

City of Bradford Metropolitan District Council



Core Strategy: Issues and Options

Topic Paper 2: The Spatial Vision and Strategy for Bradford



February 2007

Local Development Framework for Bradford

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ब्राडफोर्ड डिस्ट्रिक्ट (Bradford District) एर लोक्याल डेवेलपमेन्ट फ्रेमवर्क (Local Development Framework - स्थानीय उन्नयन काठामो) एर अनेकगुलो कागजपत्र वा दलिलपत्रेण एकटि हलो एहि तथ्यापत्रटि । एहि तथ्यापत्रेण विषयवस्तु कमिउनिटिण लोकदेण कोनो भाषाय बुवाते चाईले अथवा लिखित अनुवाद चाईले नतुवा ता ब्रेईले (अक्षलिपिते), मोटा हरफे किंवा क्यसेटे रेकर्ड करे चाईले, अनुग्रह करे लोक्याल डेवेलपमेन्ट फ्रेमवर्क ग्रुप (Local Development Framework Group)-के (01274) 434050, (01274) 434544 वा (01274) 434606 नांखारे फोन करण ।

यह दस्तावेज़ उन बहुत से दस्तावेज़ों में से एक है जिनसे मिलकर ब्रैडफोर्ड डिस्ट्रिक्ट का लोकल डिवेलपमेंट फ्रेमवर्क बनता है। यदि आप इस दस्तावेज़ की जानकारी का हिन्दी अनुवाद या इसे ब्रेल, बड़े अक्षरों या टेप पर प्राप्त करना चाहते हैं, तो कृपया लोकल डिवेलपमेंट फ्रेमवर्क ग्रुप से (01274) 434050, (01274) 434544 या (01274) 434606 पर सम्पर्क करें।

ਇਹ ਦਸਤਾਵੇਜ਼ ਅਜਿਹੇ ਬਹੁਤ ਸਾਰੇ ਦਸਤਾਵੇਜ਼ਾਂ ਵਿੱਚੋਂ ਇੱਕ ਹੈ ਜਿਨ੍ਹਾਂ ਨਾਲ ਬਰੈਡਫੋਰਡ ਡਿਸਟ੍ਰਿਕਟ ਦਾ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫਰੇਮਵਰਕ ਬਣਦਾ ਹੈ। ਜੇਕਰ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿੱਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਪੰਜਾਬੀ ਅਨੁਵਾਦ ਜਾਂ ਇਸਨੂੰ ਬ੍ਰੇਲ, ਵੱਡੇ ਅੱਖਰਾਂ ਜਾਂ ਟੇਪ 'ਤੇ ਪ੍ਰਾਪਤ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫਰੇਮਵਰਕ ਗਰੁੱਪ ਨਾਲ (01274) 434050, (01274) 434544 ਜਾਂ (01274) 434606 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

یہ دستاویز بریڈفورڈ ڈسٹریکٹ کے مقامی ترقیاتی لائحہ عمل سے متعلقہ دستاویزات میں سے ایک ہے۔ اگر آپ کو اس دستاویز کا زبانی یا تحریری ترجمہ کسی بھی کمیونٹی زبان میں درکار ہو یا آپ اسے بریل، لارج پرنٹ یا ٹیپ میں چاہتے ہیں تو براہ مہربانی لوکل ڈیولپمنٹ فریم ورک گروپ سے ٹیلی فون نمبر: 01274 434050، 01274 434544 یا 01274 434606 پر رابطہ کریں۔

ਆ ਦਸਤਾਵੇਜ਼ ਥਾਈਂ ਨਾ ਓਕ ਓ ਕੇ ਜੇ ਓ ਓ ਓ ਓ ਓ ਓ ਓ ਓ ਨਾਂ ਸਥਾਨਿਕ ਵਿਕਾਸ ਨੀ ਰੂਪਰੇਖਾ ਯਨਾਵੇ ਓ. ਜੋ ਤਮਨੇ ਆ ਦਸਤਾਵੇਜ਼ਾਂ ਲਯਾਭਾਨੁੰ ਪ੍ਰਾਇਮਰੀ ਆਥਓਆਂ ਆਥੰਤਰ ਕਰਾਵਾਨੀ ਅਥਵਾ ਤੇਨੋ ਅਰਥ ਸਮਝਵਾਨੀ ਜੜ੍ਹ ਜਥਾਯ, ਅਥਵਾ ਤਮਨੇ ਤੇਨੀ ਜੜ੍ਹ ਓਓਲ, ਯਾਜ਼ ਪ੍ਰਿ-ਟ ਕੇ ਪਈ ਟੇਪ ਓਪਰ ਓਯ, ਤੋ ਮਠੇਰਯਾਨੀ ਕਰੀ ਲੋਕਲ ਡਿਵੇਲਪਮੇਂਟ ਫ਼ੇਮਵਰਕ ਗ੍ਰੁਪਨੋ (01274) 434050, (01274) 434544 ਅਥਵਾ (01274) 434606 ਪਰ ਸੰਪਰਕ ਕਰੋ.

1.0 INTRODUCTION

- 1.1 Topic Paper 2 seeks to set out the spatial vision and strategy for Bradford's Local Development Framework. In particular set out the issues around the role of the District's settlements and how they should be managed in terms of growth, regeneration or constraint. The subsequent Topic Papers set out more detailed spatial issues and options in which the spatial strategy could be delivered by looking at key themes.
- 1.2 The Topic Paper is divided into the following sections:
- Bradford: a spatial picture
 - Influences
 - Spatial vision and objectives
 - Spatial Strategy
 - Evidence base
 - Key questions
- 1.3 The consultation on the Issues and Options papers is the essential first stage in developing the Core Strategy. It provides an opportunity for the community to consider the big issues facing the District and shape the long-term vision for the District and ultimately the strategic policies to deliver the vision. The Issues and Options papers have been informed/influenced by national policy, Draft RSS, the Replacement UDP, the Community Strategy and 2020 Vision for the District, as well as other relevant strategies.
- 1.4 The purpose of the Topic Papers is to encourage responses to key issues and options affecting Bradford. The list of issues is not meant to be final, but it represents the initial thoughts as to the key issues that the Core Strategy could address. It is also an opportunity to raise new issues.

2.0 BRADFORD A SPATIAL PICTURE

- 2.1 Bradford is a diverse District with sharp contrasts and challenges. This section sets out under several themes the spatial picture of the District together with key facts as an indication of where the District is at present.

Structure and Growth

Key facts

Area: 370 km²

Total Population : 485,000 (ONS 2005 mid year estimate)

Population Growth (ONS 2004 based population projections):

2016 - 540,600 people

2029 - 594,300 people

Age and Gender (2001 Census)

Male 48.1%

Female 51.9%

26% up to age 18

15% aged 65 or over

Ethnic mix (2001 Census):

White 78.3%

Asian or Asian British 18.9%

Mixed 1.5%

Chinese or Other 1.0%

Black or Black British 0.9%

- 2.2 Bradford is a major metropolitan authority located within the West Yorkshire conurbation. It is in a key location within the Leeds City Region and also has good links to the North West and the Manchester City Region. The District covers an area of approximately 370 km². However, unlike many other metropolitan areas, it is not one of unrelieved development, but a mixture of urban and country areas with distinctive and attractive landscapes.
- 2.3 Around one third of the District is built up and the population is approaching half a million people. The main urban area of the District is comprised of the City of Bradford. Along the Aire Valley (Airedale) to the north of Bradford City is Shipley and several freestanding towns of Keighley, Bingley and Silsden and the smaller settlement of Steeton with Eastburn. To the north of Airedale within Wharfedale are the freestanding town of Ilkley and the smaller settlements of Menston, and Burley In Wharfedale, as well as the village of Addingham. The rural

areas include many villages including large ones such as Wilsden, and Oakworth as well as smaller ones such as Harden, all of which have very limited remains of their original agricultural or textile functions but predominantly now serve as commuter settlements of the main employment centres in the District and beyond.

Local Character

Key facts

Built heritage:

1 World Heritage site (Saltaire)

202 Scheduled Ancient Monuments

1 Historic battlefield (Adwalton Moor)

10 Historic parks and gardens

56 Conservation areas

5800 Listed Buildings

- 2.4 The District has a long history with traces of stone age (Rombalds moor), Roman (Ilkley), Saxon, medieval, Tudor, Georgian and Victorian (Saltaire) heritage. The District possesses a rich architectural and archaeological heritage, which is highly valued. The District's industrial heritage of mills and associated commercial development from the late 18th and 19th Centuries is particularly important and reflects the area's dominance in the textile trade. This contributes to the distinctiveness of the District and quality of place. It is also important to the economy in terms of tourism in particularly in 'Bronte' country.
- 2.5 The District's topography is equally rich and diverse, characterised by dramatic contrasts from the fringes of the South Pennines in the west to the Wharfe Valley in the north. These provide a high quality setting for the settlements in the District but also constrain their development and growth.
- 2.6 The quality of the District's built and natural heritage is also of major importance to the economy in attracting and retaining high quality and high value investment.
- 2.6 The District comprises a series of escarpments of plateaux with elevations up to 455m O.D., and a general decrease in the height of plateau in the east. The escarpments are dissected by the Rivers Aire and Wharfe and a number of smaller rivers, including Bradford Beck and the River Worth. The valley sides are commonly very steep, in contrast to the flat nature of the valley bottoms. The main urban areas and transport routes occur within the valley floor of the District.

Economy and Employment

Key facts

Total Gross Value Added (GVA) 2002 - 6083 million

Working Age Population(2003) - 280077

Total in Employment (2003) - 202000

Unemployment Rate (April 2006) - 3.5% (Claimant Count)

Weekly Average Earnings (2004) - £414

- 2.7 The District's economy was based historically upon the textile industry, which has given its distinct character and rich heritage of mills. While centred on Bradford City the District historically had many working villages with local mills. With the demise of the textile industry these villages have lost large parts of their employment base and have become commuter settlements for the economic hubs in the District at Bradford/Keighley and beyond in Leeds. The economic focus is still on Bradford with historic concentrations of employment along Canal Road, Thornton Road and Bowling Back Lane, as well as more recent concentrations close to the M606 and M62. Airedale provides the other key location for employment along a well served transport corridor centred on Keighley, Bingley and Shipley.
- 2.8 Bradford District has the Region's third largest economy and accounts for 9% of all employment in the Region and 21% in the Sub-Region. The District holds 9.1% of the regional business stock.
- 2.9 The Annual Business Inquiry of 2002 showed that there were 14,582 business units within Bradford District employing 195,000 people, within the main business sectors. Bradford does however have a greater proportion of people employed in the declining manufacturing sectors and employment is over represented by traditional lower paid occupations.
- 2.10 Despite the development of new industries and an unemployment rate that is at its lowest level for two decades, Bradford District remains a low wage, low skill economy with higher than average levels of unemployment. Average earnings and employment rates are significantly lower than national averages.
- 2.11 Within the District there are wide variations in the levels of unemployment, employment and economic deprivation both geographically and across different ethnic groups. The Government Index of Multiple Deprivation 2004 showed that 204,000 people in the District live in 20% of the most deprived areas in the Country and that the District ranks the 31st most deprived out of 354 authorities. It is the Inner City areas, which suffer from most of this deprivation, whilst some

of the outer settlements are relatively prosperous. However, there are pockets of severe deprivation and social exclusion in some of the rural areas in the District.

- 2.12 The District being two thirds rural also has a significant rural economy, which has undergone major changes in recent years. Farmers are facing many challenges following BSE, foot & mouth disease and the reform of the European Agricultural Policy. In response many farmers are looking at new ways of generating income by diversifying into alternative enterprises outside of their mainstream agricultural activities. The landscape of the District is important to the quality of place both for those living and working in the District, so any change needs to be managed sensitively.
- 2.13 Topic Paper 4 on Employment and Jobs provides more information on the key issues.

Housing

Key facts

Households (2001)

Total number of Households: 180,246

Projected increase in Households at 2016: 216,000 households (increase of 35,754 households, nearly 20%) (ONS 2003 Household Projections)

Average household size 2.55 in 2001

29% of households are people living on their own, about half of these are pensioners.

22% of households are couples (married or cohabiting) with dependent children, 7% are single parents living with their dependent children

Total number of dwellings: Approximately 200,000

Tenure (2001)

73% of homes are owner-occupied

9% of homes are rented privately

18% of homes are rented from a registered Social Landlord

Housing conditions (2001)

8.5% of homes are unfit

55% of Social housing meets the decent homes standard

8% of households in the District are overcrowded

Average number of rooms for each household has risen from 4.9 in 1991 to 5.2 in 2001

Age of housing

Nearly 39% of houses district-wide were built prior to 1919

- 2.14 The District has a range of housing stock, a large proportion of which is pre 1919. Housing concentrated in the City of Bradford, which has

large areas of victorian stock located close to the city centre with more recent stock on the periphery including several large former Council estates (transferred to Bradford Community Housing Trust).

- 2.15 The number of households is also projected to grow reflecting the natural population growth in the District, lifestyle choices and also in migration linked to anticipated economic growth. There are a variety of needs within the projected household growth including single persons households, larger two parent families and also the needs for larger homes to meet the needs of the ethnic minority community for large and extended families.
- 2.16 Topic Paper 3 on Housing provides more information on the key issues.

Environment

Key Facts

South Pennine Moors Special Protection Area (SPA)

4 Sites fo Special Scientific Interest (SSSI)

21 Sites of Ecological or Geological Importance (SEGIs) & 16 Regionally Important Geological sites (RIGSs)

100 Bradford Wildlife Areas (BWAs)

Woodland Cover 4.6%

23,886 Hectares of Designated Green Belt

- 2.17 The District possesses a great diversity of areas of nature conservation, which are important for their scientific value, as an educational resource and their contribution to quality of life. These include moorland, woodland and wetland habitats and significant geological features. Within the District, the upland moors around Haworth and Rombalds are part of the larger Special Protection Area protected for their importance for the assemblage of a variety of rare and declining breeding bird populations.
- 2.18 The landscape of the District is varied and this is recognised in the Landscape Character Assessment for Bradford (2000) which identifies the following character areas:
- Airedale
 - Esholt
 - Pennine Upland
 - Rombalds Ridge
 - South Bradford
 - Thornton and Queensbury
 - Tong Valley
 - Wilsden

- Wharfedale
 - Worth and North beck Valley
- 2.19 The District has a number of major watercourses (eg rivers Aire and Worth) and water bodies, which contribute to its character but also have flood risk implications for development and water management.
- 2.20 Topic Paper 7 on Environment provides more information on the key issues.

Social & cultural Characteristics

Key facts

Life expectancy at July 2003

Men 74.9 (England 76.55)

Women 79.5 (England 80.9)

Crime: 163.9 offences per 1000 population in 2002/3

Education:

Pupils achieving 5+ A* - C GCSEs (2004/5) 47.6% (England 56%)

Pupils achieving KS2 Level 4+ in English (2004/5) 74% (England 79%)

Pupils achieving KS2 Level 4+ in Mathematics (2004/5) 68% (England 75%)

People aged 16 – 74 with no qualifications (2001) 35% (England 29%)

Health and Well-being

- 2.20 The Government's Multiple Index of Deprivation 2004 shows that Bradford District is one of the most deprived areas in the country (see paragraph 2.11 above). There is considerable evidence linking deprivation to ill health, and local people experience ill health in excess of the national averages.
- 2.21 The recent Obesity Enquiry confirms that 25% of the District's population is obese and that without preventative action now, over a third of children under 15 will be obese by 2010. Preventative action needs to be focused on the Asian population because of propensity to diabetes and access to appropriate exercise opportunities.
- 2.22 The key finding of the two-year commission into the reasons why the death rate in babies born in Bradford is nearly twice that of the average for England is that social, economic and educational deprivation is a major defining factor. Understanding the reason for adopting a healthy lifestyle and increasing the opportunities to access positive factors will reduce death rate.

Education

- 2.23 Following a major reorganisation of schools in 1999/2000 from a three tier to a two-tier system, Bradford maintains 158 primary schools, 28 secondary schools, 11 special schools, 7 nursery schools, and 5 pupil referral units.
- 2.24 Following a highly critical OFSTED inspection of the LEA in 2001, Education Bradford (was awarded a 10 year contract by the Council to manage the central support services for education.
- 2.25 Within the District there are also 27 providers of work-based learning, three Further Education Colleges and the University of Bradford.
- 2.26 Topic Paper 6 on Community Facilities provides more information on the key issues.

Movement and accessibility

Key facts

Car Ownership (2001)

- Households with no car 33% (27% England and Wales)

Travel to work:

- 71% of working age people in employment travel to work by car, 15% by public transport and 12% walk
- Bradford is a net importer of labour, with 45,000 daily trips in and 41,000 trips out; Of those who commute out, just over half travel to Leeds, of those who commute to Bradford, a third are from Leeds

- 2.27 The responsibility for transport issues is generally shared between Bradford Council, the West Yorkshire Passenger Transport Executive (Metro), the Highways Agency, Network Rail and various private bus and rail operators. Bradford Council is responsible for the road network and for providing for the needs of cyclists and pedestrians.
- 2.28 Bradford benefits from three rail routes, namely Airedale, Wharfedale and the Caldervale, which provide key public transport connectivity to Leeds as well as linking to the principle settlements within the District along Airedale as well as providing a transpennine link to Manchester via Halifax.
- 2.29 The District benefits from a good radial bus network connecting the main settlements. The District is connected to the national road network via the M606 and M62; but much of the District suffers from poor connections to this national network.
- 2.30 Bradford City Centre is the main focus of economic, educational, administrative, and cultural activity in the District. Accordingly, it is the major attraction of both private and public transport trips and also the greatest concentration of pedestrian movements. Other major

attractions/generators in the District are the town centres of Keighley, Bingley, Shipley and Ilkley, the tourist centre of Haworth and major industrial sites.

- 2.31 Although the location of Leeds and Bradford International Airport is outside the District, its impact on land uses affects a wider area. As a major regional airport for both passenger and freight traffic it has significant potential for supporting economic potential of the Leeds City Region as whole and Bradford in particular.
- 2.32 The Council is committed to developing the cycle network in the District though links to the national network (Sustrans route) and also promoting local network to assist cycle safe and convenient travel within the District.
- 2.33 Within the District there are 664 miles (1,070kms) of public rights of way, made up of 5,123 individual path links, of which 525 miles is definitive¹ and 162 is non definitive.
- 2.34 Topic Paper 5 on Transport and Accessibility provides more information on the key issues.

¹ The legal record of public rights of way

3.0 INFLUENCES

National Policy

3.1 Planning Policy Statement 1: ‘Delivering Sustainable Development’, sets out the Government’s vision for planning and the key policies and principles for the planning system. These are built on three themes:

- Sustainable Development
- Spatial Planning
- Community Involvement

3.2 Planning Policy Statement 11 sets out the Governments policy and guidance on preparing Regional Spatial Strategies which together with the Local Development Frameworks form the new style development plan for Bradford.

3.3 Planning Policy Statement 12 ‘Local Development Frameworks’ and its companion guide provide Government policy and guidance on preparing the new development plan documents. Other national guidance is provided on topics including housing, flood risk, and transport, to which the Council have had regard in preparing the LDF.

3.4 The Department of Communities and Local Government (DCLG) is working to create thriving, vibrant, sustainable communities which will improve everyone’s quality of life. This has been the focus of several national reports and guidance and has informed the relevant planning guidance.

3.5 The DCLG defines Sustainable communities as places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

3.6 The Government considers that for communities to be sustainable, they must offer:

- decent homes at prices people can afford
- good public transport
- schools
- hospitals
- shops

- a clean, safe environment.

People also need open public space where they can relax and interact and the ability to have a say on the way their neighbourhood is run.

3.7 Government adds that Sustainable communities should embody the principles of sustainable development. They do this by:

- balancing and integrating the social, economic and environmental components of their community
- meeting the needs of existing and future generations
- respecting the needs of other communities in the wider region or internationally to make their own communities sustainable

Sustainable communities are diverse, reflecting their local circumstances.

3.8 The Deputy Prime Minister launched the **Communities Plan (Sustainable Communities: Building for the future)** 2003. The Plan set out a long-term programme of action for delivering sustainable communities in both urban and rural areas.

3.9 This was supported by **Creating sustainable communities in Yorkshire and the Humber (ODPM 2004)**. This recognised that the greatest challenge remains that of helping communities become places where people want to live and to stay. This identified the key issues for the Region as:

- Fitness and quality of housing
- disparities between the region's most prosperous areas and its least in terms of health, crime and the fear of crime, and educational attainment.

3.10 **Sustainable Communities: Homes for All (ODPM 2004)** and **Sustainable Communities: People, Places and Prosperity (ODPM January 2005)** both set out the governments 5 year strategy for sustainable communities.

3.11 **Making It Happen: The Northern Way (ODPM 2004)** sought to deliver the economic change to support the successful growth of the regions which recognised the role of cities. Meeting the Regional Economic Challenge: The **Importance of Cities to Regional Growth (ODPM/DTI, March 2006)** recognises the importance of cities such as

Bradford to regional economic growth. It builds on key work, such as the landmark **State of the English Cities** report, published March 2006.

Regional Spatial Strategy

- 3.12 The Regional Spatial Strategy is a key element of the new development plan system. Preparation of the RSS is the responsibility of the Regional Assembly for Yorkshire and the Humber. Current RSS was adopted in December 2004 and provides regional planning guidance to 2016. A review of RSS has started which will extend the plan period 5 years to 2021. A new Draft RSS prepared by the Regional Assembly was issued for comment in December 2005. An Examination into the document and representations took place in September/October 2006. The Panel's Report is due in early 2007 with modifications due in early summer and the adoption in autumn.
- 3.13 The Draft RSS sets out strategic policy for the whole region, providing guidance, which includes housing, employment, the environment and transport. It seeks to deliver the spatial elements of the other strategies produced by the Assembly including the Regional Economic Strategy and Regional Housing Strategy.
- 3.14 Draft RSS seeks to help support the delivery of the overall vision for the **Region in Advancing Together**², that states:
- “Yorkshire and Humber will be recognisably world class and international region where the economic, environment and social well being of all our region and its people advance rapidly and sustainably.”
- 3.15 In support of this the Draft RSS seeks to:
- “Achieve a more sustainable pattern and form of development, investment and activity in the Yorkshire and Humber Region- putting greater emphasis on matching needs across the region with opportunities and managing the environment as a key resource.”
- 3.16 The vision was informed by three scenarios (responding to market forces, matching need with opportunity, and managing the environment as a key resource) each with a different policy emphasis supported by 10 elements.
- 3.17 The LDF is required to be in general conformity with the RSS. It is therefore important that the Core Strategy and the RSS link effectively together to provide the spatial strategy for the District.

² Advancing Together - The Vision and Strategic Framework for Yorkshire and Humber

Sub Regional

- 3.18 **Moving Forward : The Northern Way** was launched in 2004 and outlined three Northern Regional Development Agencies and Governments proposal to bridge the £29 billion productivity gap between north and the rest of England. The strategy recognises that City Regions are central to any effort to accelerate the economic growth in the north.
- 3.19 The Leeds City Region (including Leeds, Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, North Yorkshire, Selby, Wakefield and York) was identified as one of nine City Regions.
- 3.20 The Leeds City Region Development Programme: '**Eleven Partners One Vision**' (**LCRDP**) published November 2006, sets out the following vision:
- “to develop an internationally recognized city region; to raise our economic performance; to spread prosperity across the whole of our city region, and to promote a better quality of life for all of those who live and work here.”
- 3.21 In order to deliver enhanced economic growth the LCRDP identifies key thematic areas for planned action. They include:
- Enhance the prospects of a number of high growth and high value added sectors and clusters;
 - Improve city regional, pan-regional and international connectivity;
 - Encourage and support the development of higher and more relevant skills amongst the workforce and overcome inefficiencies in our labour market;
 - Encourage a culture of innovation in both individuals and business and develop a science base;
 - Accelerate the development of world class infrastructure within which all businesses can thrive;
 - Develop a quality residential offer and create sustainable communities;
 - Enhance and promote the city region as a place to live, visit and work.
- 3.22 The **Leeds City Region Transport Vision** is for the City Region to function as a single economic space by providing a high quality transport system that provides accessibility through connectivity.
- 3.23 The Plan identifies major constraints in movement along strategic transport corridors particularly at peak times and includes proposals for addressing these problems such as:

- developing packages of rail, road, bus and integration measures
- raising the scale of investment on strategic travel corridors
- improving existing services

3.24 Specific proposals for Bradford include:

- Electrification of rail line between Leeds, Bradford and Halifax

(This will deliver additional capacity to alleviate crowding, faster journey times, improved passenger ambiance and environmental benefits)
- Tram -Train Link between Bradford Forster Square and Leeds - Bradford Airport

(Tram - trains will be cheaper to operate and can operate at higher frequencies than heavy rail)
- Conversion of other local rail services from heavy rail to tram – train operation.
- Bus improvement corridor between Leeds, Bradford, and Huddersfield.
- Major Integrated Transport Schemes in Airedale and Bradford City Centre
- New link road to Leeds Bradford Airport
- A6177 Bradford Outer Ring Road Improvements

3.25 It is estimated that if these transport improvements are not implemented then 30% of the jobs proposed for Bradford may not be realised (6505 jobs).

3.26 The City Region concept is supported by the emerging RSS, which has adopted a sub-regional approach based on the Leeds City Region.

Bradford Community Strategy 2006-2009 and 2020 Vision

3.27 The Community Strategy (CS) and the 2020 Vision together set out the broad vision for the District over the next twenty years and the key priorities actions in moving towards that vision. Bradford Vision the Local Strategic Partnership, made up of the Council, other public agencies, businesses and voluntary organizations representatives, has a lead role in preparing the CS.

3.28 The 2020 Vision was first drawn up in the year 2000 to provide a picture of where the District wanted to be in twenty years

time. The 2020 Vision was recently updated and a new Community Strategy prepared for the period 2006 to 2009, which seeks to move towards a sustainable community strategy for the District.

3.29 The updated 2020 Vision and Community Strategy 2006-09 were adopted by Bradford Council and endorsed by Bradford Vision Board in April 2006.

3.30 In delivering the 2020 Vision, the following **core principles** are being applied across the Community Strategy

- Striving for excellence in well-being and delivery
- Fairness and inclusion
- Building a shared future— addressing cohesion and integration
- Sustainability— securing the future and sustainable communities
- Neighbourhood Improvement and Renewal

3.31 The key features of the 2020 Vision are:

- vibrant economy, fully integrated into the wider economy of the North of England and beyond, which will provide appropriate jobs for everyone and create a wealthier population with greater spending power. A place where people will be well educated and skilled, bringing an enterprising approach to all they do, and with the talent required to ensure a high profile District competing well in global markets.
- The District will have a diversified high-wage, high-skill, knowledge-based economy with particular strengths in cutting edge hi-tech manufacturing and communications, financial and business services, cultural and creative industries and environmental industries. It will be a connected District, using e-commerce and digital technology to improve people's lives and create business opportunities.
- The District will have excellent public services and community leadership.
- It will use resources efficiently and effectively and minimises energy use and waste. It is committed to recycling and the use of renewable energy sources and alternative fuels. It will be a District making the most of sustainable design, production and consumption.
- The District will be cleaner, greener and more ecologically healthy, with decent homes in decent neighbourhoods, healthier communities and lifestyles and where the lives of residents are enhanced by low levels of crime and fear of crime.

- With a modern transport infrastructure, every part of the District will be easily accessible to those who live or work within the District and to those who visit its internationally recognised tourist destinations.
 - The District will be a place where all people can fully participate in a better future, where diverse people and communities respect each other and live in harmony. Older people are respected and valued for the contribution they have made, and continue to make. The well-being, creativity, aspirations and achievements of all children and young people will have been raised. It will be a District where the people are justifiably proud of where they live and of who they are.
 - A District, which is proud of, and makes the most of, its natural environment, its heritage and its potential. As a great place in which to live, learn, work and play, the District holds dear its breathtaking rural landscapes, beautiful historic and modern buildings and thriving towns and villages. The District draws strength and inspiration from its diversity and the qualities and enterprise of its exceptional people, vibrant community and cultural life.
- 3.32 The 2020 Vision is delivered through the three year Community Strategy which is updated annually. The Community Strategy seeks to meet important social, economic and environmental aims and details the ways in which the Council and its partners will work to improve the lives of the people of the District and contribute to sustainable development in the UK.
- 3.33 The Community Strategy is divided into five chapters, each concentrating on a vital area of work:
- Creating a vibrant economy and a prosperous District;
 - Improving the District for children and young people;
 - Building safer and stronger communities;
 - Making healthier communities and improving the quality of life of older people;
 - Creating the foundations for long term prosperity.
- 3.34 The update of the 2020 Vision and the new Community Strategy were informed by:
- several public engagement exercises in Autumn 2005;
 - Picture of District intelligence;
 - Existing strategies;
 - Local Area Agreement (LAA);
 - Progress and performance information.

- 3.35 The Core Strategy of the Local Development Framework aims to give spatial expression to the Community Strategy and the 2020 Vision by reflecting the key themes of the 2020 Vision and the 5 key aims of the Community Strategy. These cover a range of topics, which have a direct input into the work on the LDF.

Replacement Unitary Development Plan

- 3.36 The Replacement Unitary Development Plan for the District was adopted in October 2005. It provides a development strategy to 2014 as well a supply of development sites. It forms the current policy base for determining development proposals and the start point for developing the Core Strategy, taking into account changes in national policy, and emerging draft RSS.

Other Strategies

- 3.37 There are several other key district wide strategies, which have spatial implications, which need to be considered in developing the LDF. A selection of the relevant strategies include:

- Local Transport Strategy
- Housing Strategy
- Economic Strategy
- Accessibility Strategy
- Older Peoples Strategy
- Culture Strategy
- Children and Young People Strategy
- Learning Strategy
- Building Communities and Stronger Communities Strategy
- Environment Strategy
- Health Strategy
- Crime Reduction and Reassurance strategy
- Shared futures (Cohesion)
- Tourism Strategy
- Early Years and Child care Strategy
- Waste Strategy
- Sports Strategy
- Climate Change Strategy

- 3.38 There are several other local plans or programmes which have spatial implications, which need to be considered in developing the LDF. A selection of the relevant strategies include:

- Area Committee Action Plans
- Parish plans
- Regeneration plans and programmes

3.39 The Area Action Plans have been refreshed following area conferences held in June/July 2006. The Area Conferences involved attendees from the community, services and agencies. Key priorities identified through the conferences which are spatial and relevant to the Core Strategy include:

- Improving transport infrastructure/connectivity including public transport, highway maintenance, parking provision and regulation, as well as tackling congestion and road safety
- Improve access to and quality of provision of leisure and recreational facilities (indoor and outdoor) to promote health and well-being and meet needs of young people
- Access to affordable housing in both urban and rural areas
- Access to health facilities
- Safeguard local distinctiveness and heritage

3.40 There are several major regeneration initiatives underway in the District with associated masterplans which have spatial implications which need to be considered in developing the Core Strategy. These currently include:

- Bradford City Centre
- Airedale
- Manningham
- Canal Road Corridor

3.41 Bradford Centre Regeneration the Urban Regeneration Company (URC) was set up in February 2003 to lead the regeneration of Bradford City Centre. The **Bradford Centre Regeneration Masterplan** produced by Will Alsop, established a vision and framework for the future regeneration and redevelopment of the city center. The Masterplan sought to stimulate the renaissance of Bradford city centre by:

- Repositioning Bradford
- Revealing Bradford
- Reshaping Bradford
- Rebuilding Bradford

3.42 The Masterplan has been supplemented by 4 Neighbourhood Development Frameworks which together seek to build on the vision and identify defined priorities/projects for action in each area:

- The Channel (published for consultation March 2006)
- The Market (published for consultation March 2006)
- The Valley (published for consultation September 2006)
- The Bowl (published for consultation November 2006)

- 3.43 The Airedale Partnership made up of leaders from business, education and the community in conjunction with the Council and Yorkshire Forward was set up in 2003 to provide strategic leadership for the regeneration of Airedale. The '**Airedale Corridors – A Masterplan and Strategy for Airedale**' was launched in 2005. It sought to establish a framework that would deliver the aspirations of the Bradford 2020 Vision for Airedale. In particular it sought to:
- Stimulate economic growth
 - Support the development of key sites
 - Encourage the renaissance of the town centers
 - Promote e-business technologies
 - Support skill development
 - Connect local people to economic opportunity
 - Support rural economy
 - Develop cross boundary initiatives
- 3.44 The vision focuses on three key elements set within the rural backdrop:
- Creative corridor (research/technology and innovation)
 - Connected corridor (integrated transport and communication)
 - Lifestyle corridor (quality of place to live drawing on natural and built heritage)
- 3.45 The **Manningham Masterplan** was launched in July 2005, having been drawn up by GVA Grimley, consultants and adopted by the Council in November 2005 as the basis for a programme to improve the Manningham area in collaboration with Yorkshire Forward and other partners.
- 3.46 The **Bradford Canal** feasibility study completed by Ove Arup (February 2006). The study examined the opportunity to re-instate the Bradford Canal and the wider potential to comprehensively regenerate this part of Bradford. To be more specific about the redevelopment which will deliver the benefits, a Masterplan has been produced for the Canal Road corridor. The Masterplan is aimed at maximising the potential of the reinstated canal to regenerate the whole Canal Road corridor from Shipley to Bradford. It proposes a partial re-alignment of Canal Road to help fulfil these regeneration aims. This re-alignment forms part of the Airedale Integrated Transport Improvements scheme.
- 3.47 In addition the Leeds/Bradford Corridor Group (LGBC) consisting of member and representatives from both local authorities and stakeholders has been established to coordinate and develop an integrated strategy for the **Leeds/Bradford Corridor**. This is seen as an area of potential economic importance connecting both Leeds and Bradford and has been identified as an area of potential growth

(economic and housing) in the Leeds City Region Development Plan and the Draft Regional Spatial Strategy.

4.0 SPATIAL VISION AND OBJECTIVES

4.1 The 2020 Vision provides the overarching vision for the District to 2020. The Councils Corporate vision is that the District:

“Should be a place where people are justifiably proud and where they live, learn, work and play.

4.2 Based upon the 2020 Vision the following spatial vision for the District is proposed:

A sustainable District which ensures the well being of its residents and visitors through:

A vibrant high skill economy fully integrated with the wider city region and northern economy focused on delivering the potential of the City of Bradford and Airedale and spreading those benefits to the whole District

Enhanced role of Bradford City as the key regional centre with the city centre a thriving sub-regional shopping, commercial and transport hub within a balanced and strong district wide economy

A Well connected District where everyone has access to decent affordable housing, jobs, health and community facilities.

Continued protection and enhancement of its natural environment, heritage and diversity through high quality development and land management

High quality new development, which contributes to the renaissance of the District which reinforces and builds on the existing character and promotes sustainable design.

<p>Question 2.1. Is the Vision right?</p>
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4.3 To provide a framework for delivering the vision a series of objectives have been proposed below which in turn shape the spatial strategy and policies.

4.4 The proposed Plan objectives are:

- To promote and support a successful and growing economy, which supports and attracts innovative and high value jobs.

- Promote well being, social equity and inclusion including access to homes, jobs, and community facilities
- To improve the quality of the built environment through the design, maintenance and accessibility of buildings and spaces in order to provide a clean safe sustainable and attractive built and natural environment with local distinctiveness.
- To provide a range of quality dwellings in terms of type, and affordability, to cater for the needs of current and future residents in a growing District.
- To Improve public transport and highway, ensuring safety, efficiency, sustainability and accessibility
- To provide better connections within the District and with other parts of the Region and country
- To safeguard, enhance and add to the diverse historic and natural heritage of the District
- To help reduce the impact on the environment and address climate change by reducing pollution and energy consumption and promoting the use of renewable energy
- To provide accessible and varied opportunities for leisure and recreation
- To improve access to housing, employment, shopping, cultural, health, and education.
- To promote the sustainable management of waste
- To safeguard and manage the District's natural and renewable resources including energy with care

Question 2.2	Are the objectives appropriate to deliver the Vision? Are there any omissions?
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5.0 SPATIAL STRATEGY

Where should new development be built?

- 5.1 The Spatial Strategy seeks to set out the spatial delivery of the vision and guide in particular the broad location of new development and also identify areas of constraint in the District. In particular, it should give broad guidance on how each of the settlements is expected to change over the next 15 - 20 years in terms of role and function, as well as type and form of development together with any supporting infrastructure. It should also broadly set out areas of constraint.

The Current spatial strategy

- 5.2 The emerging **RSS** sets the policy for growth and development of Bradford up to 2021. This draws upon the Regional Economic Strategy and the Regional Housing strategy. The current work at both the regional level and sub regional Leeds City Region level envisages significant growth for Bradford District both in terms of housing and economic development.
- 5.3 Policy YH1 of Draft RSS sets out the overall approach which seeks to manage growth and change in the cities and major towns to make them places people want to live and work and invest, while also spreading the benefits and opportunities from that growth to all, in particular excluded communities through improved connectivity. It seeks to improve peoples accessibility to housing, employment and other services while also reducing reliance on the car and increasing use of other modes of travel.
- 5.4 The core principle of the Draft RSS under policies YH5-YH8 is to focus development into the main urban centres which included the city of Bradford (Sub-Regional Centre), while allowing some development in the major towns of Keighley and Ilkley (Principal Service Centres) and limited development to meet local needs in smaller settlements which provide a local service role. The settlement network was based on a settlement study undertaken in 2004 by North Yorkshire CC. While the study identifies local service centre these have not been included in the RSS. It also identifies two growth areas in Airedale, based on the Airedale masterplan but extending into Craven and a second area in West Leeds and East Bradford, extent still to be defined.
- 5.5 The Draft RSS then adopts a sequential approach which seeks to give priority first to the re-use of previously developed land and buildings followed by suitable infill opportunities and finally planned growth areas on the periphery of or well related in public transport route terms to the main settlements.

- 5.6 The existing spatial strategy in the adopted **Replacement Unitary Development Plan** contains the following settlement hierarchy:
1. Main Urban area of **Bradford/Shiopley/Baildon**
 2. Other urban areas with good services and public transport
Keighley, Ilkley, Bingley and Queensbury
 3. Other settlements on good quality transport corridors at **Menston, Burley Steeton and Thornton**
 4. Less well located smaller settlements including **Silsden, Addingham, Oakworth, Haworth, Oxenhope, Cottingley, Harden, Cullingworth, Wilsden and Denholme**
- 5.7 This focused development to the main urban areas in 1 and 2 with limited development in 3 and restrictive development in 4. The RUDP then follows a sequential approach, which prioritises the use of previously developed land.
- 5.8 This approach allows for a higher level of development in the lower order level settlements such as Bingley, than allowed for in emerging RSS.

Locational Principles

- 5.9 National guidance together with emerging RSS and the existing RUDP suggest a number of principles to underpin the spatial development Strategy for the District:
- New development should take place within the existing built up areas with the majority of development concentrated in the main urban areas.
 - Smaller settlements in good transport corridors should provide an appropriate scale of development commensurate with the size and role of the settlement
 - Development in less well located smaller settlements and villages should be limited to meet local needs
 - New development should be in accessible locations.
 - Priority should be given to previously developed land over green field.

Question 2.3 Are the locational principles correct?

A Spatial Strategy

- 5.10 In order to apply these principles it is desirable to develop a picture of the settlement network and to establish a hierarchy based on size and function. Appendix 1 to this paper seeks to profile each of the settlements (excluding Bradford). For information Appendix 2 includes the classification of settlements used by DEFRA and Yorkshire Forward in support of rural investment decisions. This will help to identify those settlements where most development should take place and those where restraint should be followed.
- 5.11 Based upon the locational principles and the current RUDP, the following settlement hierarchy and development approach is proposed:

Focus development within Bradford City including

Shipley/Baildon. This is the largest urban area and given its location, existing services, transport infrastructure should be the focus for the majority of development/redevelopment through increased densities and use of previously developed land. The Bradford City Centre should be the focus for major new retailing, leisure commercial office and cultural developments as well as housing in support of regeneration objectives and work of the URC. Development in Shipley both economic and housing as well as the role of Shipley town centre to support the Airedale regeneration objectives. Focus is on raising densities and making effective use of previously developed land.

Support the larger settlements in Airedale

(Keighley/Bingley/Silsden) Airedale includes a number of significant settlements within a high quality transport corridor linking both Leeds and Bradford. The area should be the focus for economic development and also limited residential development to meet local needs but also support the economic development objectives as set out in the Airedale masterplan and the objectives of the growth area in the draft RSS. Support the role of town centres in Keighley and Bingley with an appropriate range of retail, leisure, commercial and cultural development.

Support the larger settlements in Wharfedale

(Ilkley/Burley/Menston)) Wharfedale includes a number of significant settlements within a high quality transport corridor linking both Leeds and Bradford. The area should be the focus for limited economic development and also limited residential development to meet local needs but also support the economic development objectives.

Other well located larger settlements on the urban fringe

(Queensbury and Thornton) Settlements on the urban fringe with good public transport links. The areas should be the focus for limited economic development and also limited residential development to

meet local needs but also support the regeneration and economic development objectives.

Limited development in **Small less well located villages** (Cullingworth/Wilsden/Addingham/Denholme/Haworth/Oxenhope and Cottingley etc) in open countryside on the south Pennines. Meet local needs for housing and employment to create sustainable settlements and support tourism and agriculture.

- 5.12 Development in all cases should give priority to previously developed land unless there are more sustainable locations.

Key Questions	
Question 2.4	What are the roles and functions of each of the settlements over the next 20 years?
Question 2.5	Is the defined hierarchy appropriate?
Question 2.6	Should the City of Bradford be the focus of the majority of development?
Question 2.7	What should be the role of lower order settlements?
Question 2.8	What factors should be used to select those settlements and villages to be identified for future development?
Question 2.9	What is the role of the centres?
Question 2.10	What infrastructure requirements are needed to deliver the above approach?

Options

- 5.13 Paragraph 5.10 above sets out a core approach, which is derived from the emerging RSS, the current RUDP and local aspirations as set out in the Community Strategy and Vision as well as other relevant strategies and plans. However, there are other possible options, which should be considered in the light of the key questions above. These options are set out below.

Option A - Regeneration and Selective Growth

Regeneration of the main urban area but with increased distribution of development to other selective larger settlements in the hierarchy (selective growth) including well located larger settlements such, Ilkley, Silsden, Bingley, Menston and Burley (Focused dispersal)

Key elements

- Focus development and redevelopment in main urban area of Bradford
- Increased development is focused on lower order settlements with good transport and infrastructure or where they may be improved.
- Make use of existing safeguarded land on edge of settlements

Option B Dispersal Of Growth

Development to take place across all settlements (Dispersal)

Key elements

- All settlement make provision to meet District's needs for development
- Intensification of development in all settlements

Option C – Focused Growth Poles

Identify growth nodes (focused growth). This should focus significant new development in key locations with good infrastructure or in locations where infrastructure can be developed.

Key elements

- Make localised changes to the green belt on edge of main settlements and also other opportunities in sustainable locations eg Esholt
- Identify growth areas to focus new development and associated infrastructure on edge of main and well located settlements

5.14 There may be other options or variations of the above. The Council welcomes suggests as to what other options may be appropriate.

Key Questions

Question 2.11 **What are the benefits/disadvantages of the alternative options?**

Question 2.12 **What other options are there to deliver the Vision?**

6.0 Evidence Base

6.1 The Council has undertaken/commissioned or is in the process of undertaking studies in order to provide a firm evidence base required for the LDF. Of particular relevance to developing the spatial strategy are the following studies:

- Landscape Character Assessment (2000)
- Strategic Flood Risk Assessment (January 2003)
- Urban Potential Study (due to report Summer/Autumn 2007)
- Local Housing Assessment (due early 2007)
- North Yorkshire Settlement Study 2004
- Open Space Assessment (due early 2007)
- Annual Monitoring Report 2006 (December 2006)
- Employment Land Annual supply monitor (CBMDC 2006)
- Housing land annual supply monitor (CBMDC 2006)

Key Questions

- 2.1 Is the Vision right?
- 2.2 Are the objectives appropriate to deliver the Vision? Are there any omissions?
- 2.3 Are the locational principles correct?
- 2.4 What are the roles and functions of each of the settlements over the next 20 years?
- 2.5 Is the defined hierarchy appropriate?
- 2.6 Should the City of Bradford be the focus of the majority of development?
- 2.7 What should be the role of lower order settlements?
- 2.8 What factors should be used to select those settlements and villages to be identified for future development?
- 2.9 What is the role of the centres?
- 2.10 What infrastructure requirements are needed to deliver the above approach?
- 2.11 What are the benefits/disadvantages of the alternative options?
- 2.12 What other options are there to deliver the vision?

**APPENDIX 1
SETTLEMENT PROFILES**

	Demographics								
	Population Size	Age Structure %			Social Grade				
		% 0 - 15	% 16 - 64	% 65+	% A & B	% C1	% C2	% D	% E
Addingham	3211	16.8	59.4	23.7	32.1	32.7	8.4	9.4	17.5
Average (Mean)	6495	19.9	63.5	16.6	27.6	32.4	13.4	13.5	13.0
Bingley	15595	19.0	62.5	18.5	27.6	34.3	11.2	11.6	15.3
Burley in Wharfedale	6191	20.2	63.0	16.8	39.7	29.3	10.0	8.5	12.5
Cottingley	4571	19.4	64.4	16.1	21.6	33.0	14.8	16.6	14.0
Cullingworth	2222	19.2	66.1	14.7	26.2	37.8	14.2	10.9	11.0
Denholm	2419	23.2	62.7	14.1	16.5	29.3	16.0	21.3	16.9
East Morton	1113	15.9	63.3	20.8	34.3	33.3	10.7	9.8	12.0
Harden	1612	18.4	65.5	16.1	40.7	34.4	8.6	7.3	9.1
Haworth/ Crossroads/ Lees	3885	20.2	66.0	13.9	21.0	29.8	20.3	17.0	11.9
Ilkley	12846	17.7	57.0	25.3	37.6	32.7	6.8	9.1	13.8
Keighley	33757	25.6	59.8	14.6	13.3	25.4	16.5	26.9	18.0
Menston	4078	19.8	59.9	20.3	37.9	34.3	7.4	8.2	12.2
Oakworth	3292	21.4	66.4	12.2	23.7	34.8	17.0	14.2	10.3
Oxenhope	1814	20.7	65.4	13.9	34.6	30.4	13.1	10.8	11.0
Queensbury	7988	21.5	66.5	12.0	21.1	32.1	16.8	17.3	12.9
Silsden	6895	18.7	63.1	18.2	23.4	31.6	16.2	15.4	13.3
Steeton with Eastburn	4112	19.5	63.5	17.0	23.9	33.9	15.9	14.8	11.5
Thornton	4748	21.1	65.6	13.3	19.6	31.8	17.9	17.1	13.5
Wilsden	3056	19.2	65.9	14.9	29.5	35.3	13.3	10.5	11.3

**APPENDIX 1
SETTLEMENT PROFILES**

	Housing							
	Number of Households	Tenure %			Type			
		% Owner Occupied	% Social Rented	% Private Rented	% Detached	% Semi-detached	% Terraced	% Flats/Conversions/Shared
Addingham	1,490	82.2	10.3	7.3	33.7	32.2	23.6	10.5
Average (Mean)	2,650	82.3	7.6	9.5	23.2	34.0	33.8	8.9
Bingley	6,704	78.3	12.8	8.7	21.4	31.1	29.3	17.7
Burley in Wharfedale	2,510	84.2	8.4	6.7	37.6	27.5	25.1	9.8
Cottingley	1,886	77.8	14.8	7.0	15.7	53.2	20.4	10.7
Cullingworth	909	83.6	7.7	8.4	20.6	39.4	33.1	6.9
Denholm	990	71.4	14.6	12.7	13.6	35.2	41.8	9.3
East Morton	483	90.5	1.9	7.7	33.8	37.9	24.2	4.1
Harden	682	90.5	1.2	8.4	41.0	25.4	30.3	3.3
Haworth/ Crossroads/ Lees	1,625	83.3	3.0	13.7	17.6	30.0	49.4	2.9
Ilkley	5,511	81.4	7.1	11.0	25.8	24.4	25.6	24.2
Keighley	12,661	69.7	15.5	14.2	10.0	29.2	49.0	11.7
Menston	1,678	88.4	4.9	6.3	36.0	37.6	12.7	13.7
Oakworth	1,327	83.4	4.2	9.3	17.0	33.4	42.1	7.3
Oxenhope	773	89.1	3.6	7.2	24.9	23.3	47.3	4.6
Queensbury	3,293	79.2	7.7	11.9	20.2	34.8	40.8	4.1
Silsden	2,993	83.2	5.0	11.4	23.1	27.9	38.4	9.9
Steeton with Eastburn	1,598	85.5	4.1	9.8	13.9	41.0	39.7	5.2
Thornton	1,970	75.0	12.1	12.6	12.9	36.8	41.0	9.4
Wilsden	1,267	87.6	5.0	7.2	22.1	45.1	29.2	3.6

APPENDIX 1
SETTLEMENT PROFILES

	Transport/ Accessibility								
				Distance Travelled to Work			Mode travelled to Work *		
	% Households with no car/van	Railway Station	10 Minute bus Route	% Low (< 5 km)	% Medium (5 to 20 km)	% High (20 + km)	Positive	Neutral	Negative
Addingham	15.2	No	No	30.6	38.5	25.7	28.3	5.8	65.4
Average (Mean)	19.9	N/A	N/A	38.1	47.5	10.8	29.7	7.1	62.8
Bingley	24.8	Yes	Yes	41.8	46.7	7.8	32.6	6.2	60.9
Burley in Wharfedale	15.6	Yes	No	33.6	52.8	9.5	30.7	4.9	64.3
Cottingley	22.6	No	Yes	46.0	44.9	5.4	29.6	8.3	62.0
Cullingworth	16.4	No	No	35.5	51.9	9.4	26.4	6.9	66.5
Denholm	28.4	No	No	27.9	61.1	8.4	31.1	8.8	59.5
East Morton	10.7	No	No	41.8	41.1	12.7	28.7	5.1	65.7
Harden	11.1	No	No	32.1	52.1	12.4	21.7	6.0	71.5
Haworth/ Crossroads/ Lees	22.2	No	No	43.8	43.9	8.7	32.1	7.8	60.0
Ilkley	19.8	Yes	No	38.8	32.6	24.4	39.6	4.4	55.3
Keighley	38.7	Yes	Yes	58.9	30.2	7.7	39.0	9.8	50.7
Menston	13.6	Yes	No	30.2	58.3	7.6	31.5	5.5	62.9
Oakworth	19.3	No	No	46.5	39.6	10.0	25.9	8.2	65.6
Oxenhope	15.6	No	No	26.1	59.9	10.7	24.9	6.8	67.6
Queensbury	23.2	No	Yes	31.2	59.6	6.4	27.3	9.5	62.8
Silsden	19.3	No	No	37.6	45.4	13.5	28.8	7.9	62.9
Steeton with Eastburn	19.0	Yes	No	46.0	39.1	11.3	34.9	7.5	57.2
Thornton	28.0	No	Yes	39.2	52.0	5.3	29.1	9.3	61.3
Wilsden	15.0	No	No	35.5	53.7	8.1	23.0	6.0	71.0

Notes

Source: 2001 Census (except railway stations and 10 minute bus routes)

The information in this table relates to the urbanised area of each of the settlements and not Ward or Parish boundaries

*Mode Travelled to work:

Positive = walking, cycling, public transport and working from home

Neutral = passenger in car/ van, motorcycle

Negative = driving car/ van, taxi

	Services														
	Retailing				Education		Health			Recreation/ Leisure					
	Supermarkets	Post Offices	Markets	Banks/ Building Societies	Primary Schools	Secondary Schools	Doctors Surgeries	Dental Practices	Pharmacies	Libraries	Theatres and Cinemas	Community/ Youth Centres	Leisure Centres/ Swimming Pools	Public Houses/ Restaurants	Tourist Information Office
Addingham	0	1	0	0	1	0	1	1	1	1	0	1	0	5	No
Bingley	1	4	1	5	6	3	5	4	2	1	1	0	2	24	No
Burley in Wharfedale	1	1	0	0	2	0	1	1	1	1	0	0	0	7	No
Cottingley	0	1	0	0	1	0	0	1	1	0	0	0	1	1	No
Cullingworth	0	1	0	0	1	1	1	0	1	0	0	0	0	2	No
Denholm	0	1	0	0	2	0	0	0	1	1	0	0	0	3	No
East Morton	0	1	0	0	1	0	0	0	0	0	0	0	0	1	No
Harden	0	1	0	0	1	0	0	0	0	0	0	0	0	2	No
Haworth/ Crossroads/ Lees	2	3	0	0	2	0	1	1	1	1	0	1	0	9	Yes
Ilkley	3	3	1	6	4	1	2	4	2	1	1	2	1	39	Yes

Keighley	11	4	1	13	18	3	6	5	10	1	2	6	3	94	No
Menston	0	1	0	0	1	0	1	1	0	1	0	1	0	5	No
Oakworth	0	1	0	0	1	0	1	0	1	0	0	0	0	4	No
Oxenhope	1	1	0	0	1	0	1	0	0	0	0	1	0	4	No
Queensbury	1	0	0	2	3	1	2	1	2	1	0	0	1	15	No
Silsden	1	2	0	2	2	0	1	1	2	1	1	0	0	7	No
Steeton with Eastburn	1	1	0	0	1	0	1	0	1	0	0	0	0	4	No
Thornton	1	1	0	0	1	1	1	1	1	1	0	0	2	15	No
Wilsden	0	1	0	0	1	0	1	1	1	1	0	0	0	5	No

Source: 2004 RSS Settlement Profile Study (Updated)

Appendix2

DEFRA Settlement classifications

BRADFORD DISTRICT DISPERSED SETTLEMENT CLASSIFICATIONS – 10-2-04

Population figures are indicative. Classification based on Rural Villages < 3,500, Dispersed Settlements < 10,000, Rural Service Centres > 10,000

RURAL VILLAGES	
	Population
Addingham	3351
Cullingworth	2638
Denholme	2638
East Morton	1256
Eastburn	944
Egypt	20
Eldwick	2990
Esholt	187
Goose Eye	85
Hainworth	136
Harden	1714
Laycock	287
Mountain	485
Newsholme	45
Oldfield	120
Oxenhope	2303
Stanbury	265
Steeton	3259
Tong Village	228
Utley	1265
	24,216

DISPERSED SETTLEMENTS	
	Population
Burley in Wharfedale	6034
Clayton	7753
Cottingley	4190
Haworth	3854
Menston	4719
Oakworth	5470
Queensbury	9466
Riddlesden	3857
Silsden	7456
Thornton	6076
Wilsden	3904
	62, 779

RURAL SERVICE CENTRES	
	Population
Bingley	15,250
Ilkley	13,820
Keighley	41,170
	70,240
Total Population	157,235



