
Section 5

Thematic Policies

Planning for Prosperity

5.2 Transport and Movement



Introduction

- 5.2.1 The Transportation and Movement Policies contained in this Plan have been influenced not only by the spatial, economic and social considerations set out in the Plan itself but by existing transport policy and strategy.
- 5.2.2 The Leeds City Region Transport Strategy, which was approved in 2009, identifies that transport investment in the Leeds City Region is vital to facilitate economic recovery, helping to put in place the underlying conditions for economic competitiveness, and to meet increasing demand for travel that will stem from future growth. The Strategy aims to support the current economic and social roles and functions of key locations in the City Region, and to help stimulate and accommodate planned development and change.
- 5.2.3 The third West Yorkshire Local Transport Plan 2011 - 2026 (LTP3) identifies three key objectives:
- 1. To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.**
 - 2. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.**
 - 3. To enhance the quality of life of people living in, working in and visiting West Yorkshire**
- 5.2.4 An efficient and effective transport system supporting the key principles of connectivity, accessibility and sustainability is vital to delivering the overall Spatial vision. Delivery of the Local Plan will perform a vital role in helping to achieve the strategy and objectives set out above.
- 5.2.5 Major transport infrastructure priorities have been identified across West Yorkshire and York which would be delivered through a 'West Yorkshire Plus' Transport Fund that would provide significant transport investment from a range of local and national sources. The key objective of the Fund is to increase GVA across the sub region but there is also a focus on improving accessibility of the more deprived areas to ensure that the benefits of economic growth are shared more equitably. Smaller scale but still critical transport infrastructure and initiatives will be delivered through the Local Transport Plan Implementation Plans and through accessing government grants and third party contributions.
- 5.2.6 The transport network in the urban area of Bradford City is strongly characterised by a radial pattern of routes leading to the city centre, though there is also an outer and an inner ring road. The main routes to the north of the District follow or link Airedale and Wharfedale and there is also an important network of routes serving Keighley and smaller settlements to the west of the District. There are over 1900km of roads in Bradford District, which it is the responsibility of the Council to maintain. Many of the key routes in the District are congested at peak times with some also suffering congestion in the off peak periods.
- 5.2.7 There is an extensive public transport network across the District including a well used local rail system serving Airedale and Wharfedale and directly linking to Leeds, Calderdale

and Greater Manchester. At peak times there is crowding on some rail services and the quality of the rolling stock on the Caldervale line is poor. There is also a high level of bus use throughout the urban area which is encouraged by a generally good quality and high frequency network, though in common with other parts of West Yorkshire bus use has been declining in recent years and there have been some service cuts that have further discouraged the use of buses for travel.

5.2.8 Bradford District suffers from poor air quality in some areas as a result of traffic and congestion. The Transportation and Movement policies within this section complement Policy EN8 on Environmental Protection and Air Quality and will help to address the negative impacts that Transport has on the environment and public health through emissions.

5.2.9 Within the above context, economic growth in the District, a growing population and the consequential need for more housing will significantly affect travel patterns. This could lead to increased demands on the transport network and increases in congestion from future road traffic growth if increases in car use and road freight are not managed through appropriate policies and interventions.

5.2.10 The Core Strategy provides an integrated strategy for providing development in optimum locations which aim to reduce the number and length of car and freight journeys and maximise opportunities for the use of sustainable modes of transport. This will assist in reducing the negative impact of transport on the environment and positively contribute to quality of life. As well as addressing connectivity and transport issues within the District the Local Plan also needs to ensure that connections between Bradford District and the rest of Leeds City Region,



Hyperlink - connecting Bradford and Leeds

National and International locations are maintained and strengthened, supporting Bradford's economic growth. In this respect it will be important to maintain and improve strategic road and rail links, particularly those to Leeds, Leeds Bradford International Airport (LBIA) and to the Manchester City Region area including Manchester International Airport.

5.2.11 The need to address equality issues has been identified both nationally and by the Council in its Community Strategy as being important. The way transportation is delivered will be vital in promoting inclusive access for all members of society, thus helping to ensure an improved quality of life for all citizens of the District.

5.2.12 The following Policies provide the strategy to shape the future of transportation within Bradford District and connections to areas beyond the District boundary. Additional guidance and policies can be found in the individual chapters on Economy, Housing, Centres and also those relating to the individual areas of the District. Further guidance will also feature in any future Development Plan Documents produced as part of the Local Plan.

Travel Reduction and Modal Shift

- 5.2.13 Addressing traffic growth and congestion is a major issue for the District. A key aim of integrated land use and transport planning policies is to reduce the need to travel and to reduce the length and number of journeys, particularly those made by private car and road freight. The Core Strategy includes a number of complementary policies to attract more journeys by foot, bicycle and onto public transport, encourage developments in locations well-served by public transport or close to a range of services; and introduce measures aimed at achieving a shift away from traditional models of vehicle use. Policy TR1 covers the specific contribution that transport planning makes to effect modal shift and travel reduction. This policy is linked to and dependent on the application of the subsequent policies around demand management and network management and enhancements.
- 5.2.15 The level of housing growth proposed in Policy HO1 and the level of potential job growth set out in Policy EC2 will inevitably add to pressures on the District's transport network. Without appropriate policy interventions, the highway network will become further congested and economic growth will be stifled. Whilst selective increases in vehicle capacity have a role to play in addressing these pressures, it is not possible, for a variety of reasons, including the adverse environmental impact and resource constraints, to attempt to solve congestion problems solely by increasing highway capacity. For this reason the locational guidance in policy TR1A and the pursuit of stronger demand management as the economy recovers will be critical to the successful integration of land use and transport planning strategies.
- 5.2.16 The strategic road network is the responsibility of the Highways Agency. The Department for Transport circular 02/2013 provides information on the Highways Agency's responsibility for the Strategic Road Network and how it can support the delivery of sustainable development. In this context the Council, as well as developers will need to engage with the Highways Agency at the earliest opportunity so that impact of development on the M606 corridor is minimised. This engagement will focus:
- a) on the relationship between land use and transport planning and in so doing encourage development that is highly accessible (or that can be made to be so) by alternative modes of travel to the single occupancy car and;
 - b) through consideration of the Highways Agency's suite of integrated demand management measures.
- 5.2.17 Greater use of walking and cycling as modes of transport, particularly over short distances, requires encouragement and investment. These short but vital links in a journey can often influence the principal modal choice. The wider health benefits of these modes needs to be strongly promoted, whilst the issues of road safety and security also need to be addressed, as concerns relating to personal safety can act as a major deterrent. The provision of well designed spaces for pedestrians and cyclists should be supported through the planning system.
- 5.2.18 Transport assessments/statements and travel plans should be produced for all new build developments and change of use developments that would lead to a potential increase in trips or changes in travel movements. These should be prepared to Government best practice guideline standards current at time of submission, which would include a range of measures to encourage use of sustainable travel modes. The development,

implementation and enforcement of travel plans are an essential component of the process of determining planning applications.

5.2.19

Local authorities already have a range of powers to effect demand management, including extensive powers to control allocation of space on the highway (e.g. bus-only lanes and high-occupancy vehicle lanes) control public parking provision (including park and ride schemes) and introduce local charging schemes or workplace parking levies, with ring fencing of revenues for transport improvements. Policy TR1 sets out a variety of potential demand management mechanisms to encourage travel reduction and modal shift. These measures will be investigated where appropriate within the context of the Local Plan development proposals. A further important consideration is the encouragement of the take up of alternative fuels and a key element of this is the provision of charging facilities and other infrastructure which will provide confidence for drivers to invest in more sustainable vehicles.

Policy TR1: Travel Reduction and Modal Shift

The Council through planning and development decisions and transport policies will aim to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. These will include:

- A. Development to be appropriately located to ensure that the need to travel is reduced, the use of sustainable travel is maximised, and the impact of development on the existing transport networks is minimal. (Allocation DPD, Area Action Plan DPDs, and individual planning applications, will be informed by government policy and public transport Accessibility Standards in Appendix 3 and be accompanied by Transport Assessments and Travel Plans).**
- B. The Council will seek the effective and efficient management of the existing transport networks (strategic and local highway, rail, bus, and cycle and walking routes) to address congestion and encourage modal shift to sustainable transport modes. This will include prioritisation of appropriate sustainable transport modes on the highway, through measures such as HOV lanes, bus priority and cycle lanes.**
- C. Influence travel behaviour through the requirement for all new build and change of use developments (above thresholds set out in the latest DfT guidance) which lead to a potential increase in movements to provide an approved transport assessment / statement and Travel Plan in accordance with DfT guidance.**
- D. Travel Demand (particularly single occupancy car use) will be managed through application of parking policies (TR3), and the use of existing powers to explore innovative demand management measures, where local conditions are appropriate, in conjunction with the introduction of sustainable travel initiatives and enhancements.**



E. Identify, protect and develop appropriate facilities and high quality infrastructure for active travel modes (walking, cycling and horse riding). Including identified strategic routes and networks as well as local routes and links where opportunities arise, linking into national and regional routes. Provide appropriate facilities for active travel modes at new developments, including but not exclusively cycle parking, and changing facilities along with safe and attractive routes within developments.

F. A key factor in encouraging the wider take up of alternative fuels, technologies and vehicle ownership and use models is the implementation of the associated recharging, refuelling and other infrastructure. Proposals to implement such infrastructure, for example Electric Vehicle (EV) charging points, through the development process will be explored and supported where viable.

G. Encourage development that reduces travel needs through the promotion of home working and live/work

OUTCOMES	INDICATORS	TARGETS
Developments are located in areas with good accessibility to services and facilities by sustainable modes	Accessibility of new housing, employment and retail schemes by public transport IND3(TM).	All new developments meet accessibility standards or provide mitigating measures IND3(TM)
New developments have high levels of sustainable transport use and there has been modal shift to sustainable transport modes in the district	Modal split between different modes of transport. IND4(TM)) Implemented travel plans Operational	To increase the proportion of trips made by sustainable modes to 41% (WY LTP target) IND4(TM))
A network of alternative fuels and technologies is developed across the district	EV Charging points and other alternative fuel provision Operational Car Clubs Operational	

LEAD ROLES	MECHANISMS
Bradford Council	Local Plan & Development Management Monitoring of Travel Plans Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF)



LEAD ROLES	MECHANISMS
Metro West Yorkshire Integrated Transport Authority (ITA)	Local Transport Plan West Yorkshire plus Transport Fund (WY+TF) (including Leeds City Region) Tendered Services Rail Plan
Bus and Rail Operators	Non tendered Public Transport (PT) services
Highways Agency	Strategic Highway Network investment plans and strategies

- 5.2.20 The location of major developments will be informed through the use of accessibility mapping techniques and in consultation with Metro who have an overview of public transport provision across West Yorkshire.
- 5.2.21 Policy TR1 is consistent with the approach being taken through the West Yorkshire Local Transport Plan in which there is a clear emphasis on managing the network through a Network Management Plan.
- 5.2.22 The District's Cycling Strategy contains a delivery plan which will assist in encouraging modal shift to cycling for employment, training and leisure purposes. Work is also being undertaken through the Local Transport Plan and various health initiatives on promoting walking as a transport mode for shorter journeys.
- 5.2.23 Travel Plans should demonstrate a firm commitment by both developers and occupiers to minimise and reduce the number of single occupancy car trips generated by or attracted to the site(s) and set out the mechanisms by which the availability and capacity of sustainable transport modes will be maximised as well as initiatives to reduce travel to the site. The Travel Plan should set mode share and trip targets by mode and identify a monitoring and evaluation regime in line with the requirements of membership to the WY Travel Plan Network for employment sites and as appropriate for residential and other developments. The Council will work with the Highways Agency and Metro to advise developers and occupiers how to prepare, implement, monitor, review and update Travel Plans to support their site.

Parking Policy

- 5.2.24 Parking strategies are a key element in the suite of measures the Council can use to effect modal shift and manage demand. The availability of car parking can be a major influence on travel choices, and the Core Strategy has an important role to play in ensuring parking policies across the District support the wider spatial strategy of effecting a change to sustainable travel modes. In developing demand management and parking strategies, including car parking standards, there has been a need for the Council to do so in manner consistent with neighbouring authorities, in order to avoid undermining their policies.

- 5.2.25 Following the principles of PPG13, the Yorkshire and Humber Regional Assembly produced a set of parking standards to be applied across the Region reflecting the situation in Yorkshire and Humber. These standards have been modified in light of NPPF and local circumstances as set out in Appendix 4 and will be used in the Local Plan, as indicative parking standards allowing flexibility in how the parking standards are employed to maximise sustainable travel.
- 5.2.26 A number of transport operators (Network Rail, rail operators, Metro and airports) also operate car parks and these should be managed and enhanced to complement the approach of the Local Plan and Local Transport Plan. Park and Ride sites have the potential to complement local parking policies. However, the introduction of Park and Ride should not lead to an increase in private car use in order to reach Park and Ride sites rather than making a complete journey by public transport. Neither should it alleviate urban congestion at the expense of suburban/ rural areas.
- 5.2.27 It is important that parking is located within new developments so that it supports the overall quality of the area and does not detract away from the character and quality of street scenes. Poorly designed arrangements can dominate street scenes and make for poor pedestrian environments. Large surface car parks and buildings set back behind driveways should be avoided. More appropriate solutions can involve below buildings parking, courtyards and on-street parking. Provision of surface car parking should be designed within the overall landscaping of the development and should create quality place.

Policy TR2: Parking Policy

The Council through planning and development decisions and transport policies will seek to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place. These to include the following mechanisms:

- A. The assessment of new developments against indicative parking standards contained in Appendix 4.**
- B. A progressive reduction in long stay parking in town centres and other highly accessible locations (other than at railway stations to serve rail users and at other locations serving a park and ride function) and transfer of some parking spaces to short stay, subject to consideration of possible implications for traffic congestion**
- C. A reduction of on-street parking by the use of on-street parking controls in town centres and other highly accessible locations, to maximise a move to sustainable travel modes in conjunction with provision of high quality public transport, walking and cycling networks and environmental improvements.**
- D. Provision of rail and bus based park and ride facilities (including necessary bus priority measures to achieve journey time savings) will be appropriate**



where they are financially viable, support the use of public transport and help reduce congestion (and where on the rail network do not add to existing capacity problems).

E. Consideration of charges on non-residential parking where this is done in conjunction with the application of other measures to encourage people to switch to more sustainable modes.

F. Improve the quality of parking in the city and town centres for shoppers and other short stay uses so that it is convenient, safe and secure. Parking charges that are appropriate, related to demand, and that do not undermine the vitality of town centres with differential pricing being used to discourage all-day parking. Associated proportionate parking enforcement will be undertaken to ensure the effectiveness of the Policy

G. Require new developments to take a design led approach to parking which is well integrated within the overall layout so that it supports the street scene and local character, and creates a safe and pleasant environment even in parking areas.

OUTCOMES	INDICATORS	TARGETS
Parking demand is managed across the district	Parking Standards Operational	
Opportunities for Park and ride are enhanced across the district to promote sustainable travel options	No and Type of Park and Ride Sites Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan & Development Management Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF)
Metro ITA	Local Transport Plan WY+TF Rail Plan

5.2.28 The flexibility proposed in the parking standards will allow the Council to respond appropriately to the location and nature of proposed developments.

5.2.29 The availability of long and short stay parking within the city and town centres will be monitored to ensure that it is responsive to demand for short stay parking whilst discouraging longer term commuter parking. The West Yorkshire Local Transport Plan and

West Yorkshire Plus Transport Fund include provision for additional parking at stations where feasible and necessary.

- 5.2.30 The Council's Street Design Guide will provide further guidance for developers on appropriate parking layouts.

Public Transport, Cycling and Walking

- 5.2.31 Strengthening public transport and opportunities for walking and cycling is essential for the delivery of the Local Plan and to address existing problems of congestion and accessibility. This could include improvements to capacity, quality and/or journey time reliability. For many people the private car will remain the main feasible means of transport in the more remote parts of the District until public transport can be improved in terms of price, availability, frequency, accessibility and reliability. Improvements to walking and cycling routes and networks are also required to enable shorter journeys to be made by these modes and facilitate high quality multi modal interchange opportunities.

- 5.2.32 Planned enhancements to public transport are set out in the West Yorkshire Local Transport Plan, Rail Plan 7, the West Yorkshire Plus Transport Fund as well as in the Local Infrastructure Plan. The Local Transport Plan sets out the core bus network along with the rationale for a number of public transport hubs, that reflect interchange opportunities within the district and local centres. Strategic improvements to walking and cycling are also set out in the Local Transport Plan, Local Infrastructure Plan and Bradford's Cycling Strategy. Localised improvements will also be sought through the planning application process, through the design and layout and of high quality developments as set out in policy TR3 below.

- 5.2.33 The public transport framework set out in Policy TR3 is complemented by public transport accessibility criteria in Appendix 3 that define the levels of public transport accessibility needed to support sustainable development across the District. The overall aim of the framework is to strengthen and clarify the integration of public transport and land use. The transport accessibility criteria will be used to prepare the Allocations DPD, the Area Action Plan DPDs, the Local Infrastructure Plan and LTPs, in order to identify highly accessible locations for development along with mitigation measures required to enable sustainable development.



Manchester Road bridge

Policy TR3: Public Transport, Cycling and Walking

The Council through planning and development decisions and transport policies will safeguard and improve public transport, walking and cycling infrastructure and services through the following measures:

A. The accessibility standards, (as set out in Appendix 3), along with the key transport networks for highway and bus (as identified in LTP 3 Appendix C) and the rail network, will be used to guide the allocation and phasing of development sites in Allocations DPD and the Area Action Plans DPD. Development should make use of walking, cycling and existing public transport services or provide a focus and investment for viable new services.

B. Development should support the enhancement of public transport infrastructure and services where viable and necessary.

C. Public transport provision should be improved throughout the district in line with the priorities set out in LTP 3, Railplan 7 and the Leeds City Region Transport Strategy, along with other priorities that are approved by the relevant governance processes throughout the plan period. The following mechanisms should be considered along with others that may be relevant to local circumstances:

1. quality bus corridors,
2. improvements to rail capacity and operation,
3. park and ride,
4. improved opportunity for interchange (in line with the LTP hubs strategy),
5. improved access to Leeds Bradford International Airport and Manchester International Airport,
6. innovative and smart ticketing and information provision.

D. Opportunities for innovation and improvements to the rail network, in line with Rail Plan 7, should be supported, whilst acknowledging the limited capacity on the network, cost, external factors and long lead in times.

E. To protect sites and routes for heavy rail, light rail transport, bus priority, walking and cycling as identified in the Allocations DPD and Action Area Plan DPDs and the Local Infrastructure Plan.

F. Require that the layout of new development encourages walking and cycling by taking the opportunities to connect to the existing street and path network, local facilities and public transport in obvious and direct ways.

G. Require that new development creates attractive places that encourage walking and cycling by providing a permeable network of routes that are well overlooked, and which balance the needs of all users by treating highways as streets rather than as roads.

H. Maximise the place making opportunities of interchange points, hubs and new stations.

Section 5.2 Planning for Prosperity - Transportation and Movement

OUTCOMES	INDICATORS	TARGETS
Developments are located in areas with good accessibility to services and facilities by sustainable modes	Accessibility of new housing, employment and retail schemes by public transport IND3(TM).	All new developments meet accessibility standards or provide mitigating measures IND3(TM).
New developments have high levels of sustainable transport use and there has been modal shift to sustainable transport modes in the district	Modal split between different modes of transport. IND4(TM))	To increased the proportion of trips made by sustainable modes to 41% (WY LTP target) IND4(TM))
Public Transport services are more reliable and attractive	Bus and Rail Service reliability (LTP) Operational Bus Patronage (LTP) Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan & Development Management Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF)
Metro ITA	Local Transport Plan WY+TF Rail Plan

5.2.34 Significant improvements to public transport infrastructure are planned through the West Yorkshire Plus Transport Fund. Bus services will be improved through more formal agreements between bus operators, Metro and West Yorkshire Local Authorities whether through the introduction of Bus Quality Contracts or formal partnership agreements.

5.2.35 Transport authorities across the north of England have indicated a desire to form a franchising body for local rail service (subject to an appropriate level of funding being made available from the Department for Transport). Should this be put in place there will be an opportunity for much more local influence on the planning of rail services to ensure they respond as effectively as possible to the needs of the Bradford District and other northern communities.

5.2.36 Increased investment is planned on cycling infrastructure through the Local Transport Plan and external grants – for example the Leeds to Bradford ‘City Connect’ Cycle Route.

Transport, Tourism and Leisure

5.2.37 Tourism and leisure activities contribute to the District's economy and should be encouraged. However, tourism and leisure needs to be accommodated and promoted in a sustainable manner, therefore the policies on modal shift, public transport and active travel in the Local Plan also apply to those on a tourist or leisure trip. It is essential that the impact of transportation on cultural, historical and environmental heritage is mitigated through the application of appropriate Local Plan policies, for example in key destinations such as Haworth, Saltaire and Ilkley Moor. New leisure and tourist attractions should be suitably located wherever possible to enable as many visitors as possible to arrive by sustainable transport modes.

5.2.38 Part of making tourism more sustainable is to encourage people to engage in local attractions, thereby reducing travelling distances, retaining spending, and increasing local pride. For visitors travelling from outside the district, opportunities for sustainable travel, for example rail, should be promoted. Peak spreading of tourism also helps its sustainability as pressure during the peak season on transport and other infrastructure can cause economic, social and environmental problems.

5.2.39 Transport also has a role to play in becoming part of the tourism offer, both in terms of the actual trip being part of the tourism experience like using the Pennine Way or Trans-Pennine Trail or specific transport related tourism destinations like the Keighley and Worth Valley Railway.



The Keighley and Worth Valley Railway Station, Haworth

Policy TR4: Transport and Tourism

The Council through planning and development decisions and transport policies will support sustainable access to tourist destinations, heritage and cultural assets and leisure uses, through the following measures:

- A. Areas of tourist, cultural and heritage significance should not be adversely affected by the impact of transport, in particular additional trips arising from development.
- B. Provide improved sustainable transport access to existing tourist destinations along with cultural and leisure attractions such as theatres, museums and other sites that generate high levels of visitors.
- C. New tourist, cultural and leisure attractions that will generate high levels of visitors should be located in accordance with the accessibility standards set out in Appendix 3, and be accompanied by a Transport Assessment and approved Travel Plan, to provide the means and incentives for visitors to travel to the site by modes other than the private car and to relieve stress on the transport infrastructure.
- D. Acknowledge the contribution of, and support the maintenance and development of, ‘transport based’ leisure attractions including but not exclusively heritage railways, waterways, towpaths, cycle and walking trails and bridleways along with the leisure coach market. Protect opportunities for the development of such facilities e.g. disused railway lines, especially where these can contribute to high quality local routes.

OUTCOMES	INDICATORS	TARGETS
Developments are located in areas with good accessibility to services and facilities by sustainable modes	Accessibility of new housing, employment and retail schemes by public transport IND3(TM).	All new developments meet accessibility standards or provide mitigating measures IND3(TM).
New developments have high levels of sustainable transport use and there has been modal shift to sustainable transport modes in the district	Modal split between different modes of transport. IND4(TM))	To increased the proportion of trips made by sustainable modes to 41% (WY LTP target) IND4(TM))
Enhanced opportunities for leisure related travel (walking, cycling, etc)	Extent of the leisure route network Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan & Development Management Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF)
Metro ITA	Local Transport Plan WY+TF Rail Plan

5.2.40 Most of Bradford's tourist attractions are well served by public transport, particularly Saltaire World Heritage Site. It will be important to ensure that all promotional literature emphasise this good public transport accessibility to encourage the use of train and bus.

Improving Connectivity and Accessibility

5.2.41 Many transport related issues are common to all parts of the District. However, there are particular challenges that are unique to areas that are poorly served by public transport. The isolation felt by those communities, particularly those without access to a car, can lead to the complex problems of social exclusion and disadvantage. When addressing accessibility and connectivity issues it is essential that the needs of all groups of society are taken into consideration.

5.2.42 Service providers and other agencies should therefore be encouraged to work together to deliver innovative and sustainable solutions to address the problems of isolation, and to manage travel demand, especially by car, in poorly serviced areas. Encouragement should also be given to the developing of community transport partnerships and other innovative solutions to travel needs. Service providers should work with stakeholders on the planning of new services and relocation of services in locations that meet accessibility standards.

5.2.43 There is a need to support proposals for the provision, and importantly the retention of key facilities and services, which should be centred on the role of the Regional City, principal towns, local growth centres and local service centres as accessible locations. The concentration of services and development in these local centres is consistent with the basic principles of sustainable development, and sustainable communities, whilst at the same time being an effective tool in minimising the need to travel.

5.2.44 For many people in poorly serviced areas the car will remain the main feasible means of transport. Connectivity to these areas, therefore needs to be maintained and where feasible enhanced through the application of policy TR5 and investment through the Local Transport Plan, Leeds City Region Transport strategy along with other opportunities as they arise.

5.2.45

Along with traditional mechanisms for improving accessibility and connectivity alternative models of transport provision, vehicle use and technologies should be explored as opportunities arise. Possible interventions include “wheels to work”, car clubs and car sharing. These interventions should be considered as the starting point for investigation rather than a stringent set of requirements.

Policy TR5: Improving Connectivity and Accessibility

The ability of the District’s Highway, Rail and Bus Networks to provide efficient and effective travel should be protected and enhanced. Especially so on the Strategic Highway Network, key transport networks for highway and bus, and the rail network (as identified in LTP and LCR Transport Strategy); including routes required to provide access to Leeds Bradford International Airport, other regional Airports (including Manchester International Airport), Leeds City Region centres and neighbouring cities, towns and urban areas through improvements described in the Infrastructure Plan.

Support for improvements to transport provision in the more isolated and poorly serviced areas of the district, (as identified through application of the Accessibility standards in Appendix 3) to address the economic and social problems that these locations experience. Including, but not exclusively:

- A. Encourage the development of sustainable transport or other solutions in isolated areas to facilitate access to services.
- B. Influence the way in which services are delivered including support for mobile delivery and remote accessing through improved use of IT and telecommunications
- C. Seek to co-ordinate services and transport provision to isolated areas and communities and encourage the development of partnerships to deliver sustainable transport solutions.
- D. Encourage the development of innovative and sustainable solutions to transport problems in isolated areas including, but not exclusively; community based transport, flexible routing, demand responsive services and more efficient use of vehicles throughout the day
- E. Technologies and models of vehicle ownership and use (such as through car clubs) to improve the environmental impacts and sustainability of transport should be supported.
- F. The Council will work with transport providers and developers to meet the needs of disabled and mobility impaired people through access arrangements, parking provision (as set out in the Parking Standards in Appendix 4), and ensuring that developments including transport infrastructure are accessible to and usable by disabled and mobility impaired people as motorists, public transport users and pedestrians through decisions on location, design and layout, in line with current Local and Government Guidance. Development proposals above agreed thresholds should be accompanied by an approved design and access statement.

OUTCOMES	INDICATORS	TARGETS
Developments are located in areas with good accessibility to services and facilities by sustainable modes	Accessibility of new housing, employment and retail schemes by public transport IND3(TM).	All new developments meet accessibility standards or provide mitigating measures IND3(TM).
New developments have high levels of sustainable transport use and there has been modal shift to sustainable transport modes in the district	Modal split between different modes of transport. IND4(TM))	To increased the proportion of trips made by sustainable modes to 41% (WY LTP target) IND4(TM))
Access to employment opportunities are improved	Working age population able to access key employment centres across WY within 30mins using the core PT network (LTP) Corporate Cost of PT Fares (LTP) Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan & Development Management Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF)
Metro ITA	Local Transport Plan WY+TF Rail Plan

Freight

5.2.46

The freight sector contributes 25% of West Yorkshire’s economy and supports the wider economy by enabling business to take place and goods to be transported. Efficient access for goods and services, and the maintenance of efficient freight and distribution links, is a key factor in supporting the vitality of the District, although this must be reconciled with the need to make the towns and cities pleasant places to live and work, and attractive to visitors.

5.2.47

Greater use needs be made of existing road/rail intermodal facilities, and the extensive rail network where opportunities arise. In encouraging a more sustainable pattern of freight transport, consideration should be given to the development of distribution parks where

clusters of businesses would deal with warehousing, picking and delivery operations in a more integrated fashion.

5.2.48 Key routes on the highway network can be relieved to some extent by modal shift, but will also need to be protected to ensure that, where appropriate, freight movements have higher priority than car commuting.

5.2.49 Air freight, which is shipped to or from Bradford District, is currently largely serviced by facilities at airports outside the region. There is a need to examine the scope for the development of air freight facilities at LBIA, where environmentally acceptable, in order to meet demand from Bradford District and to optimise the contribution LBIA makes to the regeneration and competitiveness of Bradford District, while helping to reduce the need for long road journeys to south-east airports. This will need to be supported by improved surface access to the airport.

5.2.50 The LTP contains a Freight Strategy, which outlines how the freight industry and other business will be supported. The Freight Strategy and Action Plan will be used to guide investment decisions and for securing additional funding. It sets out what will be done to support the efficient movement of freight and how the adverse impacts of freight movement will be addressed. The Core Strategy policies have been aligned to the LTP freight strategy to ensure consistency.

Policy TR6: Freight

The District will encourage the development of an integrated freight distribution system, in line with the LTP 3 Freight Strategy, that makes the most efficient and effective use of all modes of transport subject to environmental considerations including the need to protect and enhance residential areas and locally, regionally, nationally and internationally important biodiversity sites. Planning and development decisions and transport policies should:

- A. Maximise the use of rail for freight movements to and from new and existing developments and significant changes of use.**
- B. Encourage the location of storage/distribution development with high levels of freight and commercial traffic close to intermodal freight facilities, airports, or roads designed and managed as traffic distributors.**
- C. Encourage the protection of rail connected land for future uses that require rail freight use and seek to encourage the development of intermodal interchanges and improvements to multi-modal transfer facilities.**
- D. Encourage Consolidation Centres serving retail locations.**
- E. Encourage capacity enhancements, appropriate standards of maintenance and gauge improvements on key rail freight routes.**
- F. Encourage the development of sites for new secure HGV parking facilities**



particularly close to major freight generators and improve signing from major lorry routes to district HGV parks.

G. Encourage the development, delivery and maintenance of an integrated strategic HGV routing network, Urban Traffic Management Control (UTMC), and a consistent cross boundary approach to HGV management including the introduction of freight priority lanes where viable.

H. Support future pipeline developments where these provide opportunities to reduce freight movements by surface modes of transport.

I. Enable a more efficient and sustainable approach to deliveries, including the encouragement of Delivery Service Plans and Freight Quality Partnerships between Local Authorities, the freight industry, business communities, residents and environmental groups.

J. Support measures to reduce the adverse impact of freight movements on air quality including addressing specific freight emissions hotspots possibly through the transfer of freight from road to rail, encouraging and facilitating the use of low emission vehicles and the introduction of Low Emission Zones where found to be appropriate.

OUTCOMES	INDICATORS	TARGETS
Freight Movements on the Highway network are managed	HGV Vehicles on the Local Highway Network Operational	
Congestion is minimised	Core highway network journey time variability (LTP) Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Local Plan & Development Management Implementation of transportation schemes in line with strategy and plans (LTP, WY+ TF) LTP Freight Strategy
Metro ITA	Local Transport Plan WY+TF LTP Freight Strategy

Transport Investment and Management Priorities

5.2.51

One of the main aims of the Core Strategy, Leeds City Region Transport Strategy and Local Transport Plan, is to set out local priorities for transport investment and management. These contribute to achieving the wider objectives of the Core Strategy, particularly in terms of encouraging the use of lower-impact transport, and facilitating sustainable housing and economic development. These outcomes will be progressed by maximising use of existing infrastructure in the first instance, and then potentially by schemes and projects as necessary.

Policy TR7: Transport Investment and Management Priorities

Transport Investment and management priorities of the District as outlined in the Leeds City Region Transport Strategy Local Transport Plan, Regional Growth Fund and WY+TF, and other plans that may arise during the plan period due to monitoring and review exercises should be pursued on the basis of the following in priority order:

- A. Those improving management and maintenance of existing transport infrastructure where it has the potential to support the regeneration or the use of sustainable travel options.
- B. Those enhancing existing transport infrastructure that has the potential to support regeneration or the use of sustainable transport options
- C. Those resulting in investment in new transport infrastructure that has the potential to support regeneration or the use of sustainable travel options.
- D. Maintaining, improving or investing in existing or new transport infrastructure, which does not have the potential to support regeneration or the use of sustainable travel options.

OUTCOMES	INDICATORS	TARGETS
	Process policy, no indicators	

5.2.52

The Local Transport Plan Implementation Plans, West Yorkshire Plus Transport Fund and the Infrastructure Plan set out proposed transport priorities and investment proposals. These will be reviewed and developed as required over the lifetime of the Local Plan. Opportunities will also be taken to lever in Government and other external funding to assist in the delivery of the key projects that will be required to support housing and economic growth.

Aircraft Safety

- 5.2.53 There is a need to ensure the safe movement of aircraft in the District, both to the Leeds Bradford Airport and to the emergency helicopter landing sites for Bradford Royal Infirmary and Airedale General Hospital. Aircraft safety can be prejudiced by the construction of tall structures such as chimneys, masts or multi-storey buildings, particularly on high ground, whilst even more modest development close to the helicopter landing facilities may pose fatal dangers.
- 5.2.56 The Civil Aviation Authority (CAA) has defined a revised Aerodrome Safeguarding Area for Leeds and Bradford International Airport (LBIA). In addition the protection zone for the technical area (concerned with air traffic control) at Hameldon Hill, between Burnley and Accrington Lancashire affects a small area of the District. The safeguarded areas/ protection zones are neither the responsibility nor the proposal of the Local Planning Authority (LPA).
- 5.2.57 Government Circular 01/2003 produced by the ODPM/DfT Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: Town and Country Planning (Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002, in particular paragraph 28, places a duty on the Council to consult LBIA on all planning applications falling within the Safeguarding Area and the provisions of the Direction, to ensure that development does not prejudice aircraft safety. In line with the requirements of the Circular, the outer boundary of the Aerodrome Safeguarding Area for Leeds and Bradford International Airport is shown on the map contained in Appendix 5. This represents the area where buildings and structures, erections and works over defined heights are deemed to be a potential problem for aviation safety. Within this outer boundary are sub areas defined by the CAA relating to the specific height of development and developments likely to attract birds.
- 5.2.58 The CAA has also defined a separate Aerodrome Safeguarding Area for Leeds and Bradford International Airport in relation to wind turbine development. Circular 01/2003 places a duty on the LPA to consult LBIA about proposed wind turbine developments within a 30KM radius of the Airport. The whole of the District lies within this defined area for aerodrome safeguarding in relation to wind turbine development.
- 5.2.59 The Council may require additional information to be provided by an applicant, in order to fulfil its obligations to consult LBIA effectively under both the Circular and Direction.
- 5.2.60 The Council and/or LBIA may also request additional information on cranes, lighting and other equipment which may be in use during the construction period, to ensure aviation safety and developers should be aware of this need.
- 5.2.61 With respect to the Hameldon Hill Technical Site consultations will be required for different heights of development depending upon their location within the safeguarded zone. This is because of the refracting effects of buildings upon radar signals and therefore the interference that can be caused affecting air safety. The area affected relates to a small area on the border with Calderdale at Stanbury Moor. It is not intended to show the detailed zoning however generally within the area consultations will only be necessary for development in excess of 45.7metres high. On parts of high moorland, generally over about 390metres (1,280 feet) elevation, all planning applications will be referred for consultation. There is a sliding scale for consultations for varying heights of buildings.

Policy TR8: Aircraft Safety

Development proposals that create a hazard to the safe operation of aircraft, aerodromes or aircraft navigation facilities will not be permitted.

OUTCOMES	INDICATORS	TARGETS
No development within the District will constitute a hazard to the safe operation of aircraft, aerodromes or aircraft navigation facilities.	Number of planning permissions for development accord with the consultation responses from LIBA or Hameldon Hill Technical Site or nhs consultees, in accordance with Government circular 01/2003 Operational	

LEAD ROLES	MAIN MECHANISMS
Bradford Council	Development Management

Key Linkages for Transport and Movement

EVIDENCE
Transport Study Local Infrastructure Plan

NPPF STATEMENT	CS POLICIES
Smarter use of technologies can reduce the need to travel.	TR1, TR5
The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.	TR1, TR3, TR5
Different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas	TR1, TR2, TR4, TR5
Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.	TR1, TR2, TR3, TR4, TR6
In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	TR1, TR3, TR4, TR5

Section 5.2 Planning for Prosperity - Transportation and Movement

Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.	TR7
All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.	TR1, TR4
Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.	TR1, TR3, TR4, TR5
Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.	TR1, TR3, TR4, TR5, TR6
All developments which generate significant amounts of movement should be required to provide a Travel Plan.	TR1, TR4
<p>If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</p> <ul style="list-style-type: none"> ● the accessibility of the development; ● the type, mix and use of development; ● the availability of and opportunities for public transport; ● local car ownership levels; and ● an overall need to reduce the use of high-emission vehicles. 	TR2
Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.	TR2
Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.	TR3, TR6, TR7

