
Appendix 6

Accessibility Standards

The following tables provide guidance for the locational policies TR1, TR3, TR4 & TR5 for the development of employment and social infrastructure uses as well as proposed housing sites.

Accessibility is the potential for people to reach certain places within a given time.

Where a site does not conform to the accessibility standards at the time of submission it is expected that mitigating measures should be included within the development proposals that would come into effect at the time of initial occupation of the site. These measures may take a number of forms including (but not exclusively), extensions to existing bus services, re-routing of existing bus services, increased frequency of bus services, provision of new bus services, provision of community transport services, community car clubs, community car sharing schemes, improvements to the walking and cycling network (to make distances to public transport shorter), contributions to other public transport provision (including rail) and other innovative accessibility improvements.

Table 1: Accessibility Standards for Employment and Social Infrastructure Uses

	Employment	Primary Health / Education	Secondary Health / Education	Leisure, Retail and Other
Sites located in Bradford Urban Area or extensions to the urban area (Regional Cities, Principal Towns & Local Growth Centres) should normally be within;	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*
Sites located in Local Service Centres should normally be within;	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*

Table 2: Accessibility Standards for Housing and Mixed Use Developments (that include residential)

	To Local Services	To Employment	To Primary Health / Education	To Town Centres / City Centres
Sites located in Bradford Urban Area or extensions to the urban area (Regional Cities, Principal Towns & Local Growth Centres) should normally be within;	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre* Or 10mins walk time (800m)	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre* Or 20mins walk time (1600m)	400m of a bus stop (or 800m of a rail station) offering a service at least 4 times per hour to a town or city centre*
Sites located in Local Service Centres should normally be within;	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre* Or 10mins walk time (800m)	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre* Or 20mins walk time (1600m)	400m of a bus stop (or 800m of a rail station) offering a service at least 2 times per hour to a town or city centre*

*Town or City Centres defined as public transport interchange point, including rail stations, in one of the following centres; Bradford, Leeds, Halifax, Ilkley, Keighley, Bingley or Shipley.

Permeability Standards

Permeability is a measurement of how publicly accessible space allows access through other space and structures. Development should be designed to enable permeability for pedestrians that is greater at all times than for motor vehicles. This can be measured through an area-weighted average perimeter measure (AWAP), where:

- The proposed development layout is divided into blocks, delineated by the centreline of the spaces accessible to the public (such as roads or footpaths), expanding to the roads/footpaths to which the development connects, but excluding dead ends
- The perimeter (in metres) and area (in hectares) of each block is calculated
- A weighted average of the perimeters is taken, where each perimeter is weighted by the area of the respective block.
- New development should aim for permeability which is greater (a lower AWAP score) or the same as existing development nearby. City and town centre sites should aim for a score of 300 or lower, and sites should not exceed 600 unless it would prejudice development (such as in the case of buildings with a very large footprint)
- Development should not lead to permeability worsening on a given site (such as in the case of pre-existing rights of way).