

Local Development Framework for Bradford

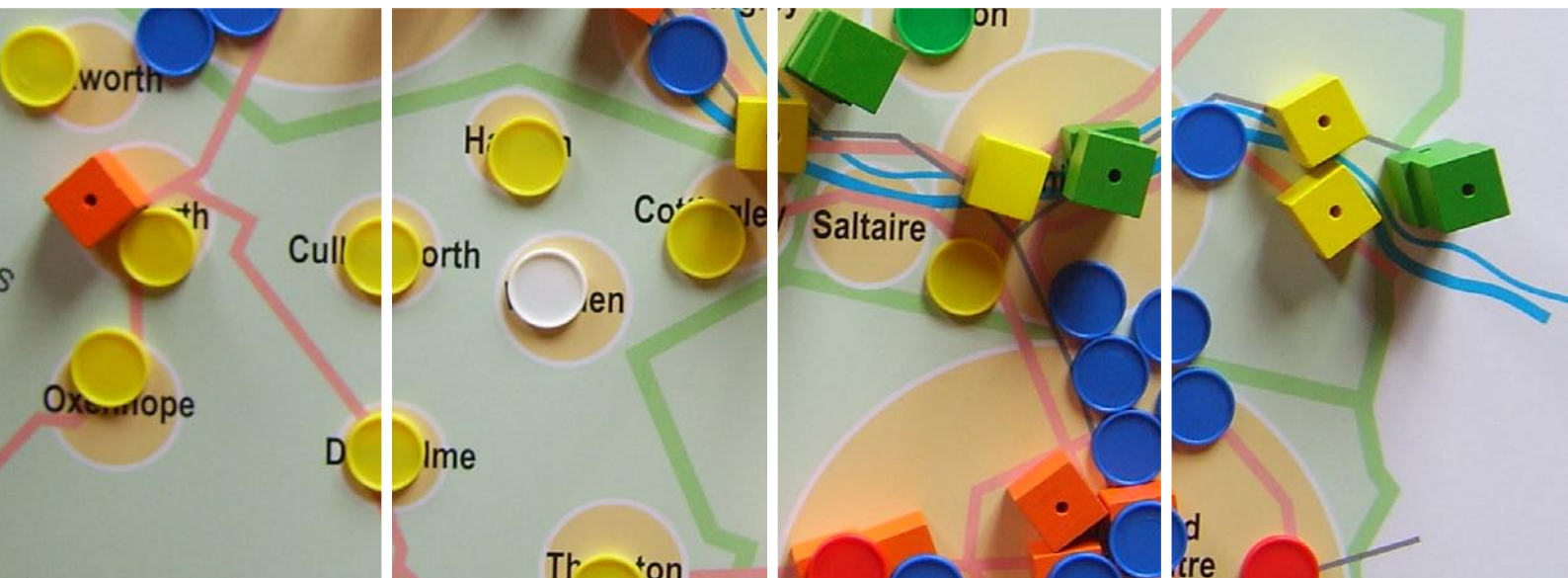
Core Strategy

Issues and Options

Consultation Event Log

Stakeholder Event : TRANSPORT
Velocity Centre, Bradford

28 June 2007



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1.0 EVENT OVERVIEW

OBJECTIVES

1.1 The event had two broad objectives:

- Raise awareness of the Core Strategy issues and options for Bradford with a focus on transport
- Engage with key stakeholders with an interest in transport provision and management in exploring key issues and possible options for addressing them in the core strategy.

The event focused on the issue and options papers in particular Topic Paper 5.

PARTICIPANTS

1.2 The Council targeted invites to those with an interest in transport issues either through commercial interests or local community groups. Section 2.0 sets out those who were invited to the event and the invite letter can be viewed in Section 3.0. Prior to the event, participants were sent out copies of the relevant topic papers as well as the programme.

1.3 A total of 20 delegates plus 6 organisers and facilitators attended the event. The letter of invite and booking form are set out in Sections 3.0 and 4.0 respectively. The details of all those who attended can be found in Section 5.0.

PROGRAMME

1.4 The event took the form of a half- day, which was kicked off with scene setting presentations followed by break out groups, which looked at two key areas. The event programme is set out in Section 6.0.

DOCUMENTATION

1.5 Copies of the Issues and Options Reports were available on registration as well as the LDF leaflet no2 on the Core Strategy. A delegate pack was produced which contained:

- Programme
- Delegates list
- Copies of the presentations (see Section 7.0)

BREAK OUT GROUPS

1.6 There were two break out groups in each session. Each had a dedicated facilitator (see copies of facilitators' notes in Section 8.0) as well as a scribe to record the discussions. Short notes setting the key points in the summary can be found in Appendix 7.

EVENT EVALUATION AND FEEDBACK

1.7 Each delegate pack included an event evaluation form (see Section 9.0) A total of 5 delegates completed a form. These have been analysed and used to inform later events.

2.0 LIST OF ORGANISATIONS & GROUPS INVITED

Yorkshire Forward
Natural England
English Heritage
Environment Agency
Yorkshire and Humber Assembly
Network Rail
Highways Agency
British Waterways
Leeds/Bradford International Airport
West Yorkshire Police
Sport England
Transport 2000
West Yorkshire Passenger Transport
Friends of the Earth
Home Builders Federation
Bradford Business Link
Bradford Retail Action Group
Bradford Access Action
CPRE Bradford District
Bradford and District Chamber of Trade
Bradford Vision
Airedale Partnership
Bradford Chamber of Commerce and Industry
Trident
Railtrack Property
Ramblers Association
South Pennines Packhouse Trail Trust
Haworth and Oxenhope District
Bradford Ramblers Association Group
Bingley Environmental Transport
Mobile Planning Group
First Bradford
Keighley Community Transport
Hackney Carriage Proprietors Association
Bradford Centre Region

3.0 LETTER OF INVITE

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Department of Regeneration

Local Development Framework Group

8th Floor Jacobs well
Manchester Road
BRADFORD
BD1 5RW

Tel: (01274) 434050

Fax: (01274) 433767

Minicom: (01274) 392613

E-Mail: Andrew.marshall@bradford.gov.uk

My Ref: R/P&P/LDF/CS/I&O/Transport

Your Ref:

18th May 2007

Dear Sir or Madam:

Transport and Movement in Bradford– Stakeholder Event 28th June 2007

Bradford Council are currently preparing the first document, the Core Strategy, in its new Local Development Framework (LDF) - the development plan which will over time replace the current Unitary Development Plan. The Core Strategy will address the scale and distribution of development across the district over the next 15-20 years. In this respect it will set the strategy for ensuring effective movement both by vehicles, pedestrians, public transport etc both within the District and also movement beyond. The Council is currently consulting on the issues and Options and has published a series of topic papers including one covering transport and movement in order to facilitate a discussion (available on line, see below). The Council has also recently agreed its Transport Strategy 2006-2021.

As part of the consultation the Council is holding a half-day workshop, to discuss with stakeholders in more detail issues relating to transport and movement. The event will be held at **the Velocity Centre next to Bradford University from 9.30 to 12.30 on Thursday the 28th June**. Lunch will be provided.

The event will include a number of short presentations to set the background to the new LDF Core Strategy, the current issues regarding transport and movement in the District, and an introduction to the Transport Strategy. There will then be a number of break-out discussions where two key areas will be debated including:

- 1. Improving movement and accessibility**
- 2. Tackling the environmental impact of transport.**

Above all, however, this is an opportunity for those who are involved or have an interest in the transport and movement, from operators through to interest groups, to

let us know what issues and policies you think the Core Strategy should be including and addressing with regards transport and movement.

If you wish to attend this event please fill in and return the enclosed booking form by **Friday the 8th June 2007**. Places are limited by the capacity of the venue so please book as soon as possible to avoid disappointment!

Further information on the Local Development Framework is available on the Council's website at:

http://www.bradford.gov.uk/environment/land_and_premises/local_development_framework/

Copies of all the topic papers are available online.

Even if you cannot attend the above event please feel free to send us your views and comments. The Council welcomes your views and will take these into account when developing the Preferred Options for the Core Strategy. Comments should be made in writing and sent to the following FREEPOST address:

Bradford Local Development Framework
FREEPOST NEA 11445
PO Box 1068
BRADFORD
BD1 1BR

Alternatively, comments can be marked Core Strategy Consultation and emailed to ldf.consultation@bradford.gov.uk or faxed to (01274) 433767. Comments should be received by 8th June 2007.

Please note that representations cannot be treated as confidential and a schedule of all representations received will be published

Should you require clarification on any of the above or further information please contact the Local Development Framework Group.

Yours faithfully



Andrew Marshall
(Group Planning Manager)

4.0 BOOKING FORM

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CORE STRATEGY

**TRANSPORT AND MOVEMENT STAKEHOLDER
CONSULTATION EVENT**

*Do you have an interest or role in transport and movement? If
so then read on....*

Bradford Council is producing a new strategic planning document – a Core Strategy – which will form part of its Local Development Framework. This crucial document will influence development in the District over the next 15-20 years including transport and movement..

You are cordially invited to attend the following ½ day event to discuss the issues and give us your views:

**Thursday 28th June 2007
9.30am – 12.30pm
Velocity Bradford, Angel Way, Bradford**

Refreshments and lunch will be provided.....

1. Your Details

Name:	
Address:	
Organisation:	

Telephone:	
Email:	

3. Dietary needs (Please tell us if you have any special dietary needs)

4. Any special requirements. Please list below anything else you may need. We will try our best to meet your needs so that you can fully participate on the day.

5. How to book.

To book a place please fill in this form and return to:
Local Development Framework Group
8th Floor Jacob's Well
Manchester Road
Bradford
BD1 5RW

Or Fax: (01274) 433767

Or Email: ldf.consultation@bradford.gov.uk. Please head your email 'Core Strategy Transport Conference'

Alternatively, please ring (01274) 432253

Please let us know if you can attend by Friday 8th June 2007, as places are limited.

Further details of the conference and a map will be sent to you with your booking confirmation.

5.0 DELEGATE LIST

Andrew Marshall	Group Planning Manager, Bradford MDC
Simon Latimer	Senior Planning Officer, Bradford MDC
Neil Moore	Transport Planning, Bradford MDC
Ali Abed	Local Development Framework, Bradford MDC
Ian Gallacher	Transport Planning, Bradford MDC
Naveed Anwar	Transport Planning, Bradford MDC

Peter Allen	Bradford Rail Users
Clive Barton	Transport 2000
Michael Brooke	West Yorkshire Police
Robert Brough	Airedale Partnership
Mike Cartwright	Bradford Chamber
Paul Corah	West Yorkshire Police
John Davis	West Yorkshire Passenger Transport
Tony Emmott	Gordons Solicitors
Claire George	Bradford Centre Regeneration
Steve Grisag	Mobility planning Group
Jane Hughes	Bradford MDC
Ian Mawer	Yorkshire Forward
Michael Padgett	Yorkshire and Humber Assembly
Balbir Panesar	PEC Building Services
Henry K Peterson	Sport England
John Pilgrim	Yorkshire Forward
Stephen Shorten	Keighley Community Transport
George Smith	Bradford Access Action
Peter Warwick	Bradford Teaching Hospitals Foundation Trust
Nick Whitford	Highways Agency
Richard Wightman	Bradford Chamber

6.0 EVENT PROGRAMME

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TRANSPORT STAKEHOLDER CONFERENCE 2007 PROGRAMME

28th June 2007

VELOCITY CENTRE BRADFORD

9.00	Registration and lunch
9.30	Welcome and Introduction: Andrew Marshall (Group Planning manager) setting out the aims of the event and proceedings.
9.35.	What is a Core Strategy Andrew Marshall (Group Planning manager) Short presentation introducing LDF and Core Strategy.
9.45	District Transport Strategy overview Ian Gallacher short presentation on the recently published transport strategy for the Bradford District.
9.55	Core Strategy Transport Issues: Ian Gallacher short presentation on the key transport issues and options for dealing with them in Bradford.
10.10	Introduction to workshops:
10.15	Workshop Session 1: Your chance to discuss the key Transport issues facing the district and potential approaches to This workshop will be based around the 2 priority themes: <ul style="list-style-type: none"> • Improving movement and accessibility • Tackling the environmental impact of transport.
11.10	Refreshment Break
11.25	Workshop Session 2: Your chance to discuss the key Transport issues facing the district and potential approaches to This workshop will be based around the 2 priority themes: <ul style="list-style-type: none"> • Improving movement and accessibility • Tackling the environmental impact of transport.
12.20	Summary and where next: Summarise key issues. Set out next steps in developing LDF core Strategy.
12.30	Lunch

7.0 POWERPOINT PRESENTATION

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BRADFORD LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY – ISSUES & OPTIONS

Transport & Movement Stakeholder Event

28 June 2007

Velocity Centre, Bradford

Department of Regeneration

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Event Outline

- 9.30 Welcome and Introduction: Andrew Marshall (Group Planning manager)
- 9.35 What is a Core Strategy – Andrew Marshall (Group District Transport Strategy overview – Ian Gallacher
- 9.45 District Strategy Transport overview: Ian Gallacher
- 9.55 Core Strategy Transport Issues: Ian Gallacher
- 10.10 Introduction to workshops:
- 10.15 Workshop Session 1
- 11.10 Refreshment break.
- 11.25 Workshop Session 2
- 12.20 Summary and where next
- 12.30 Lunch

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Welcome and Event Outline

Andrew Marshall
(Group Planning Manager)
Local Development Group

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Event Aims and Objectives

Participating and engagement which ensures as far as practical the Core Strategy:

- Reflects the needs of the District and its communities.
- Is technically robust and based on sound information.
- Enjoys broad consensus

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Event Aims and Objectives

- **Raise awareness of the core Strategy Issues and options for Bradford with a focus on transport & movement.**
- **Engage with key stakeholders with an interest in transport and movement in exploring the key issues and possible options for addressing them in the Core Strategy.**

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Presentation Themes

- **Local Development Framework for Bradford**
- **LDF Process**
- **Core Strategy**
- **Issues and options Consultation**

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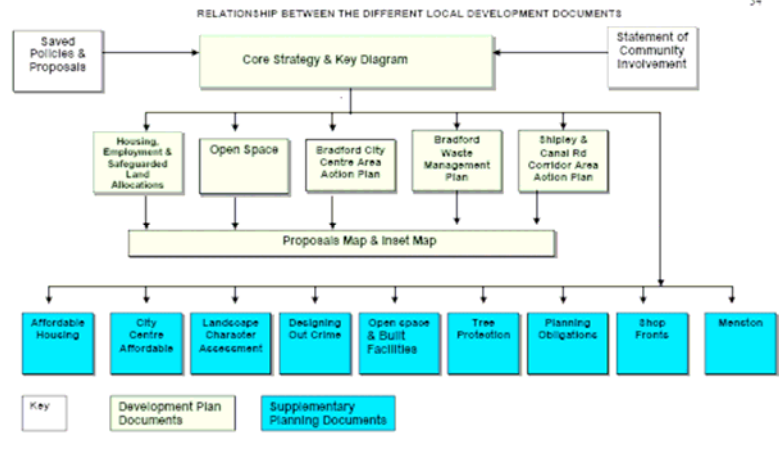
What is the Core Strategy?

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Local Development Framework For Bradford

- **Adopted Replacement Unitary Development Plan (October 2005)**
- **Local Development Scheme for Bradford (Revised March 2007)**
- **Key Documents**
 - Core strategy
 - Allocations (housing, employment & safeguarded land)
 - Open space
 - City Centre Area Action Plan
 - Shipley & Canal Road Corridor Area Action Plan
 - Waste



Core Strategy

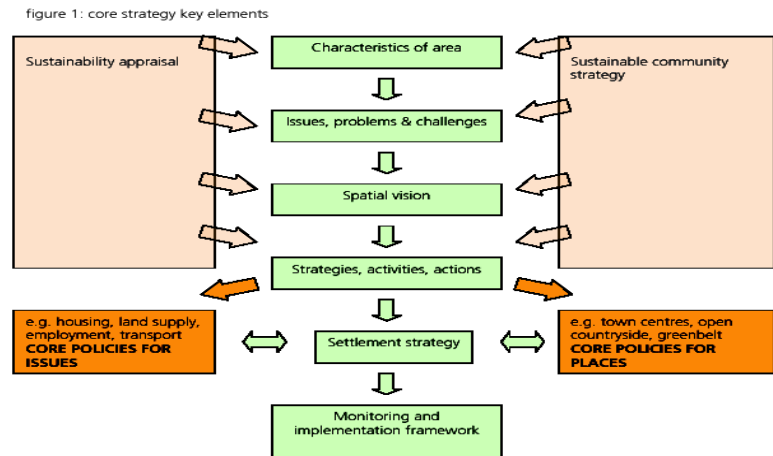
- First DPD sets spatial picture & Vision.
- Other LDF documents deliver detailed approach in line with Vision, Strategy and Core Policies.
- Not site specific but needs to guide broad locations of development, change and restraint etc
- Succinct written statement with spatial policies supported by a key diagram

LDF Process

Key Stages of LDF preparation:

- Pre production
- Issues and options
- Preferred options
- Submission
- Examination
- Binding Report
- Adoption

Core Strategy



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Core Strategy

- **Executive Report 6 February 2007**
- **Set of 8 Topic papers:**
 1. Introduction and Background
 2. The Spatial Vision and Strategy for Bradford
 3. Meeting The Need for Dwellings in the District
 4. Economy and Jobs
 5. Transport and Accessibility
 6. Community Facilities
 7. Environment
 8. Waste Management

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Consultation Process

- **Area Stakeholder conferences (May/June)**
 - Airedale(19 May)
 - Bradford (23 May & 23 June)
 - Wharfedale (16 June)
- **Topic Stakeholder conferences**
 - Housing (22 March)
 - Transport (28 June)
 - Waste (30 March)
 - Economy and jobs(linked to Economic Strategy)

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Consultation Process

- 6 weeks from 16th February to 30th March
- Targeted consultees
- Partnerships and networks
- Difficult to reach groups

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Questions

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Bradford District Transport Strategy 2006-2021

Ian Gallacher
Transport Planning Manager

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Economy

- *'The priority to is create the conditions for the district's economy to deliver prosperity'*
- The city centre and Airedale Masterplan aspirations are of specific relevance.

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Bradford District Transport Strategy 2006 – 2021

- Approved by the Executive 24th April 2007
- Recognises links to national, regional, city regional and other wider relevant strategies, aims and aspirations.
- Within Bradford it seeks to complement other corporate district wide strategies and aims (including the Local Development Framework)
- Considers a range of transport related issues

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Highways

- Congestion
- Safety
- Support public transport
- Conditions for vulnerable users
- Limited improvements to address regenerations and network consistency issues.

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Public Transport

- Support for measures to improve bus accessibility and regularity.
- Support for capacity and frequency improvements for local rail service levels.
- Seek greater range of rail destinations from Bradford stations.

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Accessibility/Rural Issues

- Seeks to identify communities with poor access to food medicine, education and work opportunities and consider how improvements can be brought forward

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Environmental Issues

- Assess air quality, noise and other environmental issues with a direct transport involvement and consider how improvements can be made.

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Vulnerable Modes

Seek improvements in areas such as:

- Provisions for pedestrian crossings
- Pedestrian access to public transport
- Facilities for cyclists

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Mobility

- Improved access to facilities for those with mobility concerns

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Core Strategy Transport and Accessibility

Ian Gallacher
Transport Planning Manager

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Other Measures

- Park and Ride
- Travel Plans
- Car Clubs
- Car Share

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National Planning Transport Objectives

Promote

- More sustainable transport choices for people
- Accessibility to jobs, shopping, leisure facilities and services
- Reduce the need to travel, especially by car

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Regional Planning Transport Objectives

- Reduce travel demand by, for example:
 - better public transport
 - demand restraint, and
 - the promotion of modal shift from the car.
- More consistent parking strategies
- Promote use of water and rail transport
- Improve service access from rural arrears
- Improve surface access to airports

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Accessibility

- Involves access to jobs, shopping leisure facilities and (e.g. medical) services
- Factors to consider include access:
 - by modes other than the private car
 - from socially deprived areas
 - from rural communities
 - for young, old and those with limited mobility
- The issue includes the use of transport to access these facilities, and the need to consider their location such that travel is minimised.

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Five Main Areas of Concern

- Accessibility
- Congestion
- Road Safety
- Air Pollution/Environment
- Economy

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Congestion

- Issues here include how to minimise:
 - the impact on economic activity
 - adverse impacts on buses
 - impacts from travelling to school
 - the negative impacts on walking and cycling
- How new developments/area redevelopments can be accommodated within the overall transport system

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Road Safety

Two main areas to consider:

- How can movements (by all modes) from new developments and redeveloped areas be safely accommodated.
- How can safety issues arising in the existing transport networks be addressed.

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Economy

- Movement of both freight and people is an essential element of economic activity.
- Congestion reduces the ability of this movement to take place
- Reducing the need for travel, particularly by car, will maximise the space available to essential movements associated with economic activity.
- How can this best be achieved.

There now follows a series of Key Questions.

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Air Pollution/Environment

- Road traffic exhausts are a major contributor to air pollution levels.
- This contributes to local air quality and wider factors like global warming and climate change.
- Means of reducing these impacts include:
 - minimising journey length
 - use of alternative, less polluting modes
 - promotion of travel plans/car clubs/car sharing
 - using for instance parking controls and standards to determine traffic levels.

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Key Questions

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KQ1 How can the LDF contribute to the enhancement of existing accessibility to jobs, services and facilities

KQ2 How the LDF can assist in securing accessibility to jobs, services and facilities for new development

- Continue with the existing approach negotiating improvements to accessibility to all developments for cyclists, pedestrians and public transport
- Locate new housing development closer to jobs and key services
- Create areas of mixed-use development which can be accessed by different modes of transport
- Maximise development at public transport nodes
- Maximise development in the main centres and along existing transport routes
- Create more long distance cycle and footpath networks
- Locate new service facilities in the main centres and along public transport routes
- Ensure new development is designed to provide more direct, safer routes for cyclists and pedestrians

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KQ4 How the LDF transport policies can improve road safety?

- Continue with existing highway design policies for new development, which concentrate on making provision for car traffic.
- Develop new highway design policies to ensure safety, within and in the vicinity of new developments, for cyclists, pedestrians and other vehicle users.
- Require financial contributions from developers to improve safety on existing roads affected by new development.

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Q3 How the LDF transport policies can influence the level of car use and road congestion?

- Promote alternatives to travelling by car, i.e. bus, train, walking and cycling by requiring development to support measures which ensure access by these modes of transport (including the adoption of travel plans); and by protecting and enhancing bus, train, walking and cycling networks
- Limit car parking to discourage car use and encourage the use of buses, trains, cycling and walking (e.g. restrict new car parks in town centres, minimise the amount of parking at new development)
- Create areas of mixed use development which can be accessed by different modes of transport
- Create more long distance cycle and footpath networks
- Promote the movement of freight by rail
- Locate development in areas with high public transport accessibility
- Locate development in areas of low public transport accessibility but good road connections
- Increase road capacity to accommodate traffic generated by new development

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KQ5 How the LDF transport policies can minimise the effects of noise, vibration and air pollution caused by traffic?

- Promote alternatives to travelling by car, i.e. bus, train, walking and cycling by requiring development to support measures which ensure access by these modes of transport (including the adoption of travel plans); and by protecting and enhancing bus, train, walking and cycling networks
- Limit car parking to discourage car use and encourage the use of buses, trains, cycling and walking (e.g. restrict size of new car parks where this is practical, minimise the amount of parking at new development)
- Make provision for lorry parks in appropriate locations
- Promote the movement of freight by rail
- Locate development in areas with high public transport accessibility

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KQ6 How the LDF transport policies can support economic activity and regeneration efforts

KQ7 How the LDF transport policies can support the effective, efficient and sustainable movement of freight in the District?

- Ensure high level of accessibility to key business destinations, including city and town centres, industrial and regeneration areas, and Leeds Bradford Airport
- Support measures to improve highway capacity through Shipley/Saltaire and Bradford City Centre to facilitate regeneration and support the Master Plans for these areas and other parts of the District's Strategic Highway Network, including requiring financial contributions from new developments
- Continue with existing policies, influencing the type of industrial proposals on established industrial areas taking into account traffic generation
- Support capacity improvements for Heavy Goods Vehicles on the Strategic Highway Network through developer financial contributions
- Facilitate freight movement through the District via rail

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Introduction to Workshops

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Workshops

There are two workshops planned this morning

Workshop 1 will consider Key Questions 1,2,6 & 7

Workshop 2 will look at Key Questions 3,4 & 5

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Where Next?

- **Record and consider consultation feedback**
- **Consider new evidence**
 - Local Housing Assessment
 - Urban Potential Study
 - Flood Risk Assessment
 - Employment Needs Assessment
 - Municipal Waste Strategy
- **RSS Panel Report and Modifications**

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Where Next?

- **Feedback workshops (Autumn)**
- **Refined development Options (Autumn)**
- **Preferred Options (January 2008)**
 - Identify chosen approach
 - Set out reasons for discounting other options
- **Housing & Employment Allocations DPD**
 - Issues and Options Spring 2008

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Contact Information

Local Development Framework Group

- local.development.framework@bradford.gov.uk
- ldf.consultation@bradford.gov.uk
- 01274 434050

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www.bradford.gov.uk

Web Information

- **Council general planning**
www.bradford.gov.uk/planning
- **Bradford Local Development Framework:**
http://www.bradford.gov.uk/environment/land_and_premises/local_development_framework/
- **Department of Communities & Local Government**
<http://www.communities.gov.uk/>
- **Planning Advisory Service**
<http://www.pas.gov.uk/>

8.0 FACILITATORS NOTES

WORKSHOP SESSIONS

1. TACKLING THE ENVIRONMENTAL IMPACT OF TRANSPORT
2. IMPROVING MOVEMENT AND ACCESSIBILITY

The sessions were designed to look at questions 3, 4 and 5 of the Transport Issues and Options topic paper which were:

- How can LDF policies influence the level of car use and road congestion?
- How can LDF transport policies improve road safety?
- How can LDF transport policies minimise the effects of noise, vibration and air pollution caused by traffic?

GROUP: A
FACILITATOR: ANDREW MARSHALL
NOTE TAKER: NAVEED MASUD ANWAR

Reducing Car Use and Congestion

- Looking at our carbon footprint and limited supply of oil we need to make tough decisions now. Investigation must be carried out to discover more economic mode of transport.
- It was also highlighted that enormous amount of infrastructure is already available it is time now to consider other forms of fuel.
Cost associated with public transport needs to be reviewed. It is vital to look at infrastructure available at present for public transport and then review it.
- We need to think about rural areas.
- All communities need to be far more sustainable, at the moment, we have vast mobility and accessibility issues for disabled and older people living in rural areas.
We also need to identify pinch points and come up with their solutions.
- Dropping off children to school is one of the main causes of congestion in Aire Valley. Consider role of travel plans.
- High volumes of movements on Leeds-Bradford Corridor, consider park and ride facilities for buses and trains on this corridor.
We need to consider reallocation of road space to attract people towards more sustainable mode of transport.
Foster Square Train Station has poor links from city centre for pedestrians and cyclist. We need to improve facilities for them.
- Plan for long term. With growing trend towards freight through trains, need to take into account its poor links in Bradford. However there is already congestion on M1. We need to take all these issue in to account and then make decisions.
- It was highlighted that if we are going to restrict car parking in city centre then retailers, already reluctant to invest in city may not invest any money in Bradford. For Broadway Development, we do need to provide parking facilities. To attract investment we do need to provide facilities for private cars as a short term measure.
- We need to adopt short tem and long term objective. Short term for the use of private car as it is the most attractive mode of transport at the moment. Long term for more sustainable mode of transport.
- With rise in city centre living trend, we need to consider housing/flats schemes for them.

There are no direct bus services to Bradford Royal Infirmary (BRI) and St Luke's hospital. Need to consider tram service from BRI to St Luke's hospital.

- Need to educate people about sharing road space. We need to look at local road system. It was highlighted that highway design policies need to be tailored at the local level for Bradford.

GROUP: B
FACILITATOR: IAN GALLACHER
NOTE TAKER: SIMON LATIMER

Reducing Car Use and Congestion

The following issues and views were raised:

- Planning policies are still based on the assumption of a continuing oil based economy – what are the Council and planners doing to move to a non oil economy;
- Planning should be reducing carbon footprints; planning should be looking long term rather than short term;
- The Council has a wide range of initiatives aimed at waste reduction, energy efficiency etc. but many of the bigger issues can only be addressed at national / international level;
- Planning polices need to recognise and work with the transport infrastructure and urban environment that we currently have – these provide constraints on what can be done; it also has to recognise the current levels of movement and activity across the district;
- The key to reducing car use is public transport – encouraging people to either not own or not use a car. Public transport facilities and in particular pricing is important;
- The Council should not just be concentrating on Bradford City Centre – mobility needs to be addressed for rural communities and in particular for disables and elderly;
- The plan should look at and prioritise pinch points and problem areas in the transport network – for example in the Aire Valley;
- Inadequate parking at railways stations is regularly an issue raised at area forums – parking at most stations is insufficient;
- Park and ride facilities /schemes should be further developed;
- More frequent rail services within the Aire Valley – the network is currently under utilised;
- Bus deregulation was raised as a constraint on developing better more integrated public transport services and a limit on what public authorities, the WYPTE could achieve;
- The possibility of removing kerbs and having shared road space between all users – pedestrians, cars & PT was raised;
- The importance of designing new developments with efficient access, for pedestrians, PT and service vehicle was raised;
- Most of the group emphasised the importance of adequate levels of parking provision within centres and the danger to their regeneration of these areas and to future business investment if won't happen if restrictive parking policies for new developments are pursued;
- The core strategy needs to look at both short and longer term objectives;
- Increased city centre living may itself contribute to future congestion.

GROUP: A
FACILITATOR: ANDREW MARSHALL
NOTE TAKER: NAVEED MASUD ANWAR

Road Safety/Environmental Pollution

- While granting Planning Permission, consider use of section 106 Agreement to address the safety issues for adjoining areas.
- Find methods to control speed. Road humps are source of noise and vibration. Consider Average Speed Cameras and justify their use for safety reasons.
- We need to change people perception towards safety by making more sustainable mode of transport not only safe but perceived to be safe. Only then we'll be able to change people travel behaviour.
- We also need to identify key routes where conditions for pedestrian and Cyclist can be improved. In policy documents, need to show Road widening/ Works which incorporate cycle lanes. Similarly selective improvements to cyclist provisions.
- Cycle lane on Bingley Relief Road stops in the middles of no-where. Provide continuous cycle lane.
- With economic regeneration more Lorries are going to come to the city. Need to provide Lorry Park. Also need to consider setting a route for lorries.
- To influence modal shift we need to provide infrastructure.
- We need to look at the ways other authorities are achieving and providing priorities to vulnerable mode of transport. Learning from their experience and tailoring them for Bradford.

GROUP: B
FACILITATOR: IAN GALLACHER
NOTE TAKER: SIMON LATIMER

Road Safety/Environmental Pollution

- Has the Council got any plans to open / re-open rail stations in Laisterdyke / Low Moor & Manningham?
- The Leeds Bradford Corridor – Leeds Rd – is a recognised area for investment;
- Trolley buses were raised as an option to reduce pollution but their energy efficiency credentials were questioned and their reliability in adverse weather conditions;
- Bradford shouldn't be pursuing cheap or second rate public transport alternatives – trams were advocated but another panel member said that this was constrained / prevented by the collapse of the Leeds tram project;
- Comments received at Neighbourhood forums suggested that the public view rail services as more comfortable and cheaper compared to bus services which are particularly expensive in Bradford;
- The level and affordability of hospital parking was raised as a problem issue;
- The Council's highway design standards and policies need revisiting – however to what extent is there room for manoeuvre given that many of these are set nationally / in best practice?

- Are planners reluctant to require financial contributions / S106 from developers for transport infrastructure / services for fear of driving development away?
- Most applications now have to be accompanied by traffic / transport impact statements and many schemes include travel plans;
- The problems that speed humps cause in terms of noise and vibration was raised;
- The merits of speed cameras were debated with differing views;
- The use of design and layout within new housing estates to reduce car speeds was discussed – home zones, planting, chicanes etc.
- The issue of regional lorry parks was debated and it was pointed out that there was a regional rail freight strategy;
- The issue of lorry routes in rural areas e.g. Bingley needs to be looked at – can routes be set in the LDF?

9.0 EVALUATION FORM

**LDF CORE STRATEGY – ISSUES AND OPTIONS
TRANSPORT & MOVEMENT STAKEHOLDER CONFERENCE
28th JUNE 2007
THE VELOCITY CENTRE**

Please spend sometime to fill in the form below. Your feedback will help us to improve future events. Thank you.

Presentations/ Speakers

Was the level of detail provided appropriate?

1 = not enough detail and 5 = too much detail (please circle)

1 2 3 4 5

Were the presentations an appropriate length?

1 = too short and 5 = too long (please circle)

1 2 3 4 5

Please rate the overall quality of the presentations and speakers

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Workshop Sessions

Were the workshops an appropriate length?

1 = too short and 5 = too long (please circle)

1 2 3 4 5

Please rate the overall quality of the facilitators

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Organisation

Please rate the overall organisation and management of the event on the day

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Please rate the communication and background material provided leading up to the event

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Venue

Was the venue convenient and easy to get to?

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Please rate the overall quality of the venue?

1 = poor and 5 = excellent (please circle)

1 2 3 4 5

Please identify the best features of the event

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Please identify any areas for improvement

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Thank you once again for your time, please hand this sheet in

10.0 FEEDBACK ANALYSIS

QUESTION	RESULTS				
	1	2	3	4	5
Presentations/ Speakers					
Q1) Was the level of detail provided appropriate? (1 = not enough, 5 = too much)	0	1	2	1	1
Q2) Were the presentations an appropriate length? (1 = not enough, 5 = too much)	0		2	3	0
Q3) Please rate the quality of the presentations and speakers (1= poor, 5 = Excellent)	1	1	2	1	0
Workshop Sessions					
Q4) Were the workshops an appropriate length? (1 = too short, 5 = too long)	0	0	4	1	0
Q5) Please rate the overall quality of the facilitators (1= poor, 5 = Excellent)	1	2	3	0	0
Organisation					
Q6) Please rate the overall organisation and management of the event on the day (1= poor, 5 = Excellent)	0	1	2	2	0
Q7) Please rate the communication and background material provided leading up to the event (1= poor, 5 = Excellent)	0	1	3	1	0
Venue					
Q8) Was the venue convenient and easy to get to? (1= poor, 5 = Excellent)	0	2	2	1	0
Q9) Please rate the overall quality of the venue? (1= poor, 5 = Excellent)	0	0	3	2	0

Workshop Sessions

The workshop sessions were highly successful, with many delegates commenting on the overall quality been on high standard.

Organisation

The organisation on average was deemed to be of a good standard.

Venue

Overall the venue was a success, although comment was made as to how it could have been easier to access.

Areas for Improvement

Some delegates did comment on how no proper direction to the workshops.

Conclusions/Learning Point

- It appears there is room for improvement , with regards to the overall quality & management of the presentation
- Also future venues should be made more convenient.

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