

Comments on the Published Core Strategy

I have serious concerns regarding the published core strategy with respect to its' sustainability and practicality. My basic concern is that there is a significant mismatch between the proposed development both with respect to housing and commercial sites, and transport infrastructure. The current road system in Bradford can not cope at peak times with the present demands upon it; rail is limited to certain areas. Mayor road building programmes seem to retreat further into the future. The plan as presented relies on a step change in the use of public transport this appears to be a triumph of hope over reality. There would need to be investment in public transport on a scale that has not occurred for decades to even provide the necessary capacity. There is also the consideration that peoples life styles, employment and shopping patterns have changed over the last 50 years making it more difficult to meet their reasonable mobility aspirations by public transport.

I will now turn to my own ward Baildon the basic road system has not changed for 50 years. During this period there has been continuous and at times substantial development in the area. With the present transport infrastructure the proposal to build a further 450 houses in the district is not sustainable. One key problem is that the only practical route from Baildon to Bradford uses Baildon Bridge which also carries most of the road traffic from Menston and Ilkley to Bradford. Another issue is public transport with some parts of the ward having infrequent bus services. Both Baildon train station and the halt at Saltaire are not conveniently situated for large sections of the Baildon population the prospects of any significant park and ride facility is very limited.

As far as the road connection from Baildon to Bradford is concerned it will be further stretched by the large development already passed for Menston and future developments in both the Wharfe valley and the Canal Road Corridor. While in theory it may be possible to find potential housing sites in Baildon there is not the necessary transport infrastructure to support their development. I would respectfully suggest that no further significant development take places in Baildon until mayor improvements to the transport infrastructure are in place. I would expect as a minimum the building of the Shipley Eastern Bye Pass and turning of the Shipley end of Canal Road into a dual carriage way to be necessary preconditions for further development in Baildon.

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