

APPENDIX J: Cycle Baildon Vision (March 2021)

A destination of choice for leisure cyclists of all ages, and for cycling to be a popular form of transport within Baildon.

In order to tackle the Climate Emergency, it is vital that people change their travelling habits. The draft connectivity strategy of the West Yorkshire Combined Authority (WYCA), which aims for ‘net zero carbon’ by 2038 has, as a target, a 21-fold increase in the level of cycling. Baildon can lead the way if local authorities and other agencies are determined enough and so minded. At the same time, the local economy can grow and thrive sustainably.

The UK Government is demanding a step change to the provision of infrastructure that supports walking and cycling and is beginning a formal process to ensure that local authority schemes using government funding adhere to this new vision.

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

Extensive UK wide research has also been undertaken by the sustainable transport charity Sustrans to focus on three challenges to make places better for people and the environment:

1. The climate crisis – How fewer cars and more people cycling can make places better
2. Social inequality – The role of cycling in making mobility more equitable
3. Inclusive cycling – Cycling should be a genuine choice for all people

(https://www.sustrans.org.uk/media/5942/bikelife19_aggregatedreport.pdf)

Due to Baildon’s ambition, environment and available opportunity, there is a unique opportunity to lead the way in Bradford and West Yorkshire in transforming the role that cycling and walking can play in tackling the challenges we face. This Baildon vision and its implementation will support and provide an environment that is suitable to learn, promote, welcome and enjoy cycling.

The most significant barrier to cycling is actual and perceived road safety. There are many opportunities within and around Baildon that, with the right investment and improvement, could form the basis of a high quality and accessible local walking and cycling network that directly tackles the issue of road safety. The yardstick used by Sustrans for the National Cycle Network is that a 12-year-old should feel safe and confident about cycling on their own. This requires the provision of first-class infrastructure and certain on-road interventions. Some of this (such as reduced speed limits) is relatively easy to achieve with the right political will. Other aspects (new walking and cycling paths) will require some major investment. If potential schemes and interventions are designed and consulted on in the right way, major capital funding can be sought specifically for provision of walking and cycling interventions.

Cycling could become the transport mode of choice for Baildon residents who wish to shop, commute, travel to school, take their children to school, visit local facilities, and travel to and from the railway station. Places in the UK like Cambridge, show that “mass” cycling can work. This is because sustainable and active travel journeys are prioritised and it becomes obvious and advantageous to choose cycling (or walking or public transport) as an often-used means of transport. This inevitably leads to a reduction of car use, congestion, pollution and ill-health benefitting all local people.

Further barriers to cycling include the traffic and the hills. As far as traffic is concerned, the more people who cycle, the safer the roads feel, and the evidence that top quality cycling infrastructure encourages more people to cycle, is very strong. Lower speed limits will help to protect other vulnerable road users and send a message that Baildon prioritises people and place. As far as the hills are concerned, for people who are essentially healthy, hills can be a great way to build stamina and fitness. There is also now a huge

international growth market in e-bikes, which make hills very easy to tackle. As well as e-bikes, cargo e-bikes are starting to prove popular in towns and cities and are great for certain businesses: cheap to purchase (relative to a small van) and cheap to run.

A new cycle track at Sandal First School could be a wonderful facility for young people to develop confidence and safe cycling skills in a controlled environment, and also be a facility for use by those from further afield.

Strong connections with the local parts of the National Cycle Network (NCN) is key: the canal towpath route to/ from Leeds and Canal Road Greenway (NCN Route 66) and upstream from Shipley towards Keighley (NCN Route 696).

It is noted that two sections of NCN Route 66 from Apperley Bridge to Shipley, are scheduled for upgrade by CityConnect during 2021. (CityConnect is the sustainable transport programme of the West Yorkshire Combined Authority).

Protect/ Improve

1. Saltaire/ Roberts Park/ Glen tram path

Remove the gate at the foot of the tram path.

A safe crossing at Higher Coach Road and 3m tarmac path from Higher Coach Road to the foot of the tramway, with proper signage from Saltaire and the canal, as is befitting a World Heritage Site and unique marvel of Victorian engineering. Opportunity for an attractive feature at the drain cover on the edge of the field.

2. Green Lane/ Coach Rd/Higher Coach Road

Separated/ shared use cycle path along Green Lane, Coach Road and Higher Coach Road

Safe crossing at Roberts Park (see above)

3. Canal towpaths

In 2021, two sections of NCN Route 66 from Apperley Bridge to Shipley are scheduled for upgrade by CityConnect, in partnership with the Canal and River Trust.

4. Buck Lane (Bridleway)

Re-surface Buck Lane between the river and canal, whilst on one half of the path, fully restore the historic cobbles associated with the former mill.

5. Otley Road from Hollins Hill to Shipley Town Centre

Separated/ shared use cycle path off the main carriageway, all the way from the bottom of Hollins Hill to Shipley Town Centre. (Otley Road is currently a “no-go” for many cyclists, not least because of the volume of traffic with repeated ‘pinch points’).

6. Otley Road/ Dockfield Road Estate/ Midland Road/ Wickes

Convert footpath with footbridge connecting the Dockfield Industrial Estate with Otley Road opposite junction with Midland Road, to bridleway. A Toucan creating safe access to Midland Road

Legal cycle access over the river footbridge by Wickes (the one further downstream), with dropped kerb onto Dock Lane.

7. Esholt Lane/ Buck Lane

Conversion of the footpath joining Buck Lane (by the river), to Esholt Lane to a bridleway, as mooted several years ago. Horse riders would welcome this too.

New Interventions

8. New Sandal cycle track

A fully-functional cycle track on the extensive grounds at Sandal First School.

9. A 20mph default speed limit for the whole of Baildon.

10. A 30 mph speed limit on Glen Road

11. A new top quality bridleway from Glen Road at the start/end of the wall, to Saltaire Road, Eldwick, via the bridge over Loadpit Beck

To replace the existing footpath.

12. A 30 or 40 mph speed limit on Bingley Road

If cyclists are expected to be on the road, a 30mph would be adequate. If there was a segregated shared use 3m wide path/track with 1m buffer (e.g. grass) to one side (probably the north side), then 40mph would be adequate and also remove the speeding hazard associated with the bends and car park/laybys. Confident road cyclists are anticipated to stay on the road, with the separate track for less confident, families, disabled etc.

13. New smooth wide path constructed alongside Bingley Road (the road over Baildon Moor)

See (13) above, A segregated shared use 3m wide path/track with 1m buffer (e.g. grass) to north side

14. Mini roundabouts at Glen Rd/Bingley Rd, Bingley Rd/Hawksworth Rd

To help embed 40mph and help access to new shared use path facility on north side of Bingley Road.

15. Make Westgate 'access only' for vehicles

To prevent very frequent rat-running

16. Contraflow cycle lane on Hallcliffe

On the assumption that Hallcliffe become permanently one-way, and the east-bound barriers temporary 'Covid' footpath is removed, then it would make sense for there to be a west-bound contraflow cycle lane. Wands or armadillos could replace the temporary orange barriers. Eastbound cyclists would remain on the main carriageway, as is the case now.

17. Permit cycling over Roberts Park Aire footbridge at non peak times.

The current restriction/byelaw to cyclists makes little sense 90% of the time, and is very well used by cyclists despite the sign. We need to decriminalise considerate cyclists.

18. Safe crossings and Mini roundabout on Otley Rd at Green Lane

19. Safe crossings at Otley Road-Roundwood Road.

Investigate, via a public consultation exercise starting off with a blank sheet of paper, the feasibility of signalling the junction and making it safe to cross over to Buck Lane.

20. Sign and improve safest routes up to Baildon centre from all directions.

21. Sign and improve access to Baildon Railway Station.

Level access from the north already exists, but access from the south involves a long flight of steps which are inadequate in every way for disabled people, the vulnerable, the elderly, and people with child buggies. The alternative involves a long detour. Again, with blank-paper public consultation, a solution should be possible.