

Bradford Local Plan

Core Strategy Examination

Further Statement Relating to Home work item 4:

Outline of elements of key work on transport impact in support of the Core Strategy and future work as part of Local plan

May 2016

1. Introduction

- 1.1. This statement sets out the Work undertaken in relation to Transport as part of the Core Strategy together with future work as part of wider local plan. This has been produced at the request of the Inspector at the hearing on Matter 2 held on 17 May.

Core Strategy

- 1.2. The Core strategy is support by the District Transport Study (EB/039) produced by Steer Davies Gleave. (October 2010). This had two objectives:
- To establish the strategic impacts, in both absolute and relative terms, of the Core Strategy proposals on the highway and public transport networks throughout the Bradford District, and on an intra-district level where relevant.
 - To provide an assessment of specific measures needed to mitigate the key impacts of the Core Strategy proposals. This will identify the transport improvements, including measures to encourage modal shift away from the car, required to implement the Core Strategy without unacceptable impacts on the highway network and ensuring accessibility by public transport and other non-car modes.
- 1.3. The outcomes of the Transport Study also informed the Local Infrastructure Plan, and may also be used to inform future bids for transport funding.
- 1.4. The Study considered the impact of the 4 options being considered at that point in time. The summary and conclusions are set out in that report. The headline conclusion was that none of the options tested better or worse and any option would require mitigation in public transport and in terms of highway network. It identified 10 multi modal corridors which would have significant additional transport demand and in some cases
- 1.5. Initial accessibility modelling was undertaken jointly with WYCA which informed the accessibility standards under policy SC5 and Appendix 3. The Council's further statement on matter 7C (PS/E007c) sets out the background to the accessibility standards (see paragraphs 3.7- 3.11).
- 1.6. The Core Strategy is support by a Local Infrastructure Plan (LIP) (PS/B001b) which considers Infrastructure including those related to transport (road and public transport) for the District as well as by each sub area. A further updated LIP has been published in support of the Community Infrastructure Levy Draft Charging Schedule in December 2015. A further update is in progress.
- 1.7. The Duty to Cooperate Statement (SD/006) sets out the strategic context and approach for consideration of strategic transport implications and investment programmes linked to development. See in particular paragraphs 4.54 – 4.78 and maps in Appendix 1 which set out spatial focus for investment of key projects. This highlights the key schemes being progressed as part of the West Yorkshire Plus Transport Fund.

- 1.8. Further information on the programme of investment is set out in The West Yorkshire Local Transport Plan (PS/B001b (xxiv)) and West Yorkshire Plus Transport Fund Combined Authority report (PS/B001b (xxvi)).
- 1.9. A further statement was put into the examination following the March 2015 hearings which set out the Councils position with regards to the A65 corridor (PS/F037).
- 1.10. The Core Strategy sets out a comprehensive set of policies on Transport and movement including how it will seek to ensure development is located in accessible locations or where they can be improved (Policy SC5) as well as how it will consider wider transport and movement matters (Policies SC1 and TR1- TR6) including investment priorities (Policies TR7). The Sub area policies set out key transport issues and investment within each area. Policy HO7 sets out the principles for allocating new housing sites which includes consideration of accessibility and recognises the role that new development can play in addressing infrastructure constraints.

Further work

- 1.11. The two Area Action Plans in line with the Core Strategy as well as NPPF and NPPG are supported by a more detailed transport studies. Similarly The Allocations DPD will be subject to further work and testing. The District wide transport model will be updated in 2016 and key corridor studies will be twin tracked to inform the Allocations DPD. This will then be supplemented by detailed site assessment on local transport impacts of sites including access issues site by site. Further work will also be undertaken as part of the on-going Duty to cooperate on the Allocations DPD and the respective emerging Local Plans of adjoining Councils to ensure cross boundary impacts are appropriately considered and addressed.
- 1.12. The Allocations DPD will also identify the indicative protection lines for new transport schemes which are committed within existing programmes as well as other improvements which may be necessary to support development.
- 1.13. The Council will also be updating the accessibility modelling in partnership with WYCA using the most up to date data when applying the Accessibility standards contained in the core strategy.