

Bradford Local Plan - Core Strategy Partial Review (Preferred Options)

Transport & Movement Workshop

Monday 16th September 2019

Workshop Notes – Session 1

What are your views on the Council's approach to planning for the future of the transport network?

- Consideration should be given to what is meant by “transport” when determining any future approach. It was suggested that it is about getting from one place to another as easily and efficiently as possible.
- It was felt that Government should prepare a National Transport Strategy to set key priorities.
- Need to ensure that a regional approach is adopted to deal with cross boundary transport infrastructure issues.
- Any policy or approach needs to reflect the aims, objectives and priorities of Transport for the North's Strategic Transport Plan.
- Need to think about the wider region/area in terms of movement and complex movement patterns.
- Need to undertake scenario planning in order to assist in making strategic decision about infrastructure/networks.
- It was considered the approach will depend on the scale and scope of the transport infrastructure and journey type being addressed. Also it was recognised that multi-facet approach was needed. For example at the neighbourhood level (Harden), softer measures like walking buses or school travel plans should be encouraged.
- Community engagement should be key in defining any future approach
- Need to have a clearer link between transport policy and travel assumptions.
- A clear link is needed between health and transport. It was felt that there needs to be a change in policy to be more radical in approach to support wellbeing.
- Need for better education for users about the transport modes/options available. Education in relation to road safety is also viewed as essential.
- Working with Business – should consider the needs of the business sector as part any future approach. This should include how understand how they need to operate. For example, how the provision of cycle lane could affect operations and delivery of goods to/from premises.
- More effective engagement with businesses is required and there is a need to make sure that they are listened to. In addition, it was felt that businesses were restricted by regulations.
- Any approach also needs to be more practical and encourage growth and infrastructure in the right areas.
- Should seek to create new corridors and/or railway lines. Need to have broader ambitions.
- Bus services/networks – it was noted that main operators (First & Arriva) are withdrawing routes/services. It was felt that this represented an opportunity for more

<p>control over bus services by local or regional transport authorities. For example, it was suggested a system similar to Manchester could be developed.</p>
<ul style="list-style-type: none"> • Should consider young people and their transport and movement needs as part of shaping future transport policy.
<ul style="list-style-type: none"> • Any future strategy should be based on social equity and placemaking.
<ul style="list-style-type: none"> • Highlight that the transport was linked to the wider economy and investment.
<ul style="list-style-type: none"> • Need to encourage the use of local supply chains or “buy local” initiatives to help reduce the carbon footprint and congestion
<ul style="list-style-type: none"> • It was suggested that there are too many cars per household.
<ul style="list-style-type: none"> • Measures such as car-pooling or car hire schemes should be encouraged.
<ul style="list-style-type: none"> • It was considered that Bradford’s existing infrastructure should be improved rather building new roads. For example it was suggested that the A650 be made into a two land dual carriageway and the South East Bradford Link Road be cancelled.
<ul style="list-style-type: none"> • Public transport should be improved across the district e.g. more buses between Bradford and Leeds, and improvements to train services.
<ul style="list-style-type: none"> • All brownfield should be used for housing and employment first. If people live in the centre there will be much less need to travel. People can get used to vertical living – e.g. Clarence Dock in Leeds.
<ul style="list-style-type: none"> • Any approach should seek to improve cycle and walking routes. Queensbury Tunnel was highlighted as being an example of where this could be done.
<ul style="list-style-type: none"> • There should be an emphasis on road safety.
<ul style="list-style-type: none"> • More integrated development planning is required, including the use of mixed use development. Housing developments also need to consider transport provision as part of their design. The location of housing at or close transport hubs was recognised as having benefit.
<ul style="list-style-type: none"> • Future planning for transport networks should be based around a predict and provide approach, whilst ensuring that it is public and communal as well as be output led.
<ul style="list-style-type: none"> • It was noted much of the area’s transport funding is LEP-led
<ul style="list-style-type: none"> • It was suggested transport policies were weak on the environment
<p>In relation to parking it was suggested that measures such as a work place levy be used to funding future transport infrastructure.</p>
<ul style="list-style-type: none"> • A “carrot and stick” was felt to be needed.
<ul style="list-style-type: none"> • In relation to pollution, it was felt a corridor-based approach to addressing it should be adopted.
<ul style="list-style-type: none"> • Future priorities <ul style="list-style-type: none"> • Should be greater use of green electricity to power public transport • Provision of more cycle lanes/routes that connect communities • More integration between different transport modes • Provision of tram/light rail network across West Yorkshire.

Workshop Notes – Session 2

Are there aspects of our draft transport policies which required further development, such as maybe parking or public transport?

- Park & Ride facilities were supported but needed to be considered alongside other complimentary measures. On the opposite side that some felt that Park & Ride should not be supported.
- Pedestrian crossings need to be provided at key locations.
- Discount for public transport users to tourist attractions
- Ensure accessibility to bus stops from major developments. Should form part of planning obligations
- Speed limit reductions to improve walking and cycling – 20 mph limit within built up areas (adopt an area-wide approach)
- Need to make all parking in the City Centre short stay only. It was felt that this will reduce the number of cars coming in to this area.
- Need to ensure sufficient parking is provided in the correct places. This should include appropriate levels of parking at railway stations to encourage people to use rail services.
- Need to have an understanding of why people do not use public transport rather than the car. It was felt the cost of was a factor making it unattractive as an alternative to the car, and must to be addressed.
- Policies need to support greater integration of transport modes, particularly at stations.
- Need to ensure that a Clean Air Zone (CAZ) is implemented within area and across the wider West Yorkshire sub-region
- Policies should have increased emphasis on health and wellbeing, by seeking to reduce vehicle usage, which in turn will help to reduce pollution.
- Should be more specific in planning policies regarding the type and nature of infrastructure that should be provided in new developments.
- Policy should focus on the link between the design of development and the provision of transport infrastructure. Need for more policy hooks to ensure this occurs.
- Should ensure that developments abide by/meet the accessibility standards defined in the Local Plan
- Should have greater local control of bus services/networks
- Do not provide any new roads apart of small improvements to link gaps within the network and make more efficient use of the existing network.
- It was considered that policy should support greater use of the rail network for moving freight.
- The need for the provision of “freight park” was queried. Although others felt a lorry park was needed.
- It was suggested that smarter use should be made of the existing road network and that liaison should take place with the Freight Transport Association to encourage HGVs to use routes out of peak hours meaning that they do not contribute to congestion

<ul style="list-style-type: none"> • There is a need to ascertain whether the electricity grid can support the provision of more charging points for electric vehicles.
<ul style="list-style-type: none"> • The reasoned justification/pre-amble to policies should clearly explain that transport infrastructure often has a longer lead-in time before it is delivered/developed on the ground.
<ul style="list-style-type: none"> • Introduce a congestion charge to access the city centre, so people can be encouraged to use Park and Ride. Subsidised buses as in York and Chester were also suggested.
<ul style="list-style-type: none"> • Support for mixed use development
<ul style="list-style-type: none"> • Policy should ensure that bus stops and cycle parking are provided in development.
<ul style="list-style-type: none"> • Policy should support greater integration between bus and rail services (in particular ticketing). It should encourage the use of technology to provide live updates/messaging on transport services for aid users.
<ul style="list-style-type: none"> • A review of the bus network is needed including the promotion of orbital routes.
<ul style="list-style-type: none"> • Need to consider non-residential parking in particular monitoring any overflow into residential areas. The use of residential parking permits was also suggested whilst long stay parking prices need to be reviewed and the provision of short stay parking examined.
<ul style="list-style-type: none"> • Need to consider the impact of internet shopping on number of delivery vans on the road network.

Workshop Notes – Session 3

What should be our key transport priorities to deliver and over what timespans and scales?

<ul style="list-style-type: none"> • Public transport – should examine costs to provide a better deal for young people and those who are economically disadvantaged to ensure that they have opportunities to travel access services and jobs.
<ul style="list-style-type: none"> • Suggested that there should greater franchising bus services
<ul style="list-style-type: none"> • Provision of low emission vehicle infrastructure
<ul style="list-style-type: none"> • Provision of private sector funding via Community Infrastructure Levy to support delivery.
<ul style="list-style-type: none"> • Need to ensure the design of roads and infrastructure is right. Should be fit for purpose.
<ul style="list-style-type: none"> • Need to be realistic about delivery.
<ul style="list-style-type: none"> • Should look at differing scales of intervention at different levels. Need to look at the neighbourhood level and ensure the provision of safe and accessible routes as well as providing attractive places to live with options for movement.
<ul style="list-style-type: none"> • Support the delivery of High Speed Rail
<ul style="list-style-type: none"> • Need to respond to climate change/climate emergency and address air quality as quickly as possible.
<ul style="list-style-type: none"> • There should be greater integration of transport modes e.g. configuring the bus network to link with rail services. This, in turn, will assist in reducing bus mileage.
<ul style="list-style-type: none"> • More opportunities should be provided to move freight via the rail network and use of

land alongside railways to create freight hubs. Electric vehicles can then be used to deliver goods within the surrounding areas.
<ul style="list-style-type: none"> • Provision of a tram or better public transport in South and West Bradford
<ul style="list-style-type: none"> • Need re-invigorate/improve the area's public transport network to encourage greater use
<ul style="list-style-type: none"> • Should examine and support other ways of reducing vehicle use such as encouraging homeworking and flexible working patterns
<ul style="list-style-type: none"> • There were some differences of opinion on the subject of road widening. There was a view that new roads were not the answer, whilst others considered it be important for the future
<ul style="list-style-type: none"> • <u>Short Term Priorities:</u> <ul style="list-style-type: none"> • Responding to the climate emergency and air quality issues as soon as possible by putting in place measure to mitigate/address them. This includes the introduction of Clean Air Zone (CAZ) (potentially within the next 2 to 3 years). • Improving public transport infrastructure across the district including the provision later evening services, more information for users and a review of the bus network. • Improved network reliability • Focus on education – particularly in relation to road safety. • <u>Long Term Priorities:</u> <ul style="list-style-type: none"> • Delivery of Northern Powerhouse Rail (should be brought forward) • On-going improvement to the public transport network • Re-opening of the Spen Valley line. • <u>Other Priorities:</u> <ul style="list-style-type: none"> • Re-opening of the Skipton to Colne railway line • Less focus on Electric Vehicles • Need to provide connecting services between different transport modes • Safeguard railway infrastructure/lines

Workshop Notes – Other Issues

Other issues during roundtable discussions

- Urban Extension – it was considered that saying 'Sustainable Urban Extension' is misleading.
- Affordable Housing - higher proportion of affordable housing in centre. It was felt that house builders always bully councils into letting them build a smaller proportion of affordable housing.
- Green Belt - should be used to protect/prevent urban sprawl. Don't build on Green Belt land.
- It was highlighted that there was an excess of office space and apartments in Bradford city centre.