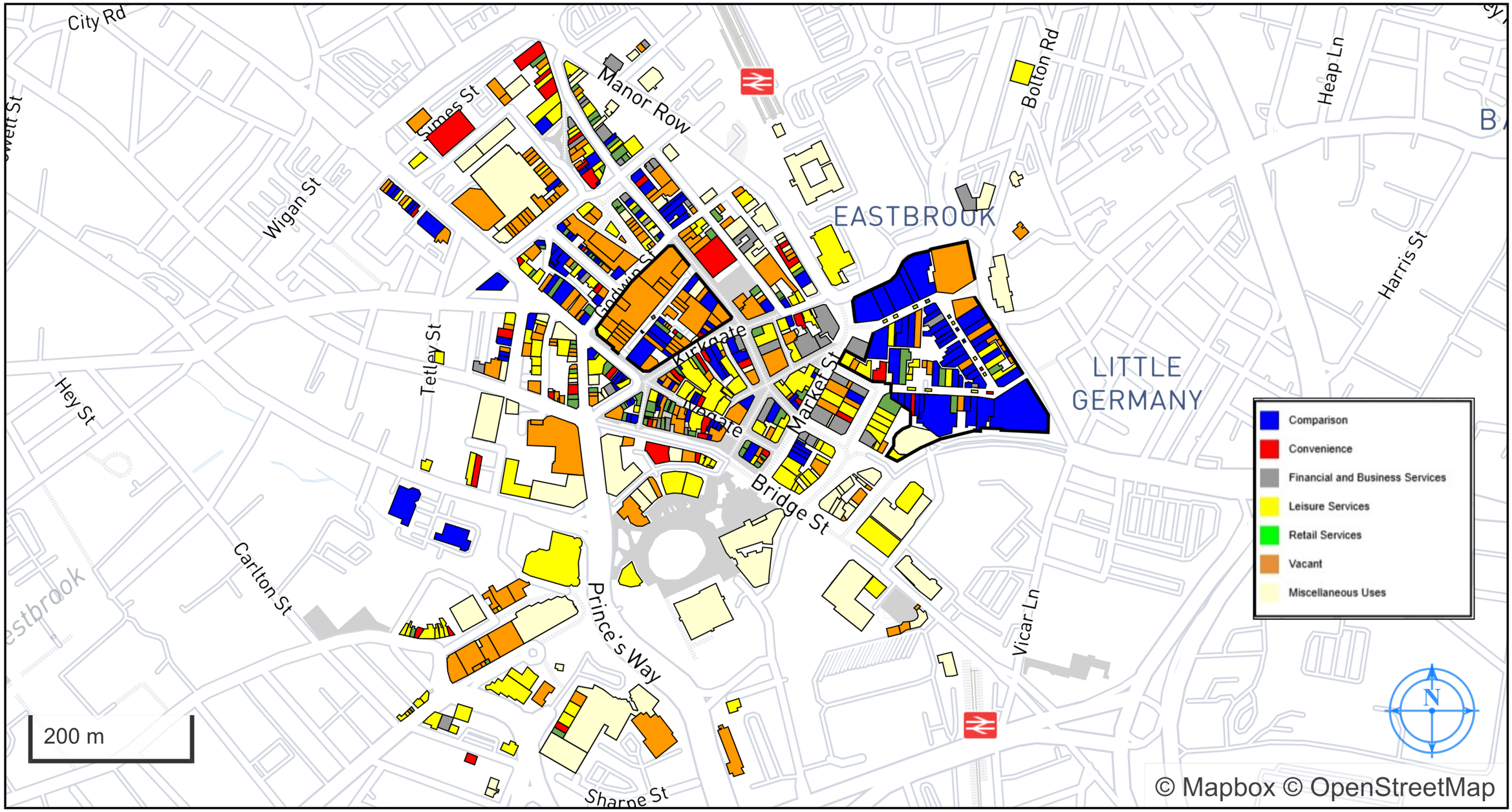
Bradford's principal but temporary challenge is its exceptionally high vacancy rate, at 27.5% of units and 34.3% of floorspace significantly above national benchmarks. This is in large part a structural consequence of the prolonged decline of the Kirkgate Shopping Centre, which is now being addressed through the transformational City Village regeneration scheme. The £300 million City Village programme backed by Government, Homes England and West Yorkshire Combined Authority will deliver up to 1,000 new homes, 55,000 sq. ft of commercial space, and three new public spaces on the 'Top of Town' sites over the next decade, representing the most ambitious regeneration of Bradford city centre in a generation.

Bradford's designation as UK City of Culture 2025 has generated unprecedented national profile, a significant uplift in visitor footfall and confidence, and catalysed the programme of physical regeneration and cultural investment that is now transforming the city centre. The £45 million city centre pedestrianisation and public realm scheme, completed in April 2025, has delivered measurable improvements to footfall, accessibility and environmental quality. The Southern Gateway opportunity including the potential for a new through-station represents a further transformative opportunity for the long-term future of the city centre.

Our overall conclusion is that Bradford city centre has significant inherent strengths a strong retail and leisure anchor, exceptional cultural and heritage assets, excellent transport links and a dynamic and diverse population but faces the serious short-term challenge of an elevated vacancy rate that will require sustained and coordinated public and private investment to address. The trajectory is positive, and the City Village scheme and the City of Culture legacy represent a credible platform for the long-term recovery and strengthening of Bradford city centre's vitality and viability.

Bradford (Ground Floor)

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Ordnance Survey

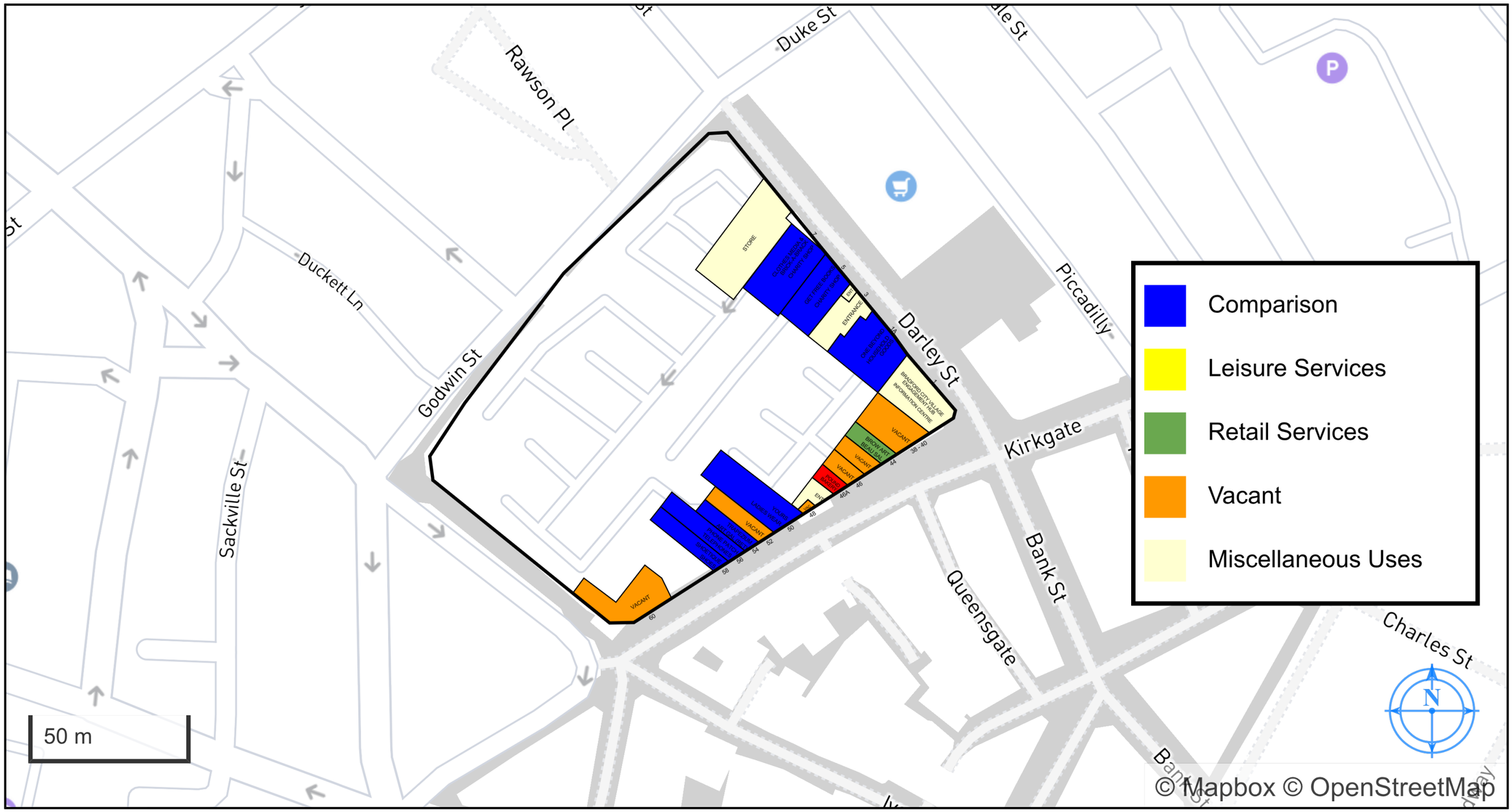
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Bradford (Lower Ground Floor)

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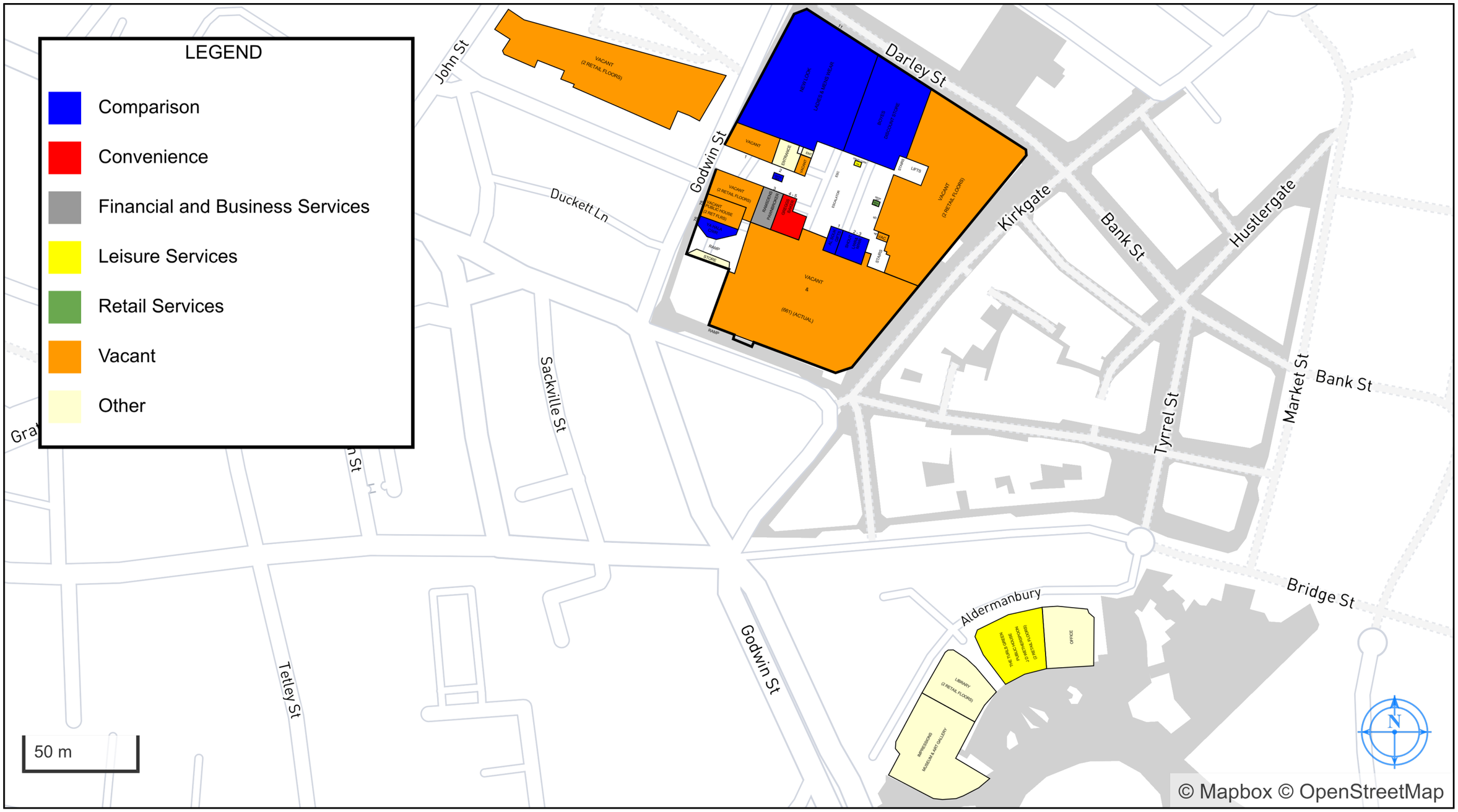
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Bradford (Bradford -Nexus Masterplan)

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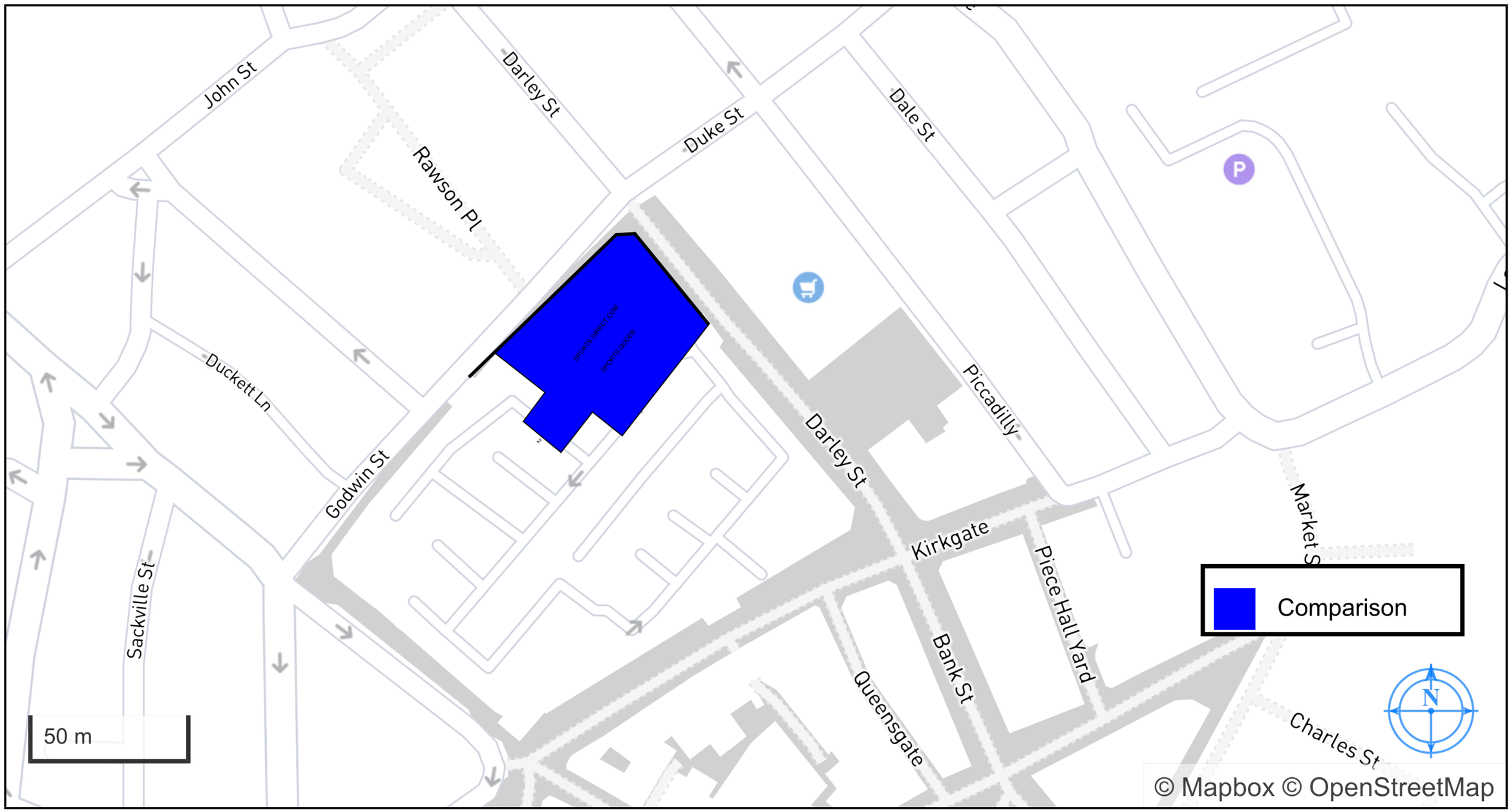
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Bradford (Second Floor)

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Existing City Centre Boundary
Proposed City Centre Boundary
Existing Primary Shopping Area
Proposed Primary Shopping Area

NEXUS PLANNING

Bradford City Centre

Bradford Retail and Leisure Study

Bingley Town Centre

Description

Bingley is a town centre within the Bradford District, located approximately 5 miles north-west of Bradford city centre along the Aire Valley. The centre serves a primarily local catchment, while also attracting visitors due to its historic character and proximity to key attractions such as the Leeds and Liverpool Canal and the Five Rise Locks.

The town centre is focused around Main Street and the surrounding streets, with commercial uses extending towards the railway station and canal corridor. Bingley is characterised by its traditional stone-built architecture and strong relationship with the river and canal, which contribute to its distinctive character and appeal as a leisure destination.

The centre accommodates a mix of retail, service and leisure uses, largely supported by independent operators. Bingley benefits from good public transport connections, including a railway station providing links to Bradford, Leeds and Skipton, although activity is generally more modest in scale compared to larger centres.

Overall, Bingley performs an important role as a local service centre, with additional appeal as a visitor destination linked to its heritage and waterside setting.



Figure 1: Bingley Station serves as a key transit link within Bradford and major cities like Leeds.



Figure 2: Dedicated cycle lanes in the town centre present the opportunity for sustainable transport within the centre.



Figure 3: Open public realm with seating



Figure 4: Main retail frontage which attracts footfall.

Table 1: Bingley Town Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	3,347	14.0%	29.2%
Convenience	6,445	27.0%	15.6%
Financial & Business	1,939	8.1%	6.2%
Leisure	7,334	30.8%	26.7%
Retail Service	2,592	10.9%	7.4%
Vacant	2,187	9.2%	14.3%
TOTAL	**23,844**	**100.0%**	**100.0%**

Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Table 2: Bingley Town Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	28	18.8%	26.3%
Convenience	13	8.7%	9.3%
Financial & Business	17	11.4%	8.3%
Leisure	40	26.8%	25.8%
Retail Service	36	24.2%	16.0%
Vacant	15	10.1%	14.1%
TOTAL	**149**	**100.0%**	**100.0%**

Source: Town centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Uses

Convenience provision within Bingley is relatively limited in terms of the number of units, although the overall scale of convenience floorspace is more substantial. This reflects the presence of larger format stores, including supermarkets such as Aldi and Lidl, supported by Co-op which act as key anchors and support regular footfall within the town centre. Smaller independent food retailers and convenience stores also contribute to meeting day-to-day needs.

Comparison retail forms a more limited component of the town centre when compared with national patterns. The offer is largely made up of smaller independent retailers, with a relatively modest presence of national multiple operators. As a result, the centre provides a more localised retail function, with a focus on specialist and independent shopping rather than a broad comparison offer.

Retail service uses represent a strong component of the town centre and are notably above typical national levels. This includes a wide range of independently operated services such as hairdressers, beauty salons and other personal services. These uses are well distributed across the centre and play an important role in supporting regular local visits and day-to-day activity.

Leisure provision is a key strength of Bingley town centre, forming a significant proportion of the overall offer. The centre accommodates a range of cafés, restaurants and public houses, many of which are independently operated and benefit from the town's attractive riverside and canal-side setting. Bingley Little Theatre also serves as a major community cultural hub. These uses contribute to a strong leisure-focused character and support activity throughout the day and into the evening.

Financial and business services are well represented within the centre and exceed typical national levels. The offer includes a mix of banks, estate agents and professional services, which support the town's role as a local service centre and contribute to regular footfall.

Daytime/Evening Economy

Bingley town centre is characterised by a steady and locally focused daytime economy, supported by a mix of retail, service and leisure uses. Activity is concentrated along Main Street and surrounding areas, where independent retailers, cafés and service-based uses generate regular footfall from local residents. The presence of convenience stores and professional services further reinforces the centre's role in meeting day-to-day needs.

The town's attractive setting, particularly its proximity to the Leeds and Liverpool Canal and the Five Rise Locks, also contributes to daytime activity. Visitors and day-trippers, including walkers and cyclists, are drawn to the area and frequently use the town centre for cafés, shops and other services, particularly during weekends and peak periods.

In the evening, Bingley benefits from a well-established leisure offer, primarily centred around its pubs, bars and restaurants and the Bingley LittleTheatre. The town has a strong independent pub and dining scene, which contributes to a vibrant but relatively low-intensity evening economy. Activity is generally focused along Main Street and areas close to the canal, where leisure uses are clustered.

Unlike larger centres, Bingley does not exhibit a significant late-night economy, with activity tending to be more moderate and locally focused. However, the strength of its leisure offer supports continued use into the evening and contributes to the overall vitality of the town centre.

Overall, Bingley demonstrates a stable daytime economy and a strong leisure-led evening offer, supported by its role as both a local service centre and a visitor destination.

Vacancies

Vacancy levels within Bingley town centre are relatively low and below typical national trends, indicating a stable level of demand for units. Vacant units are limited in number and are generally dispersed across the centre, with no significant clustering evident along key streets such as Main Street.

The majority of vacant premises appear to be smaller units, reflecting normal levels of turnover rather than more widespread structural vacancy. As a result, the continuity of active frontages is largely maintained, particularly within the primary retail areas where activity is strongest.

The relatively low level of vacancy contributes positively to the overall vitality and attractiveness of the town centre. Overall, vacancy does not appear to be a significant issue within Bingley, and the centre demonstrates resilience in maintaining occupancy.

Opportunity Sites

Opportunities within Bingley town centre are primarily focused on smaller-scale enhancements and the continued improvement of existing assets, rather than large-scale redevelopment. The town's strong character and relatively stable performance mean that future changes are likely to build on its existing strengths.

The canal corridor and surrounding areas, including the Leeds and Liverpool Canal and the Five Rise Locks, represent key opportunity areas. Enhancing links between these visitor attractions and the town centre, particularly along routes connecting to Main Street, would help to strengthen footfall and support local businesses.

Within the town centre, there is potential to further enhance the public realm along Main Street and surrounding streets. Improvements to paving, seating and landscaping could help to reinforce the attractiveness of the centre and encourage longer dwell times.

There are also opportunities associated with smaller vacant or underutilised units, particularly within secondary frontages. These could support a wider range of independent, leisure or community uses, helping to diversify the offer and strengthen activity across the centre.

Overall, opportunity sites within Bingley are centred on incremental improvements, with a focus on enhancing connectivity, supporting leisure activity and maintaining the town's distinctive character.

Pedestrian Flows

Pedestrian activity within Bingley town centre is primarily concentrated along Main Street, which forms the principal commercial spine and focal point for movement. This area accommodates a mix of retail, service and leisure uses and experiences the highest levels of footfall, particularly during daytime hours.

Pedestrian flows are also influenced by the town's proximity to the Leeds and Liverpool Canal and the Five Rise Locks. Movement between these visitor attractions and the town centre generates additional footfall, particularly at weekends and during peak visitor periods. Routes linking the canal corridor to Main Street are therefore important in supporting activity within the centre.

Beyond the primary retail area, pedestrian flows are more limited and dispersed, reflecting the smaller scale of the centre and the concentration of uses along Main Street. However, the generally continuous active frontage and low levels of vacancy help to maintain a consistent level of movement across the core area.

Overall, pedestrian flows within Bingley are relatively modest in scale but well focused, supported by its compact form and its role as both a local centre and a visitor destination.

Accessibility

Bingley town centre benefits from a good level of accessibility, supported by its proximity to Bingley railway station, which provides regular services to Bradford, Leeds and Skipton. The station is located within walking distance of the town centre, allowing for convenient access for both residents and visitors.

The town centre is also well connected to the surrounding highway network, with routes such as Main Street and connections to the A650 providing access by car. Car parking is available within and around the centre, supporting accessibility for those travelling by private vehicle.

Within the town centre, the compact layout centred on Main Street allows for easy pedestrian movement between retail, service and leisure uses. The relatively small scale of the centre and the continuity of active frontages contribute to a walkable environment.

The proximity of the Leeds and Liverpool Canal and surrounding green spaces also provides opportunities for walking and cycling, supporting active travel and contributing to the overall accessibility of the area.

Overall, Bingley is considered to be accessible, particularly on foot and by public transport, with its compact form supporting ease of movement within the town centre.

Perception of Safety

Bingley town centre is generally perceived to be safe, particularly during the day, with activity concentrated along Main Street and surrounding areas. The presence of a mix of retail, service and leisure uses supports natural surveillance, contributing to a well-used and observed environment.

The compact nature of the town centre and the continuity of active frontages further enhance the perception of safety, with relatively few areas of inactivity or isolation. The low level of vacancy also contributes positively, helping to maintain consistent levels of activity across the centre.

In the evening, the town centre continues to feel safe, supported by a range of pubs, restaurants and other leisure uses, particularly along Main Street and in areas close to the canal. Activity is generally moderate and locally focused, contributing to a calm and well-managed environment rather than a more intensive night-time economy.

Overall, Bingley benefits from a strong perception of safety, with its scale, activity levels and mix of uses supporting a comfortable and welcoming environment for both residents and visitors.

Environmental Quality

The environmental quality of Bingley town centre is generally good, reflecting its traditional character and attractive setting within the Aire Valley. Main Street and the surrounding core area benefit from a consistent streetscape, with stone-built buildings and active frontages contributing to a strong sense of place.

The town's proximity to the Leeds and Liverpool Canal and the Five Rise Locks further enhances environmental quality, providing attractive views and access to green and waterside spaces. These features contribute positively to the overall experience of the town centre and support its appeal as a leisure and visitor destination.

Across the centre, the continuity of active frontages and relatively low levels of vacancy help to maintain a cohesive and well-maintained appearance. However, in some secondary areas, the quality of the environment is more modest, with fewer active uses and a less consistent streetscape.

Traffic along Main Street and surrounding routes can also influence environmental quality in places, particularly where the pedestrian environment is less clearly prioritised.

Overall, Bingley benefits from a generally attractive and well-maintained environment, with its heritage character and canal-side setting representing key strengths. There remains scope for incremental improvements to further enhance the public realm and pedestrian experience.

Visitor Satisfaction

As set out in Question 32 of the NEMS household survey, Bingley was the least frequented centre of the five centres, with 8.79% of respondents frequently visiting in the last 6-months.

When asked about their favourite element of Bingley Town Centre, 34.23% of respondents stated that it was close to home, and 15.32% stated that it has good cafes and restaurants, and 10.81% stated that it was easy to find parking space.

Conversely, when survey respondents were asked what they disliked about the centre, majority of respondents (62.16%) did not have any concerns about the centre, 8.11% stated that there is a poor range of clothes shops and 6.31% stated that there is a poor range of independent shops.

Potential improvements to the centre track closely to the above noted dislikes, with 41.44% of respondents stating that no improvements were needed. The same number of the respondents (8.11%) stated that the centre could benefit from more/better range of non-food shops generally, more/better clothes shops, and a better market. The same number of respondents (6.31%) would also like free parking, and more parking spaces.

Conclusions

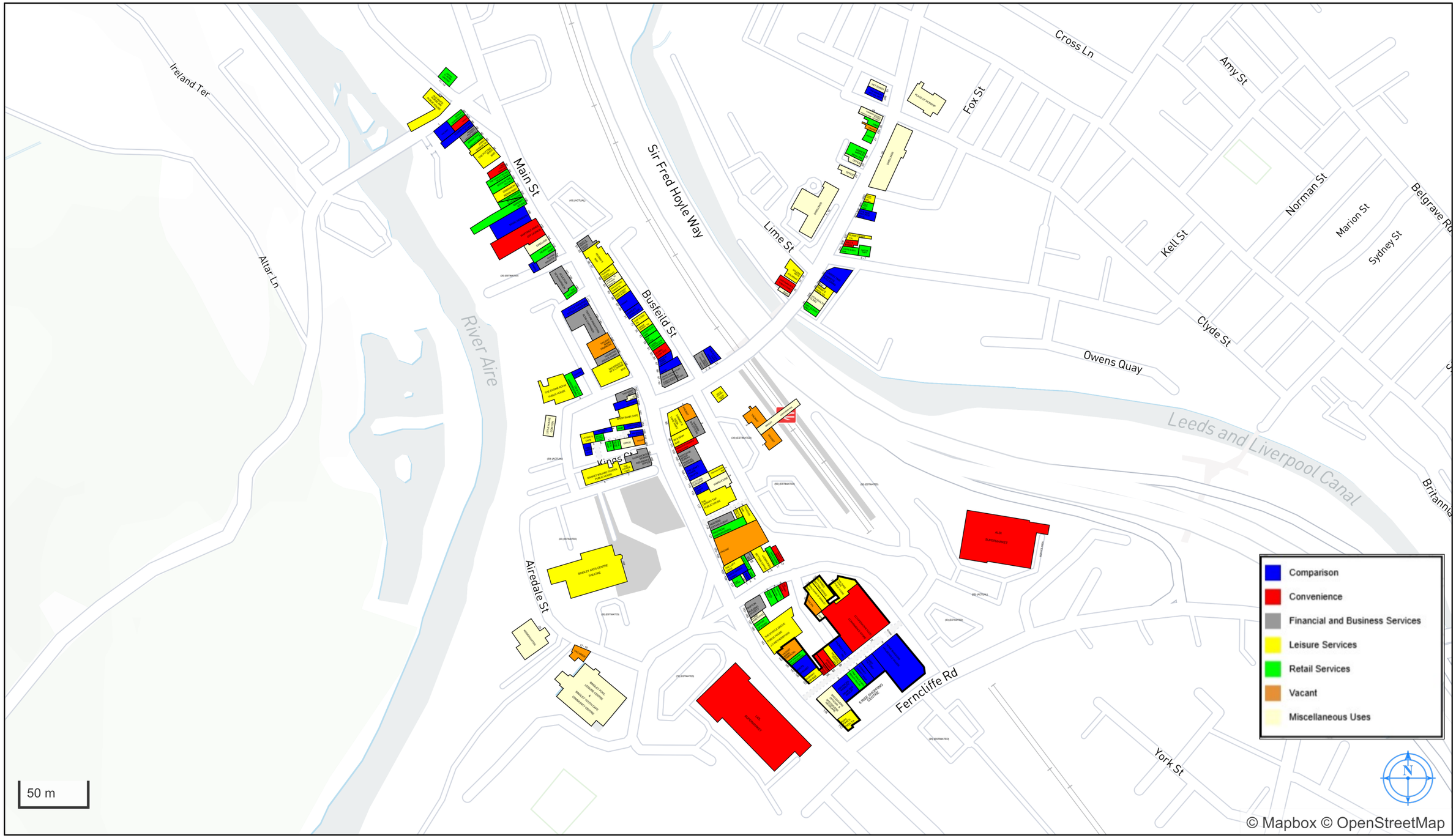
Overall, Bingley town centre performs an important role as a local service centre within the Bradford District, supported by a mix of retail, service and leisure uses. The centre benefits from a strong independent sector and a well-established leisure offer, which contribute to its vitality and local appeal.

Its attractive setting, including its proximity to the Leeds and Liverpool Canal and the Five Rise Locks, enhances its role as a visitor destination and supports activity throughout the day. The town centre also

benefits from a compact and accessible layout, with good levels of pedestrian movement focused along Main Street.

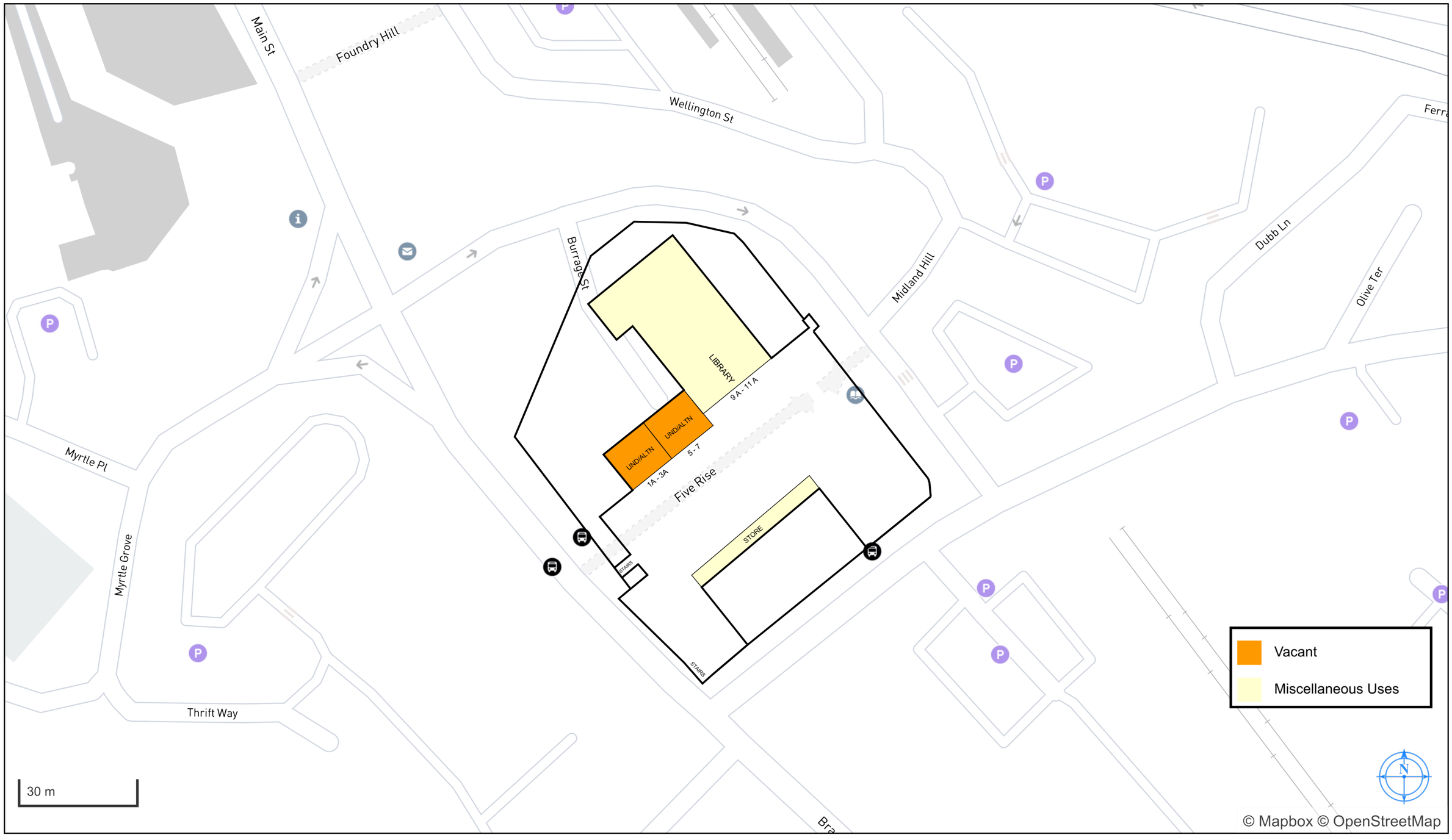
Vacancy levels are relatively low, and the continuity of active frontages remains strong, contributing positively to the overall vitality and environmental quality of the centre. While the comparison retail offer is more limited in scale, this reflects the centre's role and is balanced by its strengths in services and leisure.

Opportunities within the town centre are focused on incremental improvements, particularly in relation to public realm and connectivity. Overall, Bingley is considered to be performing well, with a stable role and a strong local identity supported by its heritage and leisure offer.



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N

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Existing Town Centre Boundary
Proposed Town Centre Boundary
Existing Primary Shopping Area

NEXUS PLANNING

Bingley Town Centre

Bradford Retail and Leisure Study

Ilkley Town Centre

Description

Ilkley town centre is located approximately 15 miles north-west of Leeds at the edge of the Yorkshire Dales. The centre serves both a local and wider catchment, functioning as a key destination for retail, leisure and tourism within the Aire Valley.

The town centre is characterised by its Victorian architecture, wide tree-lined streets and high-quality public realm, giving it a distinct and attractive character. The Grove forms the principal commercial spine, accommodating a mix of independent retailers and premium national brands, alongside cafés and restaurants. The centre benefits from strong public transport connections, including regular rail services to Leeds and Bradford, and is closely integrated with surrounding natural assets, including the River Wharfe and nearby walking routes.

Ilkley accommodates a diverse mix of retail, leisure and cultural uses, supported by a strong independent sector and a number of established visitor attractions, including venues such as the King's Hall and Ilkley Manor House. The centre also benefits from its role as a gateway to the Yorkshire Dales, attracting visitors and day-trippers throughout the year.

Overall, Ilkley performs a strong role as both a principal town centre and visitor destination, supported by its high-quality environment, distinctive character and well-established leisure offer.



Figure 1: Bettys in Ilkley is a popular cafe that offers traditional English tearoom experience that attracts visitors across the country.



Figure 2: The centre is characterised by several pockets of greenery as shown above on Cunliffe Road, and trees that add to the centre's attractiveness.



Figure 3: Ilkley train station offers rail links to Leeds and Bradford.



Figure 4: Ilkley town centre is characterised by a strong presence of independent retailers which unique offer.

Table 1: Ilkley Town Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	10,654	29.9%	28.6%
Convenience	7,758	21.8%	15.4%
Financial & Business	2,032	5.7%	6.0%
Leisure	9,223	25.9%	27.9%
Retail Service	3,221	9.0%	7.3%
Vacant	2,720	7.6%	14.3%
TOTAL	**35,608**	**100.0%**	**100.0%**

Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of May 2026; UK Average from Experian Goad Report September 2025.

Table 2: Ilkley Town Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	89	35.9%	25.9%
Convenience	15	6.0%	9.4%
Financial & Business	19	7.7%	7.8%
Leisure	57	23.0%	26.7%
Retail Service	43	17.3%	15.9%
Vacant	25	10.1%	14.0%
TOTAL	**248**	**100.0%**	**100.0%**

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of May 2026; UK Average from Experian Goad Report September 2025.

Uses

Ilkley is a thriving market town with a diverse and high-quality town centre offer. The centre performs a role that extends beyond serving local day-to-day needs, attracting visitors from a wider catchment due to its strong retail, leisure and cultural offer. The town centre is characterised by an attractive environment, a high proportion of independent businesses and a relatively affluent customer base, all of which contribute to its distinctive character and appeal.

Whilst convenience shopping is not dominant in terms of the number of units, the sector plays an important role within the centre and is anchored by larger regional food retailers such as Booths and national retailers like M&S. These operators generate regular footfall and support linked trips to other businesses within the town centre. The convenience offer is complemented by a range of independent food retailers, delicatessens and specialist stores, which reflect the town's premium market position and provide a broad choice of everyday and specialist goods.

The comparison retail sector is one of Ilkley's key strengths and forms a significant part of the centre's overall appeal. The town accommodates a wide range of independent boutiques, specialist retailers and premium national operators, particularly along The Grove and the principal shopping streets. Businesses such as Oliver Bonas and Mint Velvet contribute to a high-quality shopping environment that distinguishes Ilkley from many centres of a similar size. The breadth and quality of the comparison offer reinforce the town's role as a destination for specialist and higher-end shopping.

Retail service uses are well represented throughout the centre and contribute positively to its vitality. Hairdressers, beauty salons, health and wellbeing businesses and other personal service operators are distributed across the town centre, many of which are independently operated. These businesses encourage repeat visits and help to maintain activity throughout the week, whilst complementing the wider retail offer.

Leisure provision is another notable strength of Ilkley. The town centre supports a wide variety of cafés, restaurants, bars and coffee shops, many of which are independent and contribute to the area's distinctive character. This strong food and drink offer has helped establish Ilkley as a recognised destination for dining and socialising. Cultural attractions, including King's Hall and Ilkley Cinema, further enhance the centre's appeal and help to sustain activity throughout the day and into the evening.

Financial and business services are present at a level consistent with the town's role and function. Banks, estate agents, solicitors and other professional services provide an important supporting role within the centre, serving both residents and local businesses. Whilst these uses do not dominate the town centre, they contribute to the overall diversity of the offer and help maintain Ilkley's position as an important service centre.

Overall, Ilkley benefits from a well-balanced mix of retail, leisure and service uses. The combination of a strong independent sector, high-quality comparison shopping, a vibrant leisure offer and an attractive town centre environment continues to underpin its vitality and reinforce its role as one of the region's most successful market towns.

Daytime/Evening Economy

Ilkley town centre benefits from a strong and diverse daytime economy, supported by a combination of retail, leisure and tourism-related activity. The centre attracts a mix of residents, commuters and visitors, with activity concentrated along The Grove and surrounding streets. A key driver of footfall is Bettys Café Tea Rooms, which acts as a major anchor within the town centre and supports linked trips to nearby independent retailers and boutiques.

The daytime economy is characterised by a high-quality and specialist retail offer, with a strong presence of independent businesses including bookshops, butchers and designer clothing stores. This is complemented by a growing focus on outdoor and wellbeing-related uses, reflecting Ilkley's role as a gateway to Ilkley Moor and the wider Yorkshire Dales. As a result, the town centre experiences increased activity from walkers, cyclists and day-trippers, particularly at weekends. Events such as the Real Food Ilkley market further contribute to footfall and reinforce the centre's role as a destination.

In the evening, Ilkley supports a well-established and high-quality leisure economy, focused primarily on dining and cultural activity. The town accommodates a range of restaurants, bistros and wine bars, including well-regarded venues such as The Box Tree, Friends of Ham and The Ticket Office. This creates a vibrant but relatively low-intensity evening environment, characterised by a more relaxed and "bistro-style" offer rather than traditional late-night uses.

Cultural attractions also play an important role in supporting evening activity. Ilkley Cinema acts as a key draw, encouraging visitors to remain in the town centre later into the evening, while events at the King's Hall generate additional footfall and support surrounding businesses. The proximity of the railway station also contributes to early evening activity, with pubs and bars near the station benefiting from commuter footfall.

Overall, Ilkley demonstrates a strong daytime economy and a well-developed evening offer, underpinned by its role as a high-quality retail and leisure destination.

Vacancies

Vacancy levels within Ilkley town centre are relatively low and below typical national trends, indicating a strong level of demand for units. Vacant units are limited in number and are generally dispersed across the centre, with no significant clustering evident along key streets such as The Grove.

The majority of vacant units appear to be smaller premises, reflecting normal levels of turnover rather than more widespread structural vacancy. As a result, the continuity of active frontages is largely maintained, particularly within the primary retail areas where activity remains strong.

The relatively low level of vacancy contributes positively to the overall vitality and attractiveness of the town centre, reinforcing its role as a desirable location for both independent and national operators. Overall, vacancy does not appear to be a significant issue within Ilkley, and the centre demonstrates resilience in maintaining occupancy.

Opportunity Sites

Opportunities within Ilkley town centre are focused on targeted improvements and long-term management rather than large-scale redevelopment, reflecting the centre's strong performance and high-quality environment.

A key current project is the refurbishment of the public toilets on South Hawksworth Street, which represents a significant investment in town centre infrastructure. The scheme aims to deliver modern, inclusive and environmentally sustainable facilities, supporting both residents and visitors and enhancing the overall visitor experience.

More broadly, the Ilkley Neighbourhood Development Plan provides a strategic framework for managing change within the town. This places a strong emphasis on conservation, ensuring that development respects the character of the town centre and its surrounding conservation areas. It also promotes sustainable travel initiatives, including traffic calming and pedestrian prioritisation, which will support accessibility and environmental quality.

The Ilkley Business Improvement District (BID) also plays an important role in supporting the town centre, with a focus on promoting Ilkley as a destination for retail and leisure and maintaining low vacancy levels. This coordinated approach helps to sustain the town's high-quality offer and supports ongoing investment.

In addition, smaller-scale private investment, such as the restoration of the Troutbeck building, contributes to the continued enhancement of the town centre, supporting local employment and reinforcing the overall quality of the built environment.

Overall, opportunity sites and initiatives within Ilkley are centred on maintaining and enhancing existing strengths, with a focus on public realm, sustainability and the protection of its distinctive character.

Pedestrian Flows

Pedestrian activity within Ilkley town centre is primarily concentrated along The Grove, which forms the main commercial spine and focal point for movement. This area accommodates a high concentration of retail, café and leisure uses, resulting in consistently strong footfall throughout the day.

Market Place and surrounding streets also experience notable levels of activity, particularly where cafés, independent retailers and cultural uses are located. The high quality of the public realm and attractive streetscape further supports pedestrian movement and encourages longer dwell times within the town centre.

Pedestrian flows are also influenced by Ilkley's role as a visitor destination. Movement between the railway station and the town centre is well established, with Station Road providing a key route into the retail core. In addition, routes connecting the town centre to Riverside Gardens, the River Wharfe and access points to Ilkley Moor generate significant footfall, particularly at weekends and during peak visitor periods.

Beyond the primary retail area, pedestrian flows become more dispersed but remain relatively strong compared to other centres, reflecting the town's compact form and overall attractiveness. The continuity of active frontages and limited vacancy further supports movement across the centre.

Overall, pedestrian flows in Ilkley are strong and well distributed, supported by a combination of retail activity, high-quality public realm and its role as a leisure and visitor destination.

Accessibility

Ilkley town centre benefits from a high level of accessibility, supported by strong public transport connections and a compact, walkable layout. Ilkley railway station, located to the south of the town centre, provides frequent direct services to Leeds and Bradford, enabling access from a wide catchment area and supporting both commuting and visitor trips.

The town centre is well connected to the surrounding highway network, although traffic speeds are generally managed through the introduction of 20mph zones, which help to prioritise pedestrian movement and improve overall safety. Car parking is available within and around the centre, supporting accessibility for visitors travelling by car, although availability can be more limited during peak periods.

Within the town centre, key streets such as The Grove and Market Place are highly walkable, with wide pavements and a high-quality public realm encouraging pedestrian movement. The compact nature of the centre allows for easy movement between retail, leisure and cultural destinations.

Ilkley also benefits from strong opportunities for active travel. The proximity of the River Wharfe and surrounding green spaces provides attractive walking and cycling routes, while links to wider routes such as the Dales Way further support access for visitors and residents.

Overall, Ilkley is considered to be highly accessible, particularly by public transport and on foot. The continued focus on sustainable travel and pedestrian prioritisation further enhances the accessibility and overall quality of the town centre environment.

Perception of Safety

Ilkley town centre is generally perceived to be safe, particularly during the day, with high levels of activity and strong natural surveillance along key streets such as The Grove and Market Place. The presence of active frontages, independent retailers and cafés contributes to a well-used and well-observed environment.

The high quality of the public realm, including wide pavements and well-maintained streets, further supports a positive perception of safety. The compact nature of the town centre and its strong pedestrian focus also contribute to a comfortable environment for users.

In the evening, Ilkley continues to feel safe, supported by its well-established leisure offer and steady levels of activity associated with restaurants, bars and cultural venues. Unlike centres with a more intensive night-time economy, activity is generally moderate and focused on dining and leisure uses, contributing to a calm and family-friendly environment.

Overall, the town centre benefits from a consistently strong perception of safety, with high levels of activity, good natural surveillance and a well-managed public environment.

Environmental Quality

The environmental quality of Ilkley town centre is high, reflecting its well-maintained public realm, attractive streetscape and strong sense of place. Key streets such as The Grove and Market Place benefit from wide pavements, high-quality materials and well-kept frontages, creating a pleasant and welcoming environment for pedestrians.

The town centre is particularly notable for its landscaping and floral displays, which contribute to its distinctive character and reinforce its role as a high-quality destination. The continuity of active frontages and low levels of vacancy further enhance the overall appearance, supporting a vibrant and cohesive streetscape.

The integration of the town centre with its surrounding natural environment also contributes positively to environmental quality. Proximity to Riverside Gardens and the River Wharfe provides attractive views and access to green space, enhancing the overall experience and encouraging longer dwell times.

While the overall quality is consistently strong, there are some pressures associated with traffic and parking, particularly during peak periods. However, measures such as 20mph zones and a focus on pedestrian-friendly design help to mitigate these impacts.

Overall, Ilkley benefits from a high-quality and well-managed environment, with strong visual appeal and a cohesive public realm that supports both residents and visitors.

Visitor Satisfaction

As set out in Question 32 of the NEMS household survey, Ilkley was the second most frequented centre of the five centres, with 20.03% of respondents frequently visiting in the last 6-months.

When asked about their favourite element of Ilkley Town Centre, 27.27% of respondents stated that it was an attractive environment and a nice place, and 20.95% stated that it has good cafes and restaurants.

Conversely, when survey respondents were asked what they disliked about the centre, 45.85% respondents stated that there wasn't anything they disliked about the centre, 24.11% stated that parking was expensive, and 14.23% stated that there was no free parking.

Potential improvements to the centre track closely to the above noted dislikes, with respondents stating there wasn't anything they would like to be improved about the centre (42.69%), free parking (22.13%) cheaper parking (13.04%). Overall, the focus of potential issues and improvements to the centre is with regards to parking.

Conclusions

Overall, Ilkley town centre performs a strong role as both a principal town centre and a visitor destination within the Bradford District. The centre benefits from a high-quality retail and leisure offer, a strong independent sector, and a well-established daytime and evening economy.

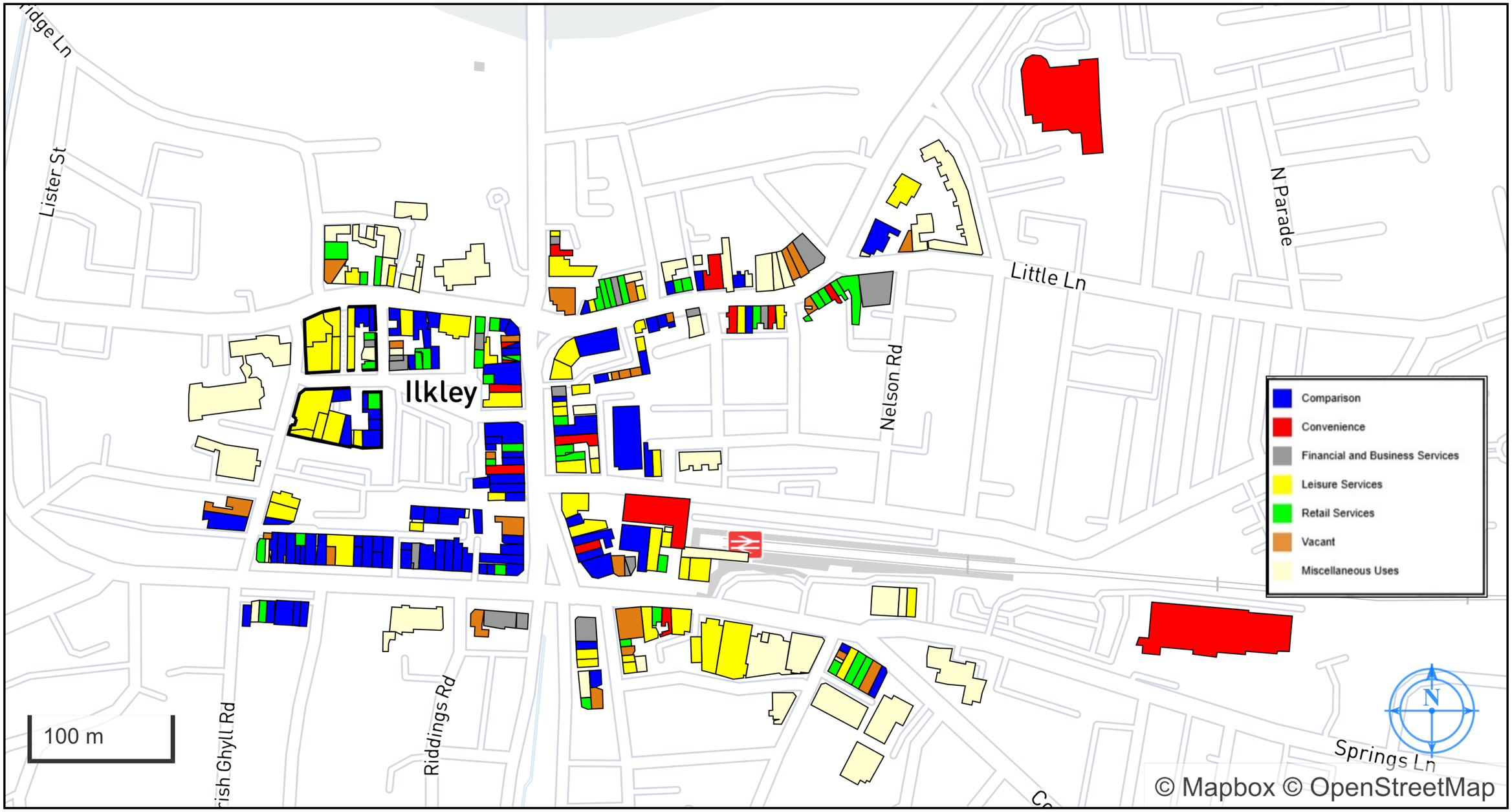
Its distinctive character, supported by attractive public realm, Victorian architecture and proximity to the surrounding natural environment, contributes to its appeal and supports consistently high levels of activity. Accessibility is strong, particularly by public transport and on foot, further reinforcing its role within the wider area.

Vacancy levels are low and the continuity of active frontages remains strong, contributing positively to the overall vitality and attractiveness of the centre. While pressures associated with traffic and peak-time demand are evident, these are relatively limited in scale.

Opportunities within the town centre are focused on enhancement and long-term sustainability, rather than large-scale redevelopment. Overall, Ilkley is considered to be performing very well, with strong resilience and a clear ability to maintain its role as a high-quality destination centre.

Ilkley (Ground Floor)

Modified: 24-Jun-26 17:19:05 / Surveyed: 16-Jan-25



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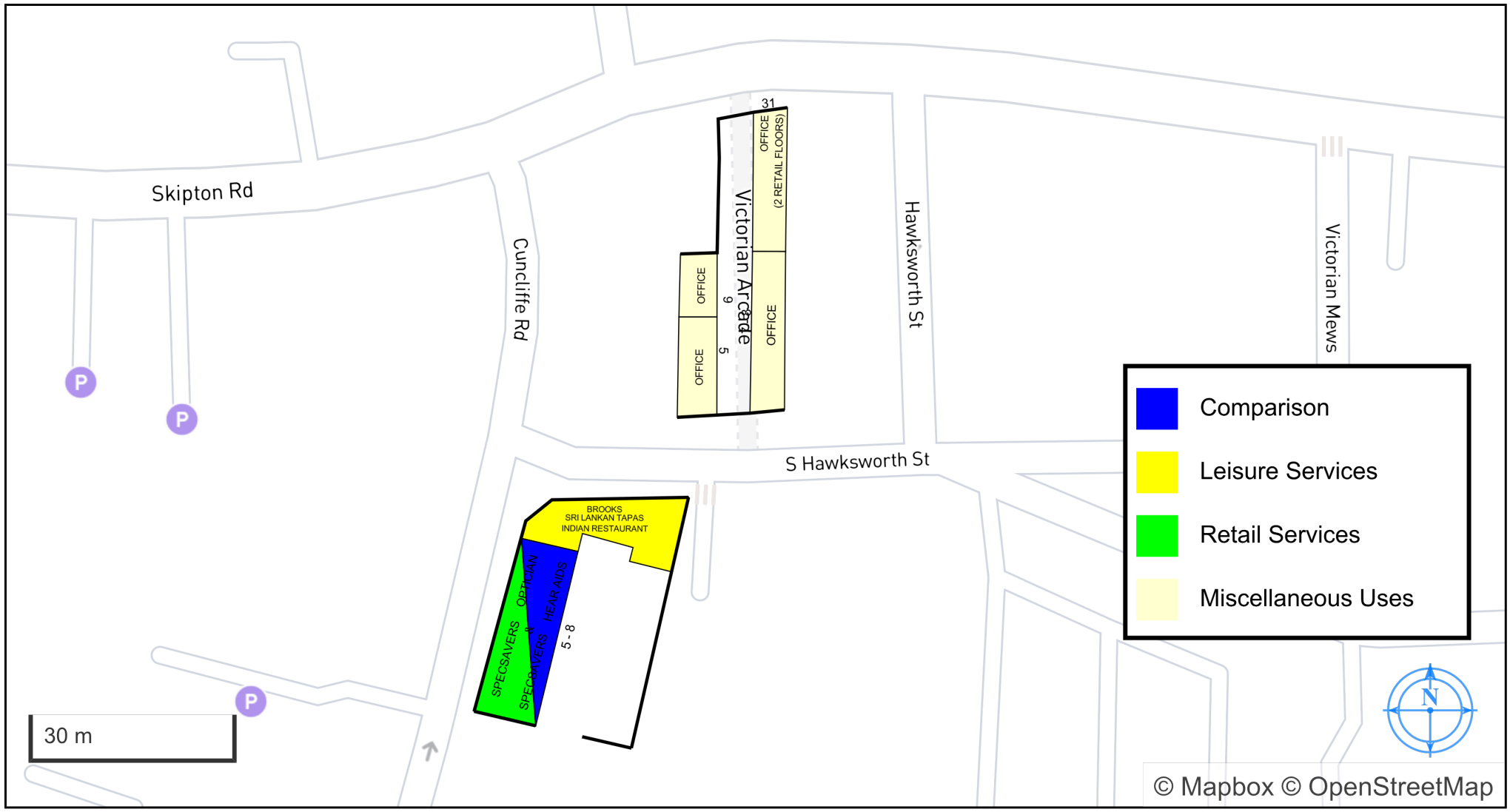
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Ilkley (First Floor)

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Existing Town Centre Boundary
Proposed Town Centre Boundary
Existing Primary Shopping Area

NEXUS PLANNING

Ilkley Town Centre

Bradford Retail and Leisure Study

Keighley Town Centre

Description

Keighley is a principal town centre within the Bradford District, located approximately 10 miles north-west of Bradford city centre. It serves a wide catchment area, functioning as a key retail, service and administrative hub within the Aire Valley.

The town centre is focused around a compact core centred on Low Street, High Street and the Airedale Shopping Centre, with commercial uses extending along Cavendish Street. The centre benefits from strong public transport connections, including a railway station and bus interchange, although major roads such as the A650 act as barriers to pedestrian movement in places.

Keighley accommodates a substantial level of commercial activity, with 390 units and approximately 83,340 sqm of floorspace. The centre continues to play an important role in meeting day-to-day needs, supported by a mix of national multiples and independent retailers. However, higher vacancy levels and wider changes in retail patterns present ongoing challenges to its vitality and performance.



Figure 1: Keighley market is a traditional indoor shopping hub which offers a variety of specialty shops.



Figure 2: Morrisons supermarket is one of the largest convenience units in the centre and serves as a major draw to the centre.



Figure 3: Cavendish Retail Park is home to several national retailers including B&M and Sports Direct.



Figure 4: Well-maintained green space at North Street offers a space for visitors to rest and socialise.

Table 1: Keighley Town Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	22,790	27.3%	28.6%
Convenience	27,352	32.8%	15.4%
Financial & Business	3,092	3.7%	6.0%
Leisure	11,823	14.2%	27.9%
Retail Service	5,849	7.0%	7.3%
Vacant	12,434	14.9%	14.3%
TOTAL	**83,340**	**100.0%**	**100.0%**

Source: Composition of District centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Table 2: Keighley Town Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	103	26.4%	25.9%
Convenience	31	7.9%	9.4%
Financial & Business	28	7.2%	7.8%
Leisure	78	20.0%	26.7%
Retail Service	80	20.5%	15.9%
Vacant	70	17.9%	14.0%
TOTAL	**390**	**100.0%**	**100.0%**

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Uses

Convenience provision within Keighley is relatively limited in terms of the number of units, although it accounts for a substantially higher proportion of floorspace than the national average. Convenience provision within Keighley is relatively limited in terms of the number of units, although the overall scale of floorspace is broadly comparable with national levels. This suggests that the offer is supported by a number of larger format stores, which are likely to act as key anchors and support regular footfall. Overall, the convenience sector continues to play an important role in meeting day-to-day needs.

Comparison goods form a significant component of the town centre's offer, with provision broadly in line with national trends. This indicates that Keighley continues to perform an important role in providing a range of retail goods. However, the strength of this sector will depend on the quality and diversity of operators, particularly in the context of competition from larger centres and out-of-centre retail.

Retail service uses represent a strong component of the town centre, with a notably higher presence than typically seen at the national level. This is largely driven by a concentration of smaller units, particularly within health and beauty services. This sector contributes positively to the day-to-day function of the centre and supports consistent levels of local footfall.

Leisure provision within the town centre is more limited in terms of the number of units when compared with national patterns, although larger format uses contribute to a more substantial share of floorspace. While leisure uses play a role in attracting visitors, the relatively limited diversity of offer may constrain the centre's ability to support a strong and varied leisure economy.

Financial and business services are present at a modest level within the centre, broadly in line with expectations for a town of this scale. These uses provide an important supporting function, although the overall offer is relatively limited and does not represent a dominant component of the town centre.

Daytime/Evening Economy

Keighley town centre is primarily characterised by a strong daytime economy, supported by its retail, convenience and service-based uses. Activity is largely driven by shopping trips, access to services, and the presence of key anchors such as the Airedale Shopping Centre and food retail operators. As a result, the centre is likely to experience its highest levels of footfall during typical trading hours.

The concentration of retail services, including hairdressers, beauty salons and other personal services, further reinforces this daytime function, generating regular visits from local residents. Cafés and smaller food and drink operators also contribute to daytime activity, providing opportunities for short dwell times and informal social interaction.

In contrast, the evening economy appears to be more limited. While there are a number of takeaways, restaurants and some leisure uses, the overall range and diversity of offer is relatively modest. There is limited evidence of a strong evening or night-time economy that would attract visitors beyond core trading hours. This is likely to result in a reduction in activity and footfall in the evening, particularly in areas where retail uses dominate and close early.

Overall, the centre functions effectively as a daytime destination but may benefit from a broader and more diverse leisure offer to support increased activity into the evening and enhance overall vitality.

Vacancies

Vacancy levels within Keighley town centre are relatively high in terms of the number of units and exceed typical national levels, indicating ongoing challenges in maintaining full occupancy. However, the vacancy level in terms of proportion of floorspace is closer to the national average, indicating that a high proportion of vacant units are relatively small in scale.

Vacant units are evident across a number of locations within the centre, including parts of the High Street and secondary frontages, where they can interrupt otherwise active retail stretches.

The distribution of vacant units across a range of sizes suggests that vacancy is not limited to a particular type of premises but instead reflects wider structural changes in retail and service demand. In particular, vacancies within secondary areas can reduce footfall and weaken links between different parts of the centre.

Elevated vacancy levels are likely to have a negative impact on both vitality and visual quality, particularly where clusters of empty units create inactive frontages. However, they may also present opportunities for reoccupation, repurposing or redevelopment, which could support the longer-term regeneration of the town centre.

Opportunity Sites

Keighley town centre is currently the focus of significant public sector investment, supported by funding from the Towns Fund and the Pride in Place programme. A number of major regeneration projects are planned or underway, which have the potential to enhance the role, function and overall vitality of the centre.

A key project is the delivery of a new Community Health and Wellbeing Centre within the town centre, which will provide a range of healthcare services including GP facilities and mental health support. This development is expected to act as an important anchor, increasing footfall and supporting linked trips to surrounding businesses.

The ongoing transformation of the Airedale Shopping Centre represents a major long-term opportunity. Proposals include the introduction of new leisure uses, a food hall and significant residential development, which would diversify the town centre offer and support increased activity throughout the day and evening.

Additional initiatives include improvements to Keighley Market and the creation of a Creative Arts Hub at Sunwin House, both of which aim to strengthen the town centre's cultural and independent offer. Public realm and connectivity enhancements, particularly along Cavendish Street and key routes between the bus and rail stations, are also proposed to improve accessibility and the overall visitor experience.

More broadly, these projects form part of a wider regeneration framework which seeks to introduce new town centre living, enhance public spaces and improve connectivity. Collectively, they provide a strong opportunity to address existing challenges, including vacancy and limited evening activity, and support the long-term resilience of the centre.

Pedestrian Flows

Pedestrian activity within Keighley town centre is primarily concentrated within the core retail area, particularly around the Airedale Shopping Centre and along Low Street and High Street. These locations form the main focus of activity, with pedestrian movements driven by retail, service uses and access to key anchors.

Cavendish Street also represents an important route, linking the town centre core with surrounding areas and accommodating a mix of commercial uses. However, pedestrian flows appear to reduce beyond the primary retail core, particularly along secondary streets where there is a greater presence of vacant units and a less continuous active frontage.

The routes connecting the town centre to the railway station and bus interchange are also important in facilitating movement. While these provide key links into the centre, the quality and directness of these connections vary, and pedestrian flows may be affected by the surrounding road network and crossing points.

Overall, pedestrian movement is focused and relatively contained within the primary shopping area, with weaker flows in peripheral areas. This reflects the concentration of activity within the core and highlights the importance of improving connectivity and strengthening links across the wider town centre.

Accessibility

Keighley town centre benefits from a good level of accessibility, supported by its proximity to both the railway station and bus interchange. These provide regular services to Bradford, Leeds, Skipton and surrounding areas, enabling the centre to serve a wide catchment and supporting access by public transport.

The town centre is also well connected to the wider highway network, with routes such as the A650 providing convenient vehicular access. Car parking is available within and around the town centre, including provision associated with the Airedale Shopping Centre, which supports accessibility for visitors travelling by car.

Within the town centre itself, the core retail area is generally walkable, with a concentration of uses along Low Street, High Street and within the shopping centre. However, pedestrian movement is influenced by the surrounding road network, with some routes appearing less direct or dominated by traffic. In particular, key roads and junctions can act as barriers, affecting ease of movement between different parts of the centre and between the centre and transport hubs.

Cycle provision within the town centre appears limited, which may reduce accessibility for cyclists and restrict opportunities for more sustainable modes of travel.

Overall, Keighley is considered to be accessible, particularly by public transport and car. However, there is scope to improve pedestrian and cycle connectivity, particularly in relation to key routes and crossings, to create a more cohesive and accessible town centre environment.

Perception of Safety

Keighley town centre is generally perceived to be safe during the day, particularly within the primary retail core around the Airedale Shopping Centre, Low Street and High Street. These areas benefit from higher levels of activity and natural surveillance, supported by a concentration of retail and service uses.

However, the perception of safety varies across the centre. Areas with higher levels of vacancy, particularly along secondary streets and peripheral locations, appear less active and may feel less welcoming. The presence of inactive frontages in these areas can reduce natural surveillance and contribute to a weaker sense of safety.

The surrounding road network also influences the perception of safety, with some routes and crossing points appearing dominated by traffic. This can create a less comfortable environment for pedestrians, particularly where movement between key parts of the centre is less direct.

In the evening, the relatively limited leisure offer and reduction in activity are likely to result in quieter conditions across much of the town centre. This may further affect perceptions of safety, particularly in areas where lighting, activity and active frontages are more limited.

Overall, while the town centre is considered safe during the day, there is variation in perception across different areas and times, with opportunities to improve activity, lighting and the quality of frontages to enhance the overall sense of safety

Environmental Quality

The environmental quality of Keighley town centre is varied. Within the primary retail core, including the Airedale Shopping Centre and sections of Low Street and High Street, the public realm is generally of an acceptable standard, with a consistent concentration of active uses contributing to a sense of activity and maintenance.

However, the quality of the environment declines in secondary areas, where a higher proportion of vacant units and inactive frontages can create a less attractive and less well-maintained appearance. In these locations, interruptions in the continuity of active uses reduce vibrancy and can detract from the overall experience of the town centre. Indeed, the quality of shopfronts throughout the centre as a whole is varied and opportunities to draw on the historic nature of the centre could be considered for the shopfronts in particular.

The dominance of the surrounding road network in certain areas also affects environmental quality, with traffic and associated infrastructure detracting from the pedestrian experience. This is particularly evident along key routes connecting different parts of the centre, where the environment can feel less cohesive and more vehicle-oriented.

While there are areas of adequate public realm, there is scope for improvement, particularly in relation to greening, seating and the quality of pedestrian routes. Enhancements to these elements, alongside the reoccupation or redevelopment of vacant units, would help to create a more attractive, welcoming and cohesive town centre environment.

Visitor Satisfaction

As set out in Question 32 of the NEMS household survey, 18.61% of respondents reported frequently visiting the centre in the last 6-months.

When asked about their favourite element of Keighley town centre, 34.89% of respondents stated that there wasn't anything they disliked about the centre, and 31.49% stated that they liked the fact it was close to home.

Conversely, when survey respondents were asked what they disliked about the centre, respondents stated that there were too many empty shops (31.49%), nothing (27.23%) and needed more/better range of non-food shops (13.62%).

Potential improvements to the centre track closely to the above noted dislikes, with respondents stating that more/better range of non-food shops (24.26%), nothing (22.13%) and a more/better clothes shops (14.89%). Overall, the focus of potential issues and improvements to diversifying the non-food retail provision. This tracks with the significant decrease in comparison units since 2017.

Conclusions

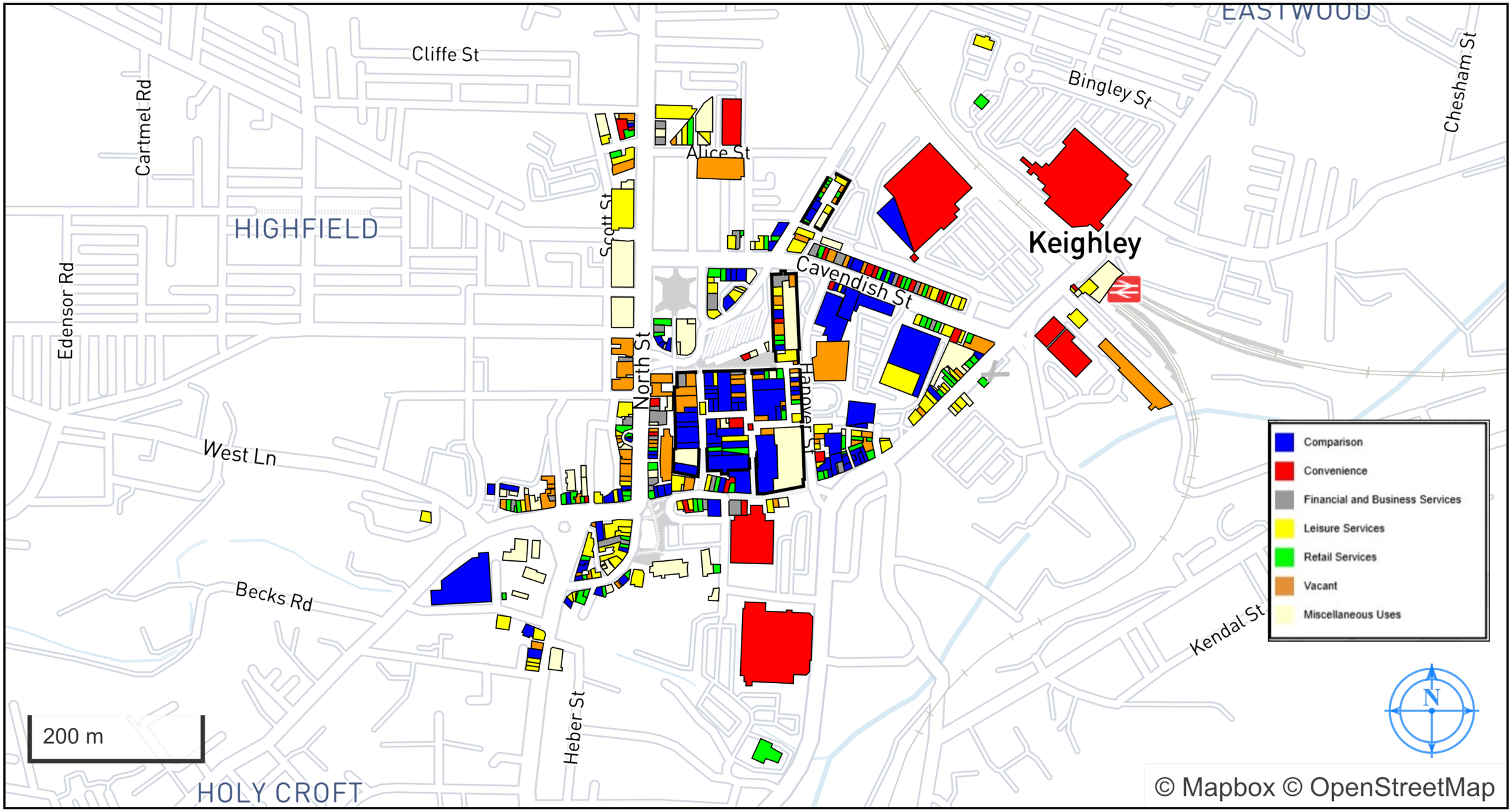
Overall, Keighley town centre continues to perform an important role as a principal centre within the Bradford District, supported by a broad mix of retail, service and leisure uses. The centre benefits from a strong daytime economy, anchored by key retail and convenience provision, and good accessibility, particularly by public transport.

However, the centre faces a number of challenges, including elevated vacancy levels, a relatively limited leisure offer, and variations in environmental quality and perception of safety across different areas. Activity is largely concentrated within the primary retail core, with weaker performance in secondary locations.

Significant regeneration initiatives and opportunity sites provide a positive outlook for the town centre, with the potential to diversify the offer, improve connectivity and enhance overall vitality. These interventions will be important in supporting the long-term resilience and attractiveness of Keighley town centre.

Keighley

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Existing Town Centre Boundary
Existing Primary Shopping Area

NEXUS PLANNING

Keighley Town Centre

Bradford Retail and Leisure Study

Shipley Town Centre

Description

Shipley town centre is located approximately 3 miles north of Bradford city centre at the junction of the Aire Valley. The centre serves a local and wider catchment and functions as an important transport hub, benefiting from strong rail connections to Bradford, Leeds and the Yorkshire Dales.

The town centre is focused around Market Square, Kirkgate and the surrounding streets, with commercial uses extending towards the railway station. Market Square forms the focal point of the centre and has recently undergone significant public realm improvements, creating an enhanced space for markets and community activity. Shipley is also characterised by its mix of 20th-century architecture and industrial heritage, and its close proximity to the UNESCO World Heritage Site of Saltaire, which lies a short distance to the south.

The centre accommodates a mix of national multiple retailers, including ASDA, alongside a range of independent shops and a traditional outdoor market. Shipley continues to play an important role in meeting day-to-day needs, supported by its accessibility and strong transport links. However, like many town centres, it faces ongoing challenges in maintaining vitality and adapting to changing retail patterns.



Figure 1: The well-maintained pedestrian path provides an essential off-road route for pedestrian commuting and leisure walking.



Figure 2: The upgraded Central Market square offers well maintained landscaping which encourages visitors to spend more time in the square and encourages footfall to the surrounding retail units.



Figure 3: The variety of Retail units at Market square attracts residents and visitors to the town centre.



Figure 4: Cycle parking facilities within the town centre at Market Square.

Table 1: Shipley Town Centre Floorspace Composition

GOAD Category	Floorspace at 2026(sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	9,563	23.1%	28.6%
Convenience	11,738	28.3%	15.4%
Financial & Business	2,962	7.1%	6.0%
Leisure	8,262	19.9%	27.9%
Retail Service	4,794	11.6%	7.3%
Vacant	4,162	10.0%	14.3%
TOTAL	**41,481**	**100.0%**	**100.0%**

Source: Composition of Town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Table 2: Shipley Town Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	55	27.0%	25.9%
Convenience	16	7.8%	9.4%
Financial & Business	16	7.8%	7.8%
Leisure	40	19.6%	26.7%
Retail Service	41	20.1%	15.9%
Vacant	36	17.6%	14.0%
TOTAL	**204**	**100.0%**	**100.0%**

Source: Town centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Uses

Convenience provision within Shipley is relatively limited in terms of the number of units when compared with national trends. However, the sector occupies a substantial proportion of floorspace, reflecting the presence of larger format operators, most notably the ASDA supermarket, which acts as a key anchor within the town centre. This supports regular footfall and reinforces the centre's role in meeting day-to-day needs. Smaller independent food retailers and convenience stores are also present, contributing to the overall offer.

Comparison goods form a significant component of the town centre's offer, with provision broadly in line with national patterns. A mix of national multiple retailers and independent operators is evident, with a stronger presence of independent businesses across the centre. This contributes to a diverse retail environment, although the relatively lower share of floorspace may indicate a predominance of smaller units. The comparison offer supports Shipley's function as a local shopping destination, although its ability to compete with larger centres may be more limited.

Retail service uses represent a strong component of the town centre, with a higher presence than typically observed nationally. This is driven largely by independent operators, including hairdressers, barbers, beauty salons and other personal services. These uses are widely distributed across the centre and play an important role in supporting regular visits and local day-to-day activity.

Leisure provision within Shipley is relatively limited when compared with national trends, both in terms of units and overall diversity. The offer includes cafés, takeaways and restaurants, alongside smaller leisure uses, but is predominantly made up of independent operators. While these uses contribute to activity within the centre, the relatively limited scale and variety of provision may constrain the development of a more vibrant and sustained leisure economy.

Financial and business services are present at a moderate level and broadly align with national expectations. The sector includes a mix of national multiples and independent providers, such as banks, estate agents and professional services. These uses provide an important supporting function within the centre but do not represent a dominant component of the overall offer.

Daytime/Evening Economy

Shipley town centre is characterised by a strong and well-established daytime economy, centred on Market Square and the surrounding retail core. The recent redevelopment of Market Square, including the introduction of an all-weather canopy, has strengthened its role as a focal point for activity, supporting the regular operation of the outdoor market and helping to sustain consistent footfall throughout the day.

The centre also functions as an important service hub for the wider Aire Valley, with community facilities such as the Kirkgate Centre and local services generating regular visits. A high proportion of retail and service uses, including independent shops, cafés and personal services, further reinforces this daytime function and supports a steady level of activity during typical trading hours.

In contrast, Shipley benefits from a more developed evening economy than many centres of a similar scale. The town has an established reputation for its independent pubs and craft beer offer, with venues such as The Fox and The Junction attracting visitors, including those travelling along the Airedale Line. These uses contribute to activity beyond traditional retail hours and support a degree of evening vitality.

However, there remains a transition between the daytime and evening economy, with activity still largely concentrated in specific locations. Ongoing initiatives, including the use of Market Square for evening events and "twilight markets", are intended to strengthen this transition and encourage greater activity later into the day.

Overall, Shipley demonstrates a strong daytime economy and a growing evening offer, with opportunities to further diversify and strengthen activity across a wider range of uses and locations.

Vacancies

Vacancy levels within Shipley town centre are slightly higher than national trends, with vacant units distributed across both the primary retail core and surrounding streets. Vacancies are particularly evident along parts of Kirkgate and Commercial Street, as well as in secondary frontages where there is a higher concentration of smaller units.

These vacant units are largely associated with independent premises, reflecting wider pressures on smaller retailers and changing patterns in retail demand. In these areas, vacancies can interrupt otherwise active frontages, reduce continuity and weakening the overall vibrancy of the street.

The presence of vacant units has a noticeable impact on both vitality and visual quality, particularly where clusters of vacancies reduce activity and natural surveillance. This is more apparent away from Market Square, where footfall is generally lower and activity is less consistent.

However, vacant units also present opportunities for reoccupation or alternative uses, including independent businesses, community uses or leisure-related activities. Targeted reuse of these spaces could help to strengthen activity across a wider area of the town centre and improve links between key streets.

Opportunity Sites

Shipley town centre is the focus of significant ongoing and planned regeneration, supported by investment through the Towns Fund and wider development frameworks. A number of key opportunity sites and initiatives have been identified which have the potential to enhance vitality, improve connectivity and strengthen the overall role of the centre.

Market Square represents a key recent investment within the town centre core. Its redevelopment has created an improved public space capable of supporting markets, events and increased activity throughout the day and into the evening. This is expected to have positive effects on surrounding streets, including Kirkgate and Commercial Street, by increasing footfall and encouraging linked trips.

The Kirkgate Centre, located within the primary retail area, has been repurposed as a sustainable community hub, supporting local services and reinforcing the town centre's role as a service destination. This provides an important anchor within the centre and contributes to regular activity.

Wider regeneration proposals focus on improving connectivity and unlocking development opportunities across the town centre. In particular, initiatives aimed at enhancing pedestrian links between the railway station along Station Road, Market Square and Saltaire will help to improve movement and better integrate key destinations. Public realm improvements under the "Streets for People" programme are also expected to support a more pedestrian-friendly environment.

In the longer term, the development framework identifies opportunities for new residential development, particularly along canal-side locations and underutilised land around the town centre. This would introduce additional town centre living, supporting local services and contributing to increased activity beyond traditional trading hours.

Overall, these opportunity sites and initiatives provide a strong basis for regeneration, with the potential to enhance the quality of the environment, diversify the town centre offer and support its long-term resilience.

Pedestrian Flows

Pedestrian activity within Shipley town centre is primarily concentrated around Market Square, which functions as the main focal point for movement and activity. The recent public realm improvements have reinforced its role as a central gathering space, supporting footfall associated with the market, surrounding retail uses and community events.

From Market Square, pedestrian flows extend along Kirkgate and Commercial Street, which form the principal retail routes within the town centre. These streets accommodate a mix of retail, service and leisure uses and experience the highest levels of activity, particularly during daytime hours.

Movement is also evident along Westgate and Briggate; however, pedestrian flows in these areas appear more limited and less consistent. This reflects a combination of fewer active frontages and a greater presence of vacant units, which can reduce footfall and weaken connections between different parts of the centre.

Station Road represents an important route linking the town centre with the railway station and wider transport network. While this connection is well used, pedestrian movement can be influenced by the surrounding road infrastructure and crossing points, which in places may reduce the directness and attractiveness of routes into the town centre.

Overall, pedestrian flows are focused within the primary retail core, with weaker movement in peripheral areas. This highlights the importance of strengthening links between key streets and improving connectivity between the town centre, transport hubs and surrounding areas.

Accessibility

Shipley town centre benefits from a high level of accessibility, particularly due to its role as a key transport hub within the district. Shipley railway station, located to the east of the town centre along Station Road, provides frequent services to Bradford, Leeds and Skipton, supporting access from a wide catchment area. A bus interchange located close to the town centre further enhances connectivity and supports access by public transport.

The town centre is also well connected to the wider highway network, with routes such as Leeds Road and Briggate providing convenient vehicular access. Car parking is available within and around the centre, including provision associated with ASDA and other town centre sites, supporting accessibility for visitors travelling by car.

Within the town centre, the core retail area centred on Market Square, Kirkgate and Commercial Street is generally walkable, with a concentration of uses within a relatively compact area. However, pedestrian movement is influenced by the surrounding road network, particularly along Briggate and routes connecting to Station Road, where traffic and junction layouts can affect the ease and directness of movement.

Cycle provision within the town centre appears limited, although the proximity of the Leeds and Liverpool Canal provides opportunities for off-road cycling routes linking Shipley with surrounding areas such as Saltaire and Bingley.

Overall, Shipley is considered to be highly accessible, particularly by public transport. However, there is scope to improve pedestrian and cycle connectivity, particularly in relation to key crossing points and links between the railway station, Market Square and surrounding streets.

Perception of Safety

Shipley town centre is generally perceived to be safe during the day, particularly within the primary retail core around Market Square, Kirkgate and Commercial Street. These areas benefit from higher levels of activity and natural surveillance, supported by a mix of retail, service and leisure uses.

The recent improvements to Market Square have enhanced the quality of the environment and contributed to a more open and active space, which is likely to positively influence perceptions of safety.
The presence of cafés, market activity and community uses further supports a sense of activity and passive surveillance during daytime hours.

However, the perception of safety varies across the centre. Areas with a higher concentration of vacant units, particularly along parts of Kirkgate and in secondary frontages, appear less active and may feel less welcoming. In these locations, inactive frontages can reduce natural surveillance and create a weaker sense of safety.

In the evening, Shipley benefits from a degree of activity associated with its pubs and independent venues, particularly around the town centre core. However, activity remains concentrated in specific locations, and other areas of the centre may experience reduced footfall and become quieter. This variation in activity can influence perceptions of safety, particularly where lighting and active uses are more limited.

Overall, while the town centre is considered safe during the day, there is variation in perception across different areas and times, with opportunities to improve activity, lighting and the continuity of active frontages to enhance the overall sense of safety.

Environmental Quality

The environmental quality of Shipley town centre is generally good within the primary retail core, particularly around Market Square, where recent public realm improvements have created a more attractive and functional space. The introduction of new planting, open space and the all-weather canopy has enhanced the overall appearance and usability of this area, supporting both market activity and wider town centre use.

Along Kirkgate and Commercial Street, environmental quality is more varied. While these streets benefit from a mix of active uses and generally well-maintained frontages, the presence of vacant units in some locations detracts from the overall appearance and continuity of the streetscape.

In secondary areas, including parts of Westgate and Briggate, the quality of the environment is more limited. Here, a combination of lower activity levels, a higher proportion of vacant units and the influence of traffic can create a less attractive and less cohesive environment for pedestrians.

The surrounding road network, particularly along Briggate and routes connecting to Station Road, also affects environmental quality, with traffic and associated infrastructure detracting from the pedestrian experience in places.

Overall, while the town centre benefits from recent investment and areas of good quality public realm, there is scope for further improvement, particularly in secondary streets and key routes, where enhancements to the streetscape, greening and active frontages would help to create a more consistent and attractive environment.

Visitor Satisfaction

As set out in Question 32 of the NEMS household survey, 16.23% of respondents reported visiting the centre within the last 6 months.

When asked about their favourite element of Shipley town centre, 25.37% of respondents stated that it was close to home, 16.59% stated that it has good cafes and restaurants and 10.73% stated that the centre has an attractive environment/is a nice place.

Conversely, when survey respondents were asked what they disliked about the centre, majority of respondents did not have any issues with the centre. 7.32% of respondents stated that there were too many charity shops and 5.85% stated that there was a poor range of 'high street' retailers.

Potential improvements to the centre track closely to the above noted dislikes, with 43.42% of respondents stating that there were no improvements needed within the centre. 9.27% stated that the centre could benefit from more/better range of non-food shops generally, while 8.78% of respondents would like a better market and more 'high street' retailers.

Conclusions

Overall, Shipley town centre performs an important role as a local centre within the Bradford District, supported by a diverse mix of retail, service and leisure uses. The centre benefits from a strong daytime economy, centred on Market Square and reinforced by its role as a service hub and its high level of accessibility, particularly by public transport.

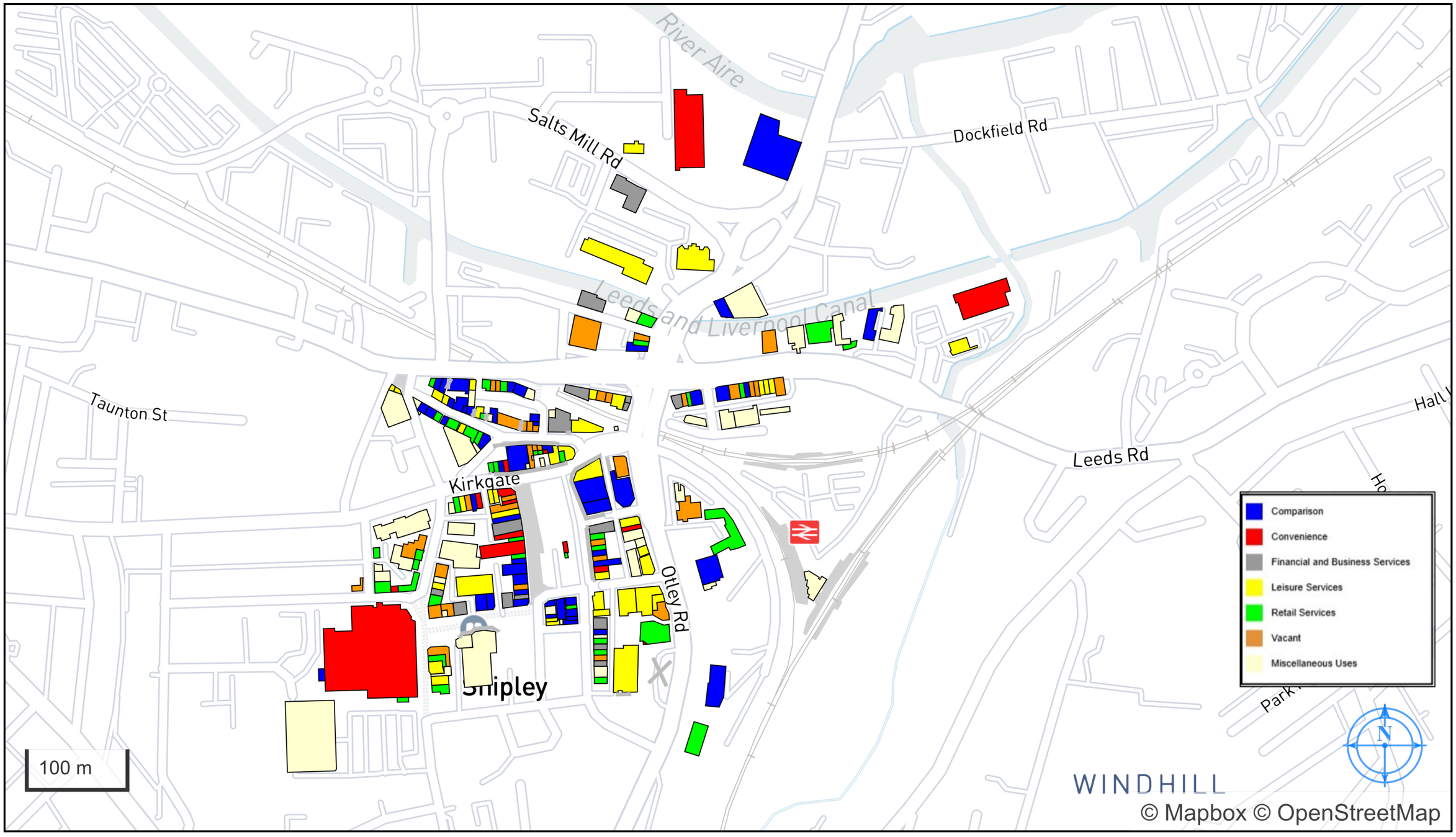
The town centre also benefits from a distinctive character, with a strong presence of independent businesses and a growing evening economy associated with its pubs and leisure offer. Recent public realm improvements have enhanced the quality and attractiveness of the central area, supporting activity and footfall.

However, the centre faces ongoing challenges, including elevated vacancy levels, variation in environmental quality across different streets, and more limited activity outside of the core areas. These issues are particularly evident in secondary locations, where weaker footfall and inactive frontages can affect overall vitality.

Significant regeneration initiatives and investment provide a positive outlook for the town centre, with opportunities to strengthen connectivity, diversify uses and support activity throughout the day and into the evening. Overall, Shipley is considered to be performing reasonably well, with a clear opportunity to build on its strengths and improve its longer-term resilience.

Shipley (Ground Floor)

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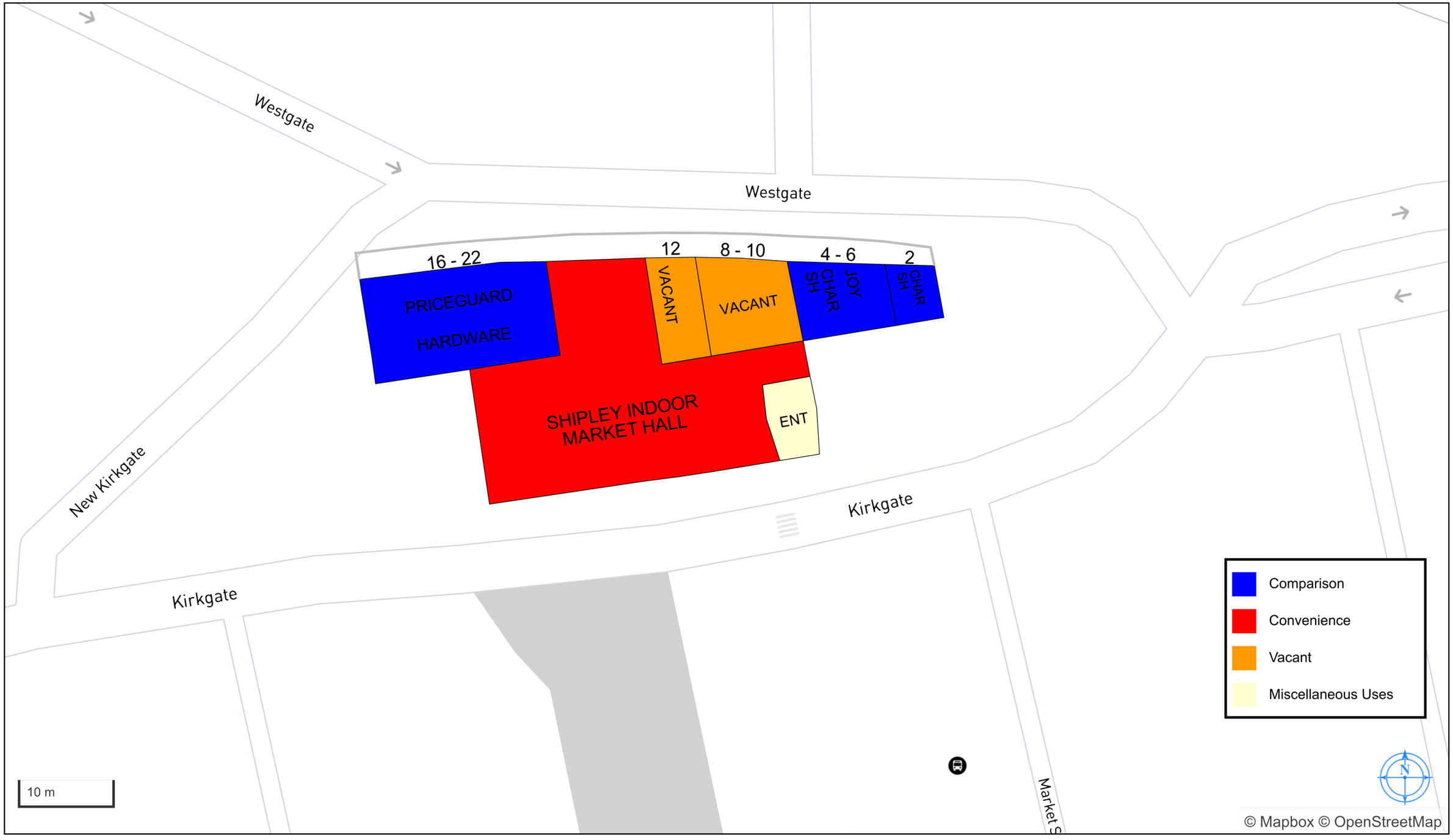


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Existing Town Centre Boundary

Existing Primary Shopping Area

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