

CHAPTER 8

Transport and Movement

8.0 INTRODUCTION

- 8.1 Policies in this chapter are concerned with the integration of land-use decisions with those on transport investment and management and consequently reducing reliance on the private car. The policies relate to the transport impact of developments and to new transport proposals with land-use implications.
- 8.2 Bradford's transport problems do not begin or end at its borders. A sustainable transport strategy for Bradford therefore is only meaningful as one piece in the jig-saw of a sustainable transport strategy for West Yorkshire – implemented in partnership with neighbouring districts, transport operators, health authorities and various other bodies with an interest in transport. The most important contribution of planning to this is to influence the design, amount of parking, traffic and environmental impact, and location of new development.

Transport Problems

- 8.3 The current trend of increasing car use, with the associated problems of congestion, road danger and environmental pollution, is unsustainable.
- 8.4** Car ownership has brought considerable benefits for many people by improving access to a wide range of facilities. Increased car ownership, however, **[Delete: can] will** lead to increased car usage, ***if alternative modes of transport are not good.***
- 8.5 High levels of car ownership and usage not only cause traffic-related problems but also result in less use of public transport and dispersed journey patterns. This **[Delete: can] leads** to bus services becoming more expensive, less frequent and less reliable because of congestion. Walking and cycling also become less attractive.
- 8.6 The overall decline in public transport reduces travel choices for those people without access to a car, **[Delete: and this can]** leading ***inevitably*** to increased car ownership and use. This situation may become worse, because ***as*** car ownership in Bradford is low compared to the national average, there is every likelihood of continuing growth. **[Delete: This growth can lead to unacceptable consequences, which can be summarised as follows:]** ***Car ownership is not something the Council can influence through its planning policies but it can influence car use by encouraging use of alternative modes of transport through location policies.***
- 8.6a** ***Some of the consequences of growth in car ownership and use can be summarised as follows:***
- Economic Impacts
 - Congestion affecting the ability of firms to obtain and make deliveries and to attract a workforce;
 - Discouraging inward investment in urban areas.
 - ***Increased absenteeism due to traffic related ill health.***

Social Impacts

- Affecting and limiting choices of non-car transport modes, such as cycling, walking and buses;
- Social & health problems (e.g. stress) resulting from long and difficult commuting times;
- Safety of vulnerable road users, in particular children and the elderly.
- **Health problems due to air pollution.**

Environmental Impacts

- Poor **and deteriorating** air quality and the consequent impact on public health;
- Noise & vibration;
- Severance and visual impact of transport, both directly and indirectly, on the form and appearance of places;
- Loss of non-renewable resources, e.g. oil;
- Effect on global warming through the release of green house gases, **such as carbon dioxide. A quarter (28%) of carbon dioxide emissions in the UK comes from road transport.**

[Delete: Strategic Context] STRATEGIC CONSIDERATIONS

The Government's Integrated Transport White Paper 1998

8.7 The 1998 White Paper is concerned with integration, which it defines as: integration within and between different types of transport to make connections work; between transport and environment policy for a better environment; with land use planning to reduce the need to travel; and between transport and our policies on education, health and wealth creation so that transport helps make a fairer, more inclusive society.

8.8 The White Paper aims to achieve a better balance so that people are encouraged to use the car less and make more use of environmentally friendly modes, such as public transport. The proposed planning related measures include:

[Delete:8.9]

- New income streams for local authorities to tackle pollution and congestion by levying charges for driving into town centres and for workplace parking;

[Delete 8.10]

- Local Transport Plans to deliver five-year strategies to meet local needs. These will cover all forms of transport and include local targets for improving air quality, road safety, walking and cycling, public transport and road traffic reduction.

[Delete:8.11]

- Greater investment in bus services, through up-graded Quality Partnerships between Local Authorities and operators.

[Delete: 8.12]

- A Strategic Rail Authority, which will take on the task of managing passenger railway franchising, driving up service quality;

[Delete: 8.13]

- Better Land Use Planning; it proposes emphasising access to leisure, jobs and services by foot, bicycle and public transport. Policies for parking should support this. Development plans should better safeguard facilities for sustainable transport. New housing should avoid undue reliance on the car. Where major development cannot provide good public transport then the place should be used for activities that do not generate significant travel demands. Development plans should be integrated with local transport plans.

Local Transport Plan Guidance (1999 and 2000)

- 8.14 This stresses the importance of integrating local transport plans and development plans, and that ideally their preparation should take place in parallel. Authorities need to undertake a fundamental review of their transport strategy. Planning policies on parking need to minimise the level of parking associated with development through the adoption of maximum standards.

PPG12 Development Plans (December 1999)

- 8.15 This particularly stresses the role of development plans in integrating transport and land use policies. The development plan strategy should underpin the land use issues arising from the implementation of a local transport plan. Development plans should include specific policies and proposals on the overall development of the transport network and related services. Traffic reduction and air quality targets should be included.
- 8.16 There is a strong presumption against the building of new roads unless all other options are shown to be impractical. Alternative options include making better use of the existing road network, traffic management measures, public transport improvements, alternative locations for the development.

[Delete: Draft] PPG13: Transport ([Delete: October 1999] *March 2001*)

- 8.17** The **[Delete: draft]** revised PPG13 aims to promote more sustainable transport choices and reduce the need to travel, especially by car. **[Delete: It stresses those strategies in the development plan and the transport plan should complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked.]**
The objectives within the guidance require that:
- ***the UDP and the Council's Local Transport Plan complement each other;***
 - ***major generators of travel demand are focused in city, town and centres and near to major public transport interchanges;***
 - ***day to day facilities are located in local centres where they are accessible by walking and cycling;***

- *parking policies are used to promote sustainable transport choices and reduce reliance on the car;*
- *priority is given to people over traffic in town centres, mixed use areas and local neighbourhoods, giving more space to pedestrians, cyclists and public transport;*
- *the needs of people with disabilities are taken into account; and*
- *sites and routes critical to developing choices for passenger and freight movements are protected.*

[Delete: 8.18 Amongst the main planning policies that it promotes are focusing major generators of travel demand in town and district centres and near to major transport interchanges and locating day to day facilities in local centres so that they are accessible by walking and cycling. A key planning objective is to ensure that jobs, shopping, leisure and services are highly accessible by public transport, walking and cycling. It particularly stresses contributing to social inclusion by ensuring that development is accessible by public transport from deprived areas. It requires parking policies, which restrain the overall amount of parking to reduce reliance on the car for work and other journeys.]

8.19 It requires development plans to allocate sites for intensive development, potentially mixed-use, where these are highly accessible by non-car modes, and conversely allocate or re-allocate sites unlikely to be well served by non-car modes for uses which are not travel intensive.

8.20 It recommends negotiating improvements to public transport as part of development proposals, in order to reduce the need to travel by car and parking at such sites. Transport assessments should be submitted with major developments and should illustrate the likely modal split of journeys, and details of proposed measures to improve public transport, walking and cycling and reduce the number and impact of motorised journeys associated with the development. The role of travel plans is stressed in this regard, and these can be required where transport impact is a particular concern.]

PPG3 Housing

8.21 PPG3 recommends that new housing is located on derelict or under-used land, preferably in or near to existing city, town and district centres, and that it is located where there is good access to public transport, and to jobs, shopping and leisure services. The guidance recommends that housing density standards should avoid low densities, while those near places with good public transport should be higher.

[Delete: Draft] Regional Planning Guidance 12 (October [Delete: 1999] 2001) [Delete: & Public Examination Panel Report (October 2000)]

8.22 *RPG 12 sets out the regional planning framework for achieving the above national objectives within Yorkshire and the Humber to 2016. It [Delete: R] recognises that high levels of road transport use have led to traffic congestion. Local authorities should focus new developments on locations which will reduce the need for travel, but where new developments will impose extra travel*

demands, authorities should consider the scope for securing contributions to help finance necessary improvements to roads and public transport.

The National Air Quality Strategy (1997)

- 8.23 This sets out a new system of local air quality management in which local authorities will take the lead. Local authorities are required to identify and designate Air Quality Management Areas (AQMAs), with air quality action plans setting out how acceptable levels of air quality can be reached by 2005. Development Plans and Air Quality Action Plans should have regard to each other, and it is stressed that the impact of a development on air quality is a material planning consideration.

Rural Transport Issues

8.23a The Rural White Paper published in November 2000 recognises that transport within rural areas is not as readily available as in urban areas. For one-third of rural households, private motoring is not an available option. Good transport connections provide the lifeline for villages, and good transport links between the market towns and the rural hinterland are essential. The White Paper seeks to increase the range of travel options available to people in rural areas and encourages locally based and innovative solutions to problems of exclusion.

8.23b Rural transport issues are primarily being addressed through the Local Transport Plan. A key aim is to encourage greater use of public transport, cycling and walking both on their own and in combination with the use of cars, motorcycles and taxis. As well as improving mobility it is also important to bring services to people to reduce the need to travel to urban areas.

LOCAL CONSIDERATIONS

[Delete: District Strategy] *Transport Objectives*

[Delete: 8.24 The 20/20 vision provides an overview and strategic vision for the district. The vision will be delivered through the Unitary Development Plan and the Local Transport Plan taking into account the district's transport problems and strategic guidance mentioned above. In meeting the 20/20 vision the transport challenge is 'The need to develop a transport system that allows business and regeneration of the district to flourish and expand whilst improving the environment and road safety generally'.]

- 8.25 Taking into account the district's transport problems mentioned earlier and the various requirements of government policy and guidance, the transport objectives of the Unitary Development Plan are as follows:

- (1) To ***improve the environment and*** reduce ***[Delete: the environmental impact of traffic, such as noise, vehicle emissions and accidents.] air***

pollution by restricting non-essential traffic particularly in residential areas.

- (2) To reduce **[Delete: the] reliance on [Delete: need to travel, especially by] the private car, *restrain its use and encourage greater use of alternative modes of transport.* [Delete: and thereby promote social inclusion by planning for houses, jobs and local facilities in the local area.]**
- (3) To co-ordinate planning and regeneration to achieve transport improvements which enhance the attractiveness of regeneration areas, as well as ensuring that development in regeneration areas is designed and located so that it is attractive to access by public transport, where necessary by securing service improvements.

[Delete :

- (4) **To provide real choice of transport for the district's residents, workforce and visitors. In particular to improve the quality of accessibility by public transport, walking and cycling.]**
- (5) To make better use of existing road space and reduce the environmental impact of traffic by prioritising sustainable modes of transport - such as walking, cycling and buses - in managing traffic. Using this to minimise the amount of road building to that which is essential to secure access to regeneration areas;
- (6) ***To improve access to town centres by means of transport other than the car, while continuing to provide a reasonable level of parking for shopping and leisure visits.***
- (7) ***To improve road safety where opportunities arise through the land use planning process.***
- (8) To ensure that the needs for freight transport and servicing are met - including a greater emphasis on non-road based freight transport.

District Strategy

8.25a *The Council and its partners have developed a 2020 vision, which provides an overview and strategic vision for the district to the year 2020. The vision will be delivered through the Unitary Development Plan and the Local Transport Plan taking into account the district's transport problems and strategic guidance mentioned above. In meeting the 2020 vision the transport challenge is 'the need to develop a transport system that allows business and regeneration of the district to flourish and expand whilst improving the environment and road safety generally'.*

8.26 Transport is very rarely an end in itself. Its role is to facilitate social and economic activities. Therefore land use decisions need to be integrated with the public transport network and the development of an integrated transport system linked to regeneration programmes and environmental improvement. Integration also needs to be more comprehensive; there needs to be sufficient public transport to take journeys shifted from the private car, it also requires a greater emphasis to

the neglected mode of transport that does the integrating - i.e. walking - and on means of integration, such as interchange facilities. Public transport will not be used unless there is an attractive walking environment at the beginning and end of the public transport component of the journey.

- 8.27 The strategy is to focus transport investment, especially public transport investment, in support of key regeneration opportunities. Additional capacity is also to be provided in areas of high demand, in order to achieve a significant shift away from the use of the private car. Restricting parking in developments and increasing on-street parking controls will reinforce this.
- 8.28 **[Delete: The problem for rail is a lack of] Capacity problems on the Airedale and Wharfedale lines [Delete: and lack interchange facilities. For road based transport, improvements will require a re-allocation of road space away from cars towards public transport, cycling and walking.] have been improved by introduction of new trains with further additional rolling stock at present being sought. Car/rail interchange is available at most stations. Bus/rail interchange is available at some stations and limitations in the road system hinders development at other stations whilst there are nearby bus stops. The Rural Bus Grant has resulted in a new service in the Addingham to Steeton area, including a scheduled rail interchange. [Delete: For road based transport, improvements will require a re-allocation of road space away from cars towards public transport, cycling and walking.**
- 8.29 **For road based transport, improvements will require a re-allocation of road space away from cars towards public transport, cycling and walking.** Car-borne trips that can be most easily shifted to more sustainable modes, such as trips on the school run, short trips that can be easily made by foot and cycle, and work trips to town centres and other areas with good public transport, need particular attention. Longer-term measures need to be focused on the more difficult issue of commuter and shopper journeys, although some measures can have an early impact - such as parking restraint.

Transport Hierarchy

- 8.29a **A transport hierarchy is set out in the Council's Local Transport Plan. It defines how the Council assesses existing and proposed transport schemes and acts as a check list to ensure that these do not disadvantage those with disabilities or who do not travel by car. Proposals for development will be expected to take this into account in the design process. The hierarchy is as follows:**

1. ***Pedestrians, emergency services and people with disabilities***
2. ***Cyclists and horse riders***
3. ***Public transport users***
4. ***Taxis and motorcyclists***
5. ***Deliveries to local areas***
6. ***Shoppers travelling by car***
7. ***Other freight movements***
8. ***Other High Occupancy Vehicles***
9. ***Other private cars***

Purpose of the UDP

8.29b *The Bradford UDP is not expected to deal comprehensively with the transport issues identified here. The Local Transport Plan sets out the Council's strategy for achieving an integrated, high quality and modern transport system. The purpose of the UDP is to control the development and use of land and it includes policies, based on the LTP strategy, for use in determining planning applications.*

POLICIES

8.29c *All developments have an unavoidable impact on the provision and use of transport facilities and infrastructure. New developments, however, can be designed and located so that these impacts are minimised and the environment is improved rather than degraded. The policies in this chapter of the Plan, in conjunction with design policies in chapter 9, set out a framework by which this can be achieved.*

[Delete: Transport Impact of Development Proposals]

[Delete: 8.30 With the national shift away from building roads, priority needs to be given to making better use of existing roads. This cannot mean simply increasing their capacity to take through traffic - this is likely to be counterproductive and have unacceptable air quality implications. Priority is given to the movement of 'people and goods' rather than vehicles per-se.]

[Delete: Policy TM1]

DEVELOPMENT PROPOSALS WILL BE ASSESSED, WHERE APPROPRIATE, FOR THEIR TRANSPORT IMPACT ON THE ENVIRONMENT, THE HIGHWAY NETWORK AND ALL TRANSPORT MODES, INCLUDING PUBLIC TRANSPORT, WALKING AND CYCLING.

DEVELOPMENTS HAVING A SIGNIFICANT IMPACT ON THE TRANSPORT NETWORK SHOULD SUBMIT AN INDEPENDENT TRANSPORT ASSESSMENT. THIS SHOULD INCORPORATE PROPOSED TRAFFIC REDUCTION MEASURES BY THE DEVELOPER AND MEASURES TO PROMOTE SUSTAINABLE TRAVEL INCLUDING USE OF PUBLIC TRANSPORT, WALKING AND CYCLING.

WHERE THE TRANSPORT IMPACT IS UNACCEPTABLE, AS DEFINED IN POLICY TM2, THEN THE DEVELOPMENT WILL NOT BE PERMITTED, UNLESS MEASURES ARE SECURED AS PART OF THE APPLICATION (POLICY TM3) TO MAKE IT ACCEPTABLE.]

Transport Assessment

Policy TM1

WHEN CONSIDERING PLANNING APPLICATIONS FOR DEVELOPMENTS LIKELY TO BE SIGNIFICANT GENERATORS OF TRAVEL THE COUNCIL WILL REQUIRE THESE TO BE SUPPORTED BY A DETAILED TRANSPORT

ASSESSMENT (TA). THE TA SHOULD INCORPORATE PROPOSED TRAFFIC REDUCTION MEASURES BY THE DEVELOPER AND MEASURES TO PROMOTE SUSTAINABLE TRAVEL INCLUDING USE OF PUBLIC TRANSPORT, WALKING AND CYCLING.

- 8.31 The purpose of this policy is to ensure that the traffic impact of development with the potential to attract high numbers of visitors is properly assessed. **Examples include large retail, offices and other significant places of employment, leisure uses and other visitor attractions.**
- 8.32 **Applications for [Delete: D] developments likely to have a significant transport impact on the existing transport network should be accompanied [Delete: are required to submit] a formal Transport Assessment (TA). [Delete: This] PPG 13 defines 'significant' by setting thresholds for development size above which a transport assessment will be required. The thresholds are the same as those for maximum parking standards and are given in Appendix C. The TA is a written statement setting out details of transport conditions both [Delete: before] with and without [Delete: after] a proposed development. [Delete: has been built.] The TA should cover all modes of transport including public transport, cycling and walking. If a planning application is not accompanied by a full Environmental Statement, then the effect of any additional traffic on air pollution and noise should also be included. [Delete: The impact of smaller schemes, not requiring a TA, should be assessed through the normal development control process against the Plan policies. Thresholds for Transport Assessments will be set in accordance with national guidance, when this becomes available.] The Government is currently preparing good practice advice on the content of Transport Assessments to be submitted alongside planning applications and this section will be revised and updated when this guidance becomes available. It would also be prudent to consult local sustainable transport users when assessing the transport impact of a development.**
- 8.32a **For smaller developments below the specified thresholds, until further national or regional guidance becomes available, the Institution of Highways and Transportation Guidelines for Traffic Impact Assessments (TIA) should be used. These currently recommend that a TIA should be produced where one or other of the following thresholds are likely to be exceeded:**
- **traffic to and from the development exceeds 10% of the existing two-way traffic flow on the adjoining highway, or**
 - **traffic to and from the development exceeds 5% of the existing two way traffic flow on the adjoining highway in congested periods.**

Impact of Traffic and its Mitigation

Policy TM2**PLANNING PERMISSION FOR NEW DEVELOPMENT OR CHANGE OF USE WILL NOT BE GRANTED UNLESS:**

- (1) THE COUNCIL IS SATISFIED THAT THE PROPOSAL DOES NOT ADVERSELY AFFECT EXISTING AND PROPOSED TRANSPORT INFRASTRUCTURE OR SERVICES, INCLUDING PUBLIC TRANSPORT AND WALKING AND CYCLING FACILITIES, IN THE VICINITY OF THE SITE, OR THE LOCAL ENVIRONMENT; OR**
- (2) IMPROVEMENTS CONSIDERED NECESSARY BY THE COUNCIL TO OVERCOME ANY ADVERSE IMPACT OF THE PROPOSAL WILL BE SECURED BY AGREEMENT OR UNDERTAKEN AS PART OF THE DEVELOPMENT.**

8.32b *Where proposals have a detrimental impact on the transport network, planning permission will not be granted. However, where the Council considers that it would be possible to overcome these problems by implementing appropriate public transport, walking and cycling schemes, contributions will be sought from developers through planning obligations.*

8.33 National policy supports the use of measures to mitigate unacceptable transport impact from development proposals, including the use of contributions to improve accessibility. Measures will be strictly and proportionately related to the development in question, which may include access improvements to the area in which the development is located, but will not be used to relieve existing problems unless the development is likely to exacerbate these problems.

[Delete: Policy TM2**DEVELOPMENT THAT WOULD CAUSE OR MAKE WORSE AN UNACCEPTABLE TRANSPORT IMPACT FROM TRAFFIC GENERATED WILL NOT BE PERMITTED, PARTICULARLY WHERE:**

- (1) THE LEVEL OF TRAFFIC GENERATED/ATTRACTED IS GREATER THAN THE PARKING TO BE PROVIDED ON SITE IN ACCORDANCE WITH THE PLAN'S STANDARDS AND ANY RESULTING ON STREET PARKING WOULD CAUSE UNACCEPTABLE TRAFFIC MANAGEMENT PROBLEMS; AND/OR**
- (2) THE TRAFFIC GENERATED BY THE DEVELOPMENT WOULD ADVERSELY AFFECT THE MOVEMENT, SPEED AND RELIABILITY OF BUS SERVICES; AND/OR**
- (3) THE DEVELOPMENT WOULD BE LOCATED WHERE PUBLIC TRANSPORT ACCESSIBILITY IS INSUFFICIENT TO SERVICE THE SCALE AND INTENSITY OF THE USE; AND/OR**

- (4) THE DEVELOPMENT IS NOT EASILY AND SAFELY ACCESSIBLE TO PEDESTRIANS AND CYCLISTS; AND/OR
- (5) THE PROPOSALS WOULD CAUSE UNACCEPTABLE ROAD SAFETY PROBLEMS; AND/OR
- (6) THE HIGHWAY NETWORK IS UNABLE TO COPE WITH ADDITIONAL TRAFFIC WITHOUT PRODUCING UNACCEPTABLE LEVELS OF CONGESTION AND PARTICULARLY WHERE THIS WOULD CAUSE A PROBLEM ON THE STRATEGIC HIGHWAY NETWORK RESULTING IN THROUGH TRAFFIC USING LOCAL ROADS; AND/OR
- (7) THE PROPOSAL WOULD HAVE UNACCEPTABLE ENVIRONMENTAL PROBLEMS SUCH AS NOISE OR AIR QUALITY (ESPECIALLY AFFECTING ANY DESIGNATED AIR QUALITY MANAGEMENT AREAS); AND/OR
- (8) THE PROPOSAL WOULD CAUSE A SIGNIFICANT INCREASE IN THE NUMBER AND/OR THE LENGTH OF JOURNEYS MADE BY THE PRIVATE CAR.]

TM3 MEASURES TO MAKE TRANSPORT IMPACT ACCEPTABLE]

THE COUNCIL WILL CONSIDER MEASURES TO MITIGATE UNACCEPTABLE TRANSPORT IMPACT TO ENABLE THE DEVELOPMENT TO GO AHEAD, AND THESE WILL BE SECURED AT THE DEVELOPER'S EXPENSE WHERE NECESSARY. MEASURES WILL INCLUDE:

- (1) PUBLIC TRANSPORT IMPROVEMENTS SUFFICIENT TO SERVICE THE SCHEME OR AREA;
- (2) TRAFFIC CALMING MEASURES;
- (3) ON STREET PARKING CONTROLS/WAITING RESTRICTIONS;
- (4) IMPROVEMENTS TO PEDESTRIAN AND/OR CYCLE FACILITIES;
- (5) ROAD SAFETY AND ESSENTIAL HIGHWAY IMPROVEMENTS;
- (6) DEMAND MANAGEMENT MEASURES FOR REDUCING CAR USE TO AN ACCEPTABLE LEVEL SUCH AS GREEN TRANSPORT PLANS.]

- 8.34 The Council [~~seeks~~] *will seek* to reduce the impact of traffic [~~through~~] by encouraging appropriate measures within development proposals. This will be primarily through [~~the levels~~] requiring an appropriate level of parking provision in accordance with the Plan's parking policies, [~~appropriate contributions to public transport, fostering~~] *encouraging* alternative methods of travel [~~and~~] *through* the provision of *a* Travel Plan [~~s~~] [~~(formerly Green Transport Plans)~~] *and seeking contribution to public transport improvements where appropriate.*

Travel Plans

- [Delete: 8.35 [Delete: A 'Travel Plan' produced by the organisation that would occupy a proposed development can help to minimise adverse transport impact by encouraging employees and other users of a development to reduce their car-use, and are now tax-free.]**
- 8.36 ***A Travel Plan will be required for developments likely to have significant transport implications in accordance with paragraph 89 of PPG13.*** The Travel Plan should set objectives for reducing car usage, increasing walking, cycling and public transport use, improvements in safety features, environmentally friendly freight movements and delivery services. These may be binding by attaching conditions on any planning permission or through a Section 106 Agreement. **[Delete: However, it should be noted that a development proposal might not in itself be made acceptable by the provision of a Travel Plan if it is the wrong use in the wrong location.]**
- 8.37 Methods of achieving these objectives might include car-sharing schemes, the provision of adequate facilities for cyclists, providing bus links to public transport interchanges, providing loans for purchase of season tickets or bicycles, teleworking, flexitime and staggered working hours. ***A development proposal will not in itself be made acceptable by the provision of a Travel Plan; sometimes it might just be the wrong use in the wrong location or it might require a thorough redesign or reduction in scale, in accordance with the Plan's design policies.***
- 8.37a ***Developments close to schools will be required to have regard to school travel plans, including safe routes to schools, and contribute toward the implementation of these objectives.***

Public Transport Contributions

- 8.38 **[Delete: Public transport improvements will be sought where the public transport impact of a development is unacceptable (policy TM2).]**
- 8.39 ***Contributions for public transport improvements will be sought where the public transport impact of a development is unacceptable. This may arise where the users of a proposed development are likely to increase demand for public transport beyond the capacity of existing infrastructure or services.*** It must be borne in mind, however, that developer contributions for public transport may not be an adequate substitute for a development that is poorly located as, even after the contributions ***have been applied***, the site may not be as accessible as other sites, such as those in town centres. The proposed improvements should therefore be assessed to determine whether they **[Delete: will] would** have a genuine impact on the modal split of travel to a development.

- 8.40 Also any contribution might only be over the short term (e.g. 3 years) but the services provided need to be viable in the longer term. The main purpose of revenue contributions therefore should be for 'pump priming'. Money is needed because the early stages of a development may not generate enough demand to justify services being provided in their own right. However, it is always necessary to provide public transport early in the life of a development to ensure that people have a choice of transport modes and do not become dependent on car use. It will not be sufficient to anticipate that operators will service a development - this should be discussed between the operators and the **[Delete: planning authority] Council** at an early stage.

PUBLIC TRANSPORT

- 8.40a *While Bradford Council does not directly provide public transport services it has a key enabling and supporting role, particularly as highway and planning authority, to those agencies that do. The West Yorkshire Passenger Transport Authority (WYPTA) is the policy making body for public transport in the county and its policies are implemented by Metro. WYPTA is also responsible for funding concessionary fares, subsidised bus services, bus shelters and local passenger train services. Metro's responsibilities include operating concessionary fares and subsidised bus services, provision of public transport information, and setting fare scales and service levels for local train services. A range of private operators run the bus and train services.*

[Delete: New] Railway Stations

- 8.41 **[Delete: The West Yorkshire Passenger Transport Executive (WYPTE)]** *Metro* envisages a higher level of activity in providing new railway stations during the Plan period than in the last 10 years. ***Its proposals are contained in Rail Plan 5.***

Policy TM4

THE UPGRADING OF EXISTING STATIONS AND FORMATION OF NEW STATIONS, AS IDENTIFIED ON THE PROPOSALS MAP, IS SUPPORTED. THESE SHOULD, **[Delete: WHEREVER PRACTICAL,]** INCLUDE:

- (1) THE DEVELOPMENT AND ENHANCEMENT OF PHYSICAL INTERCHANGES, INCLUDING INTEGRATION BETWEEN RAIL SERVICES, BUS SERVICES AND OTHER MODES (AND WHERE POSSIBLE PARK & RIDE FACILITIES);
- (2) DISABLED ACCESS FROM BUSES AND THE STREETS TO TRAINS; **[Delete: IN COMPLIANCE WITH THE REQUIREMENTS OF THE DISABILITY DISCRIMINATION ACT TO MAKE THE RAIL NETWORK ACCESSIBLE TO A WIDER RANGE OF THE COMMUNITY];**
- (3) ADEQUATE SECURE CYCLE PARKING FACILITIES;

- (4) **[Delete: AN APPROPRIATE VISUAL IMPACT AND SETTING FOR THE LOCALITY,]** DESIGN APPROPRIATE TO THE SURROUNDINGS IN ACCORDANCE WITH THE PLAN'S DESIGN POLICIES; AND
- (5) GOOD LIGHTING AND CCTV. **[Delete: HAVE GOOD COMMUNITY SAFETY ARRANGEMENTS FOR PASSENGERS, BOTH WHEN STAFFED AND UNSTAFFED.]**

8.42 New sites in Bradford as identified in Rail Plan 5 are at Apperley Bridge, Laisterdyke and Low Moor. Apperley Bridge and Low Moor are currently being considered for early implementation as part of Rail Plan 5 programme, whilst Laisterdyke may be considered for implementation during the Plan period

8.42a *The Council's Local Transport Plan places great emphasis on enabling people to travel safely and good lighting and CCTV at stations will enhance passenger safety considerably.*

Railway Lines and Former Railway Network

8.43 There is potential for improvements in passenger and freight provision through improvements and additions to the rail network. ***All disused railway lines will be investigated to determine appropriate use, which may include rail schemes, cycle routes, pedestrian paths and bridleways.***

Policy TM5

THE COUNCIL WILL SUPPORT AND ENCOURAGE THE RETENTION AND EXTENSION OF THE DISTRICT'S RAILWAY LINES, AND WILL ENSURE THAT DISUSED RAILWAY LINES, AS IDENTIFIED ON THE PROPOSALS MAP, ARE SAFEGUARDED FROM DEVELOPMENT TO ALLOW THEIR USE FOR SUSTAINABLE TRANSPORT PURPOSES. **[Delete: THIS USE COULD INCLUDE RAIL SCHEMES, CYCLE ROUTES, PEDESTRIAN PATHS AND BRIDLEWAYS.]**

Bus Priority

[Delete: Bus movement can often be significantly improved by introducing measures aimed at reducing congestion and improving the overall flow of traffic.]

Policy TM6

THE COUNCIL WILL **[Delete: SEEK TO PROMOTE EFFECTIVE]** ***ENCOURAGE GREATER USE OF*** PUBLIC TRANSPORT SERVICES BY ***IMPROVING*** **[Delete: IMPLEMENTING BUS LANES AND OTHER BUS PRIORITY MEASURES COMPRISING]** THE BUS PRIORITY NETWORK, AS SHOWN ON THE PROPOSALS MAP, IN PARTNERSHIP WITH **[Delete: THE WEST YORKSHIRE PASSENGER TRANSPORT EXECUTIVE (WYPTE)]** ***METRO***, THE BUS OPERATORS AND OTHER STRATEGIC BODIES.

IN DETERMINING PLANNING APPLICATIONS, THE COUNCIL WILL CONSIDER THE POTENTIAL IMPACT OF NEW DEVELOPMENTS AND CHANGES OF USE ON THE BUS PRIORITY NETWORK, BUS SERVICES AND THEIR USERS, AND WILL SEEK PROVISION OF SUITABLE INFRASTRUCTURE IMPROVEMENTS AND OTHER FACILITIES, INCLUDING HIGHWAY WORKS AND BUS SHELTERS, WHERE APPROPRIATE.

[Delete: DEVELOPMENTS THAT ABUT THE BUS PRIORITY NETWORK WILL, WHERE APPROPRIATE, BE REQUIRED TO PROVIDE FOR THE EFFICIENT OPERATION OF BUS SERVICES INCLUDING BUS FACILITY AND/OR HIGHWAY IMPROVEMENTS, IN CONSULTATION WITH WYPTE; WHERE THE NEED FOR SUCH FACILITIES ARISES DIRECTLY FROM THE NEED TO SERVICE THE DEVELOPMENT BY PUBLIC TRANSPORT.]

- 8.43a** *The Council as highway authority will introduce [Delete: B] bus priority measures [Delete: will be introduced] where there are unacceptable delays to buses causing disruption to timetables and affecting service reliability, or where the free movement of buses through key junctions is impeded by congestion. These measures include bus lanes, gates, bus priority at junctions and bus stop clearways at bus stops. The provision of such facilities will help to ensure that buses can operate efficiently and reliably. **Facilities for the mobility impaired such as bus boarders will also be provided.***
- 8.43b** *Developers may be required to provide road layouts, of sufficient design standard to accommodate buses, into or through development sites where the size and location of development makes it practical (as identified by a Transport Assessment in accordance with policy TM1). Where a bus service is incorporated into a development, the developer should provide well-lit, safe and secure waiting areas with good protection from the weather.*
- 8.43c** *It should be noted that any highway improvements required under this policy relate to promoting bus services and not increasing capacity for general traffic.*

Park And Ride

- 8.44** The UDP seeks to encourage the use of public transport and thereby reduce the need for car parking in the city and town centres. One of the key-ways of achieving this aim is through the development of Park and Ride schemes for both rail and buses.

Policy TM7

THE COUNCIL WILL [Delete: SAFEGUARD THE SITES SHOWN ON THE PROPOSALS MAP] PURSUE OPPORTUNITIES TO [Delete: FOR] PROVIDE PARK AND RIDE [Delete: CAR PARKS] FACILITIES WHEN THESE ARISE.

- 8.45 The Council recognises that improving modal integration at rail stations is a key element in encouraging more sustainable travel. It is recognised that many rail passengers will still wish to arrive at stations by car and the Council recognises that it is particularly important to encourage car drivers to use rail services rather than driving for the whole journey. During the last 10 years Metro has reopened a number of **[Delete: new]** railway stations in the District and provided new ones. Most of these stations have associated car parking areas, which already provide Park and Ride facilities. Demand for these car parks has been such that Metro intend to increase the use of the local rail network by providing either new or enlarged parking areas adjoining railway stations as demand justifies, and as suitable sites became available. ***New rail park and ride sites at Apperley Bridge and at Low Moor are shown on the proposals map. These are being provided as part of new stations for these locations.***
- 8.46 The Plan supports Metro's objective for the continued development of Park and Ride facilities. This will include the promotion and extension of existing station car parks in order to extend the local catchment of the station and also the development of more strategic Park and Ride sites (possibly involving new stations) aimed at relieving particular congestion locations. To encourage commuters to make at least part of their journeys by public transport and to maximise the advantages of rail electrification, the Plan safeguards existing car parks and proposes further parking areas that are close to railway stations.
- 8.47 It is the Council's intention through the Local Transport Plan that provisions will be made for comprehensive bus park and ride schemes during the life of the Plan. These schemes are likely to focus on rapid non-stop bus travel from the outskirts of Bradford to the City centre. A scheme has been identified for early implementation adjacent to Odsal Stadium. Other areas for car parking would need to be located at strategic positions on the edge of the urban area next to the principal commuter highways ***and these will be investigated as part of the Local Transport Plan process.*** **[Delete: It is possible that parking areas of approximately 2 hectares at some or all of the following locations may be proposed during the life of the plan.**
- Apperley Bridge]**
Thornbury]
Tong Street]
Low Moor]
Clayton Heights]
Haworth Road/Bingley Road]
- [Delete:**
- 8.48 **Since it is too early to make definite proposals for these areas in the Plan, it is likely that some of them may conflict with policies in the Plan. In such cases the merits of the total scheme will be examined in the context of the Plan's general support for proposals which increase the attractiveness of using public transport. (Park and ride should lead to less congestion on the roads, less traffic going through the inner urban area and less emission of exhaust gases).**
- 8.49 **For bus park and ride to succeed it must be supported by planning and**

transport measures, which complement each other. Through its role as Highway Authority, the Council will support bus services through priority measures on the appropriate radial routes. The introduction of bus park and ride would help counter current peak time congestion on the highway network and also help stem the anticipated growth of commuter traffic in the Plan period.

- 8.50 The advantages of bus priority measures would not be confined to the operators of park and ride but also enjoyed by normal services. To guarantee the integrity of the priority measures for fast, reliable journeys on a bus park and ride system, highway improvements may be necessary to widen existing roads, as part of the total scheme.]

8.50a *Although public transport can be enhanced through provision of park and ride facilities, any such provision should reduce car journeys into centres and not lead to additional car travel. PPG13 states that any scheme should be accompanied by measures to achieve this aim, such as public transport improvements, traffic management and parking controls. It is important such facilities are located where they are most accessible and will cause the least environmental impact and loss of amenity to local residents.*

VULNERABLE ROAD USERS

New Pedestrian And Cycle Links

- 8.51 The importance of walking and cycling as modes of transport is highlighted at a local level by the publication of the West Yorkshire Walking and Cycling Strategies as an integral part of the Local Transport Plan, and at a national level by the government's draft 'Developing a Strategy for Walking', National Cycling Strategy and the Integrated Transport White Paper.

Policy TM8

THE COUNCIL WILL REQUIRE THE PROVISION, WHERE APPROPRIATE, OF NEW PEDESTRIAN AND CYCLE LINKS THROUGH DEVELOPMENT SITES AND OPEN SPACES, ESPECIALLY WHERE THESE WILL PROVIDE LINKS TO EXISTING ROUTES.

- 8.52 This policy confirms and reinforces the Design Policies D6 and D7 **and** as such it should be read in conjunction with those policies.
- 8.53 These modes of transport are also growing in importance as health and leisure activities. The Council thus seeks to take action to encourage and support these activities through expansion of existing networks by providing new links wherever possible. Development sites and open spaces provide the opportunity for linking new and existing pedestrian and cycle routes.
- 8.53a** *Development proposals should make adequate provision for pedestrian and cycle movement in the vicinity of the development. Infrastructure provided for pedestrians and cyclists should also provide good links to the surrounding footpath and road network. Reallocation of road space to pedestrians and cyclists and road calming measures may be desirable,*

while good standards of lighting and surfacing are essential to provide a safe walking environment. Where appropriate, the Council will seek contributions to off-site facilities or infrastructure through planning obligations.

Protection of Routes

- 8.54 The Council recognises the value of walking and cycling as a mode of transport. Because routes should be direct, developments should not obstruct or cut across established footpaths, bridleways or cycle routes, unless suitable alternative provision is made (also refer to Policies D6 and D7). ***Issues concerning 'rights of way' are considered in policy NE1.***

Policy TM9

DEVELOPMENTS THAT [Delete: SEVER] WILL ADVERSELY AFFECT EXISTING FOOTPATHS, BRIDLEWAYS, RIGHTS OF WAY OR CYCLE ROUTES, WILL NOT BE PERMITTED, UNLESS AN ACCEPTABLE ALTERNATIVE ROUTE IS MADE AVAILABLE.

[Delete: DEVELOPMENTS OR APPLICATIONS, WHICH WOULD BLOCK OR UNACCEPTABLY DIVERT PUBLIC RIGHTS OF WAY, WILL NOT BE PERMITTED.]

DEVELOPMENTS THAT ENCLOSE INTO NARROW CONSTRICTED CORRIDORS, FOOTPATHS, BRIDLEWAYS, RIGHTS OF WAY OR CYCLE ROUTES, WILL NOT BE PERMITTED.]

- 8.55 People need to feel secure when using such routes so developments should maintain or enhance the safety and attractiveness of such routes by the provision of good sight lines and a spacious and inviting environment. ***It must also be borne in mind that even a small diversion could add considerably to the pedestrian's time and that there may be unsafe features along alternative routes.***
- 8.56 Consent is needed under the ***Town and Country*** Planning Act to block or divert a public right of way. The Council maintains a 'definitive map' of public rights of way, but in addition to this are 'permissive' rights of way that have been in use by the public for many years.

The National And Local Cycle Network

- 8.57 The Council is committed to making a contribution to both national and local cycle networks and looks to working in partnership with developers to do this.

Policy TM10

THE NATIONAL AND LOCAL CYCLE NETWORK AND ASSOCIATED LINKS AS SHOWN ON THE PROPOSALS MAP WILL BE IMPLEMENTED.

DEVELOPMENTS SHOULD FACILITATE OR INCORPORATE THE NETWORK AND ASSOCIATED LINKS.

MAJOR DEVELOPMENTS WILL BE EXPECTED TO CONTRIBUTE TOWARDS THE CONSTRUCTION AND IMPROVEMENT OF THE NATIONAL AND LOCAL CYCLE NETWORK AND LINKS TO IT, WHERE SUCH FACILITIES WOULD SERVICE THE DEVELOPMENT BY SUSTAINABLE MODES.

8.58 The National and Local Cycle Network is part of a system of traffic-free routes, traffic-calmed routes and minor roads for cyclists, walkers and where appropriate horse riders.

8.58a *The policy particularly applies to development proposals that are likely to have an impact on cyclists. Major developments should include spur routes to complement the Network, while in some instances reallocation of road space may be appropriate in providing a route for the cycle network. Where appropriate, the Council will seek contributions to off-site facilities or infrastructure through planning obligations.*

Other Road Users

POLICY TM10A

IN DETERMINING PLANNING APPLICATIONS, THE COUNCIL WILL CONSIDER THE POTENTIAL IMPACT ON OTHER ROAD USERS (SUCH AS HORSE RIDERS AND MOTOR CYCLISTS) AND WILL SEEK PROVISION OF SUITABLE FACILITIES WHERE NECESSARY.

8.58b *In addition to pedestrians and cyclists, some other road users, such as horse riders and motor cyclists, are also vulnerable to motor vehicles. Where a development is likely to have an impact on the safety and amenity of these road users, the Council will expect to see the inclusion of features that will maintain or improve their safety and amenity within the design of the development. Where appropriate, the Council will seek contributions to off-site facilities or infrastructure through planning obligations.*

PARKING AND TRAFFIC RESTRAINT

8.59 The Government has made a policy shift to maximum car parking standards and the policies in the plan must reflect this change. The Council recognises the importance of car parking in managing travel demand. It is also important to make efficient use of land in new developments this is particularly relevant for housing development. The revised PPG13 advises that parking standards **for non-residential developments** should be set as maximum levels for broad classes of development. Regional Planning Guidance advises that **[Delete: a matrix of]** parking standards should be **[Delete: developed based on]** *linked to* public transport accessibility. The Council accepts the need to move towards maximum **parking** standards. **[Delete: and guidelines have been produced based on public transport accessibility levels, as given in Appendix C.]**

Parking Standards For Non-Residential Developments

- 8.60 The level of private non-residential parking provided within developments is a major influence on peak hour traffic volumes. Therefore setting maximum restraint based parking standards can help reduce car use. Moreover, the Council will be seeking to negotiate a reduction in parking provision associated with new developments and changes of use, in locations with good accessibility by bus, cycle and walking.

Policy TM11

[Delete: DEVELOPMENTS WILL BE PERMITTED WHERE THE PROPOSED CAR PARKING PROVISION IS AT OR BELOW THE MAXIMUM STANDARDS AS INDICATED IN THE GUIDELINES IN APPENDIX C.

THE LEVEL OF SUCH PARKING SHOULD NOT BE BELOW MINIMUM OPERATIONAL LEVELS (INCLUDING REQUIRED DISABLED PERSONS PARKING - POLICY TM18). CONDITIONS WILL BE IMPOSED REQUIRING OPERATIONAL PARKING TO BE RETAINED AS SUCH.

WHERE PARKING IS PROVIDED ABOVE THE OPERATIONAL MINIMUM, FOR NEW DEVELOPMENTS IN CITY AND TOWN CENTRES, ARRANGEMENTS SHOULD BE MADE TO ENSURE THIS PARKING IS MANAGED IN ACCORDANCE WITH POLICY TM14 AND IS MADE AVAILABLE FOR THE CENTRE AS A WHOLE AND NOT RESERVED FOR EMPLOYEES AND CUSTOMERS OF THAT DEVELOPMENT]

IN DETERMINING PLANNING APPLICATIONS FOR PRIVATE NON RESIDENTIAL DEVELOPMENTS INCLUDING CHANGES OF USE THE COUNCIL WILL:

- (1) SEEK A LOWER LEVEL OF PARKING IN LOCATIONS WITH GOOD ACCESSIBILITY (SUCH AS CITY AND TOWN CENTRES AND PUBLIC TRANSPORT NODES) THAN THAT SET IN THE COUNCIL'S ADOPTED STANDARDS (SET OUT IN APPENDIX C OF THIS PLAN);***
- (2) ONLY CONSIDER ALLOWING PROVISION UP TO THE FULL STANDARD WHERE THE DEVELOPER CAN DEMONSTRATE A NEED FOR PARKING TO THAT LEVEL; AND***
- (3) ONLY CONSIDER ALLOWING PROVISION ABOVE THE STANDARD WHERE THE DEVELOPER CAN DEMONSTRATE THAT A HIGHER LEVEL OF PARKING IS NEEDED AND THAT THE PROPOSED PROVISION WILL BE MADE AVAILABLE FOR GENERAL SHORT STAY PUBLIC PARKING.***

- 8.60a** *The Council is mindful, however, of the need not to create a perverse incentive by encouraging developers to seek out-of-centre locations where they could provide car parking to the full standard. In negotiating a reduced provision, therefore, the Council will also consider arguments put forward by developers as to why they require the full standard in the Centres and other locations which are accessible by transport modes other than the car. The onus will be on developers to demonstrate that they have a need for the full provision. If there are sound arguments, the Council will allow up to that level. But the emphasis will be on providing for the short stay visitor rather than the all day commuter. In line with PPG13, it should not be assumed that where a proposal meets the relevant maximum parking standard, it is automatically acceptable in terms of meeting the transport objectives of this Plan. Developers will need to show the measures they are taking to minimise the need for parking, in accordance with policy TM2.*
- 8.60b** *For retail and leisure developments which are located in the town centre, or an edge of centre site, parking additional to the maximum standard may be permitted, provided that the parking facilities are for short stay visitors, and which genuinely serve the town centre as a whole. Agreement to this will be secured prior to granting planning permission.*
- 8.60c** *Servicing space or operational parking will be allowed within the curtilage of any development but this must form part of the overall maximum and not additional parking. Developments may be served from the highway or other parking areas provided that this does not harm the local environment or create road safety problems.*
- [Delete :**
- 8.61** **Operational parking is permitted and required to cater for essential trips which cannot be made by public transport. This includes provision for people who cannot use public transport because of a disability (policy TM18), people working unsociable hours, and people maintaining the building or any other special need (the onus will be on the applicant to demonstrate special need). Operational parking is part of the overall parking maximum (not additional) and does not include provision for commuter or visitor parking.**
- 8.62** **The minimum levels of operational parking will be assessed individually. Special conditions may also be necessary to ensure these spaces are reserved for those with a special need to prevent the spaces being taken by commuters arriving at work first or senior staff.**
- 8.63** **Provision of parking above the operational minimum for new developments, in the city and town centres, should serve the centre as a whole and be managed in accordance with policy TM14. Planning permission will only be granted where satisfactory arrangements to manage the car parking have been made with the Council.**
- 8.64** **All proposed developments, will not only need to meet one of the Plan's non-residential parking standards, but will also need to show that their transport impact will be acceptable (needs to be tested by policy TM2). In**

some cases the resultant on street parking may be unacceptable without the introduction of on-street parking controls (see policy TM13). Another option is to secure introduction of travel plans (policy TM3) which discourage car commuting and encourage alternatives.]

- 8.65 Motorcycles may be considered to have less impact on road capacity than cars, but they cause pollution and noise and can conflict with pedestrians and cyclists. Hence motorcycle parking needs to be managed in a similar manner to car parking. **Provision of motorcycle parking should be made within each development site. The standard for this is one motor cycle space for every 25 car parking spaces.** On street facilities will mainly be provided in town centres, for short stay use only, and will need to be positioned so that they do not cause danger or obstruction to other highway users and would not be visually detrimental.

Parking Standards for Residential Developments

- 8.66 Parking at home and on residential streets is becoming an increasingly difficult issue. Restricting off-street parking in residential developments could lead to unsafe on-street parking on some congested streets (policy TM13 refers). There is also an argument that it is more equitable to restrain car use than car ownership and therefore some provision should be made for residential car parking. Providing more spaces than is strictly necessary, however, is a wasteful and visually intrusive use of land.

Policy TM12

IN DETERMINING PLANNING APPLICATIONS FOR RESIDENTIAL DEVELOPMENTS THE COUNCIL WILL [Delete: BE PERMITTED, WHERE THE PROPOSED CAR PARKING PROVISION IS AT OR BELOW THE LEVELS AS INDICATED IN APPENDIX] REQUIRE PROVISION OF PARKING IN ACCORDANCE WITH THE COUNCIL'S ADOPTED STANDARDS, AS SET OUT IN APPENDIX C.

LOWER STANDARDS APPLY FOR DEVELOPMENTS OF AFFORDABLE HOUSING AND FOR UNITS LOCATED IN THE CITY AND TOWN CENTRES WITH VERY GOOD LEVELS OF PUBLIC TRANSPORT ACCESSIBILITY.

CAR FREE HOUSING DEVELOPMENTS WILL BE [Delete: PERMITTED] **ENCOURAGED** IN AREAS OF VERY GOOD PUBLIC TRANSPORT ACCESSIBILITY.

- 8.66a **PPG13 does not include recommendations on residential car parking provision because doing so would imply a national policy against car ownership, rather than against inappropriate car use. For similar reasons RPG12 also does not include residential parking standards. Advice on parking in residential developments is given in PPG3. However, guidance on parking standards is limited to a general comment that, on average off-street parking should not exceed 1.5 spaces per dwelling. No range of parking provision is given.**

- 8.67 Although there is no evidence to suggest that car ownership levels vary by public transport accessibility, it is recognised that a single standard is no longer appropriate. It is proposed to lessen the standard in areas with very good levels of public transport accessibility. This reflects increased traffic restraint and facilitates more intensive housing development and innovative designs in the city and town centres and in densely developed urban areas.

[Delete:

- 8.68 **Hospitals are formally a residential use (C2), but they are so different from other residential institutions that they have their own parking standards covered by policy TM 11.]**

- 8.68a *The Council may favourably consider applications for car-free housing developments with no car parking provision. Such developments would need to be located in areas of higher public transport accessibility and within controlled parking zones. The Council would need to be satisfied that such developments would be properly promoted and managed as car-free developments and that on-street parking would not simply be used as a substitute for off-street parking. Car pooling arrangements, where agreed by the Council, may be acceptable for these developments. Contributions may be sought to further enhance sustainable modes of transport.***

[Delete:

- 8.69 **There is potential for 'car-free' housing developments in areas with very good public transport accessibility. But people should choose to live, rather than be forced to live, in these developments. It is important to ensure that people are not taking advantage of the fact that these units are likely to be cheaper, and subsequently end up owning a car that could transfer traffic problems onto adjacent streets. It is therefore essential that an occupancy condition applies to such developments to ensure that occupation is limited to people who do not own a car. Car pooling arrangements, where agreed by the local planning authority, may be acceptable for these developments.]**

On-Street Parking Controls

- 8.70 It is recognised that the Council's new 'restraint based' approach to parking standards will generate pressure for on-street parking on residential roads near city and town centres and major employment areas. To manage this problem, the Council will **need** to draw up comprehensive 'Parking Strategies' for these areas.

Policy TM13

THE COUNCIL WILL INTRODUCE ON-STREET PARKING CONTROLS, WHERE APPROPRIATE, IN ORDER TO REDUCE TRAFFIC CONGESTION, IMPROVE ROAD SAFETY AND THE LOCAL ENVIRONMENT. [Delete: WILL BE INTRODUCED OR EXTENDED, SUBJECT TO PUBLIC CONSULTATION, WHERE COMMUTER AND/OR OTHER FORMS OF ON-STREET PARKING HAS, OR WILL HAVE FOLLOWING DEVELOPMENT, AN UNACCEPTABLE IMPACT ON ROAD SAFETY, EMERGENCY SERVICE ACCESS, AMENITY OR TRAFFIC MANAGEMENT.]

PRIORITY WILL BE GIVEN TO EXTENDING ON-STREET PARKING CONTROLS IN AREAS ADJOINING BRADFORD CITY CENTRE, OTHER TOWN CENTRES AND MAJOR EMPLOYMENT SITES.

- 8.71 The coverage of on-street parking controls will **also** be a factor in deciding whether the transport impact of a proposal is acceptable [~~Delete: (policy TM1)~~] and whether the extension of controls can solve this [~~Delete: (policy TM3)~~]. ***Whilst on-street parking controls are generally being addressed through the Local Transport Plan, the intention here is to ensure that with the Plan's restraint based car parking standards, a reduction in on-site parking does not simply result in an increase in on-street parking rather than an increase in the use of public transport, cycling and walking. Thus the Council will give high priority to controlling on-street parking where problems are likely to occur such as around the city and town centres and major employment sites.***

Public Parking in City and Town Centres

- 8.72 The city and town centres of the district differ in terms of their short stay parking provision, regeneration needs, customer base and public transport accessibility. Though this makes it necessary to draw up individual parking plans to promote their vitality and viability, the Council's car parking strategy in general seeks to give precedence to short stay parking in the central shopping areas, with some long stay parking provision on the periphery of the area.

Policy TM14

THE CAR PARKS SHOWN ON THE PROPOSALS MAP WILL BE SAFEGUARDED.

- 8.73 Management of city and town centre parking is essential, to discourage commuter parking and favour short stay parking for shoppers, to safeguard the attractiveness and viability of the centre. In conjunction with location of car parks, parking charges will be used as a means of deterring commuting by car. The Council will also encourage private operators of public car parks to apply pricing structures and design standards, which accord with the Council's policies.

[Delete: Bradford Central Shopping Area]

- 8.74 In order to safeguard the functions of the city and town centres, existing car parks defined on the Proposals Map are to be retained. However, if proposals to redevelop these sites could incorporate an equivalent area of car parking to that currently provided, as well as the operational minimum required to sustain the development, then that development proposal may be accepted, subject to satisfying other Plan policies.

Bradford Central Shopping Area

Policy TM15

NO NEW CAR PARKS WILL BE PERMITTED ON SITES WITHIN THE **[Delete: CORE OF THE CENTRAL AREA] PRIMARY SHOPPING AREAS** OF BRADFORD CITY CENTRE AS DEFINED ON THE PROPOSALS MAP.

- 8.75 Bradford City Centre is the largest central shopping area in the district. In order to maximise its attractiveness as a safe and pleasant place to shop, the Council wishes to increase its focus as a pedestrian area and discourage the penetration of the **[Delete: core] primary shopping areas** by vehicles. This objective would be undermined if additional car parking facilities were to be provided **and accessed** within the **[Delete: central] primary shopping areas**. **[Delete: Although the proposed Broadway Development is situated within the core area, its car parking facilities are accessed from outside the core area.] Additional short stay car parks, serving the whole of the city centre, will be permitted so long as these are accessed from outside the primary shopping areas.**

Private Off Street Parking - Change of Use

- 8.76 Planning standards of the 60's provided for car commuting which led to development incorporating large numbers of parking spaces. Almost 50% of parking spaces, in Bradford City Centre, are private off-street non-residential. Parking provision in many existing developments significantly exceeds the levels recommended by policy TM11, much of which is under utilised. The Council will therefore encourage change of use of parking space to appropriate town centre uses, in the city and town centres where there is very good public transport accessibility.

Policy TM16

THE COUNCIL WILL ENCOURAGE CHANGE OF USE FROM PRIVATE OFF-STREET NON-RESIDENTIAL PARKING FOR CARS TO OTHER USES IN EXISTING DEVELOPMENTS.

- 8.77 On street parking controls will need to be considered, where appropriate, in accordance with policy TM13. The reallocation of spaces for cycles and motorcycles will also be encouraged.

Protection of Car and Coach Parking Outside the City and Town Centres

- 8.78 Outside the city and town centres, there are a number of public car and coach parks serving the needs of villages and tourist areas. These car parks are essential as they take parking off the street and thus ease congestion and improve the general environmental quality of the villages as well as road safety.

Policy TM17

EXISTING PUBLIC CAR AND COACH PARKS, OUTSIDE THE CITY AND TOWN CENTRES, SERVING THE NEEDS OF VILLAGES AND TOURISTS, SHOULD NOT BE DEVELOPED FOR OTHER PURPOSES. DEVELOPMENT PROPOSALS WILL ONLY BE ACCEPTED IF ALTERNATIVE SATISFACTORY PROVISION FOR PUBLIC CAR AND COACH PARKS CAN BE MADE IN THE

VICINITY WITH ADDITIONAL PROVISION FOR THE NEEDS OF THE DEVELOPMENT ITSELF.

Parking For People With Disabilities

- 8.79 The Disability Discrimination Act 1995 makes it unlawful for employers with 15 or more staff to discriminate against employees with disabilities. For many people with disabilities there are difficulties in using conventional public transport and private car travel can be the only practical option available.

Policy TM18

THE COUNCIL WILL REQUIRE NEW DEVELOPMENTS TO PROVIDE APPROPRIATE PARKING ARRANGEMENTS FOR PEOPLE WITH DISABILITIES AND OTHERS WITH SPECIAL NEEDS SUCH AS PARENTS WITH YOUNG CHILDREN AND THE ELDERLY.

- 8.80 In determining planning applications for non-residential development the Council will require dedicated car parking provision for people with disabilities **and those with restricted mobility**. A minimum of 10% of any proposed parking spaces **[Delete: should] shall be [Delete: planned] provided to mobility standard (minimum width 3.6 metres). [Delete: and reserved for people with disabilities, up to a maximum of 30 spaces.] No less than half of these spaces shall be signed as being for the exclusive use of disabled people. Where less than 10 car parking spaces are to be provided, at least one space shall be provided to 'mobility standard'. These spaces should be provided in a safe and convenient location.** This policy should be read in conjunction with Policy D3, which deals with access to buildings and their surroundings for people with disabilities. Developers will also be encouraged to provide conveniently located and signed spaces for single parents with young children and the elderly.

Cycle Parking

- 8.81 Provision of secure cycle parking facilities is essential to encourage more use of this sustainable form of transport.

Policy TM19

THE COUNCIL WILL REQUIRE PROVISION OF PARKING SPACE FOR CYCLES IN DEVELOPMENT SCHEMES TO THE MINIMUM LEVELS AS INDICATED IN THE **COUNCIL'S ADOPTED STANDARDS, AS SET OUT IN [Delete: GUIDELINES] IN APPENDIX C.**

THE COUNCIL WILL ENSURE THAT AN ADEQUATE NUMBER OF SPACES ARE PROVIDED FOR CYCLES IN PUBLIC OFF-STREET CAR PARKS. **[Delete: WHERE THERE IS DEMAND.]**

- 8.82 The Council will require the provision of off-street parking facilities within development schemes to be reserved exclusively for cyclists. The provision of changing and shower facilities will also be **encouraged in accordance with the Plan's design policies**. On-street parking facilities will be provided for short stay

use near libraries, shopping areas, public transport facilities etc. The facilities will need to be positioned so that they do not cause danger or obstruction to other highway users and would not be visually detrimental. **Guidance on the design and siting of cycle parking facilities is available from Sustrans. The Council will also provide guidance in the form of Supplementary Planning Guidance.**

Traffic Management and Road Safety

Policy TM19A

IN DETERMINING PLANNING APPLICATIONS THE COUNCIL WILL CONSIDER THE POTENTIAL IMPACT ON TRAFFIC MANAGEMENT AND ROAD SAFETY AND WILL SEEK ANY CONSEQUENTIAL IMPROVEMENTS.

- 8.82a** *In considering traffic management measures the Council will seek to improve the local environment in addition to road safety, particularly in residential areas. Traffic management measures, including traffic calming, can be a key element in improving the local environment and increasing safety by discouraging inappropriate traffic and slowing essential vehicle movements. This can also result in improved air quality. Traffic management forms a major element of the transport strategy in the Council's Local Transport Plan, it is expressly mentioned in PPG12 and is also required by the Environment Act 1995 for addressing problems related to air pollution. The Council will expect, where reasonable, for development proposals to include traffic management measures.*
- 8.82b** *The introduction of 'Home Zones' in suitable areas will be encouraged as a method of calming traffic and improving the local environment. 'Home Zones' give pedestrians greater priority within a designated group of streets through introduction of traffic calming measures that slow drivers down to walking pace thereby increasing pedestrian safety and access.*
- 8.82c** *The Council gives high priority to road safety for all users, particularly pedestrians and cyclists. Where a development proposal may have a detrimental effect on the safety of any road user, measures to remove that potential risk should be agreed with the Council. Where a proposal is situated in a location with an existing road safety problem, the opportunity should be taken to address that problem within the scope of the development.*

TRANSPORT AND HIGHWAY IMPROVEMENTS

- 8.83** The Local Transport Plan makes provision for highway network development and where this requires land outside the highway the land for the scheme is safeguarded through [~~Delete: this~~] policy **TM20 below**. There are other transport schemes most notably the districts cycle route network which also require land outside the highway and these schemes are also safeguarded through this policy.

Policy TM20

THE COUNCIL WILL SAFEGUARD LAND REQUIRED FOR TRANSPORT AND HIGHWAY IMPROVEMENT SCHEMES AS SHOWN ON THE PROPOSALS MAP.

- 8.84 Details of the transport and highway improvement schemes are included in the Proposals Reports.

Provision and Protection of Rail and Water Freight Facilities

- 8.85 Rail and water are much more sustainable means of transporting freight, over longer distances, than by road. Even where movement by road is necessary for part of the journey, transhipment to rail/water for the remainder is to be preferred.

Policy TM21

[Delete: DEVELOPMENTS] MEASURES THAT ENCOURAGE MOVEMENT OF FREIGHT FROM ROAD TO RAIL AND WATER AND TRANSHIPMENT WILL BE **[Delete: PERMITTED] SUPPORTED. IN PURSUIT OF THIS AIM:**

- (1) LARGE FREIGHT TRANSPORT USERS WILL BE ENCOURAGED TO LOCATE CLOSE TO RAIL LINES AND WATERWAYS;**
- (2) PLANNING PERMISSION FOR DEVELOPMENTS THAT WOULD RESULT IN THE LOSS OF RAIL FREIGHT FACILITIES WILL NOT BE GRANTED;**
- (3) EXISTING AND POTENTIAL FREIGHT ACCESSES TO OPERATIONAL RAIL TRACKS WILL BE SAFEGUARDED WHERE THERE IS POTENTIAL FOR FUTURE USE OF RAIL;**
- (4) APPLICATIONS FOR NEW RAIL FREIGHT SERVICES, SIDINGS AND DEPOTS WILL BE SUPPORTED.**

[Delete: FOR LONGER DISTANCE MOVEMENTS THE PROVISION OF SIDINGS WITHIN SUITABLE NEW DEVELOPMENTS ADJOINING RAIL LINES WILL BE SUPPORTED.

WAREHOUSING DEVELOPMENTS ADJACENT TO RAIL LINES SHOULD INCLUDE SIDINGS WHERE APPROPRIATE.

EXISTING SIDINGS WILL BE PROTECTED WHERE APPROPRIATE.]

- 8.86 Any proposals for transhipment depots, or other proposals that encourage the movement of freight other than by road and thereby reduce the environmental cost, will be welcomed in line with the Plan's principles of sustainable development. Proposals that are most likely to occur during the life of the Plan are those that make better use of the rail network. Grants under the Railways Act may be available to develop new facilities. ***Further guidance is provided in the LTP supporting document 'Transporting Freight by Rail and Inland Waterways in West Yorkshire: a guide for potential users' (December 2000).***

Lorry Parking

- 8.87 Whilst the ***Council supports measures to reduce the impact of heavy goods vehicles by altering patterns of freight distribution, limiting increases in permitted vehicle weights and switching freight from road to rail, these are largely outside local authority control. [Delete: future use of the rail network by freight operators is encouraged, most heavy freight movements in the District will continue to be by lorries.] Thus the Council's actions are focused primarily on addressing the need to reduce adverse impact of heavy vehicles on specific areas by controlling their movement and parking.*** The indiscriminate parking of lorries can give rise to nuisance and dangers to road safety, particularly in residential areas. In order to reduce these dangers, proposals for lorry parks which are well related to the Principal Road Network (see appendix E) and would not give rise to environmental problems in residential areas may be beneficial.

Policy TM22

LORRY PARKS AND ANCILLARY DRIVER FACILITIES WILL NORMALLY BE PERMITTED ADJACENT TO THE PRINCIPAL ROAD NETWORK OR CLOSE TO TRANSHIPMENT DEPOTS, PROVIDED THAT THE SITES ARE NOT IN OR ADJACENT TO RESIDENTIAL AREAS. WHERE DEVELOPMENT PROPOSALS AFFECT TRUNK ROADS, COMPLIANCE WITH THE HIGHWAYS AGENCY REQUIREMENTS WILL ALSO BE NECESSARY.

- 8.88 Planning applications will be tested against other policies in the Plan and in particular proposals for lorry facilities in rural areas will also be judged against the Plan's Green Belt policies.
- 8.89 The Plan's Principal Road Network comprises those routes shown in Appendix E. It includes all the roads in the Strategic Highway Network defined by the Local Planning Authorities during the preparation of Strategic Planning Guidance for West Yorkshire in the late 1980's. It also includes some other 'A' and 'B' classified roads which are of traffic importance in linking destinations within the District and carry significant volumes of traffic including heavy goods vehicles.

Leeds Bradford Airport

- 8.90 Although the location of Leeds Bradford Airport is outside the Bradford Metropolitan District its impact on land uses affects a wider area, including land within this District. The scope for the Airport to serve as a major regional airport for passenger and freight traffic was considerably enhanced following the extension of the runway in 1984. The associated improvements to terminal facilities at the airport have also helped to safeguard and improve air services. Land allocations have been made in relation to the airport's potential for generating economic growth and these are referred to in the Economy and Employment Chapter.

Aircraft Safety

Policy TM23

DEVELOPMENT PROPOSALS THAT CREATE A POSSIBLE HAZARD TO THE SAFE OPERATION OF AIRCRAFT, AERODROMES OR AIRCRAFT NAVIGATION FACILITIES WILL NOT BE PERMITTED.

- 8.91 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. Planning applications for development which are located in zones designated in the Town and Country Planning (Aerodromes) Directions 1981 for Leeds Bradford Airport, or close to the helicopter landing facilities mentioned above will be referred to the Civil Aviation Authority for guidance.