

## Q and A Responses - Session 1: Transport Policies – 1<sup>st</sup> March 2021

Session Questions / Matters Raised	Response
<p>What evidence is there for increasing the number of cycle lanes in the area? As a car user I find that the existing lanes are very little used. I recollect it was an EU directive that induced their introduction following the Tour de Yorkshire Cycle Race- a short lived frenzy occurring once a year when the roads are closed off anyway. We don't have to follow the EU adding more nightmares for motorists on the road, do we?</p>	<p>There is plenty of evidence showing that a lot of people perceive cycling on road to be unsafe and that providing segregated cycling infrastructure helps them overcome this fear and encourages them to cycle. There is a strong alignment between Bradford Council's goals and the need to enhance cycle provision on our district's roads for all types of trips. Cycling creates health benefits for those travelling by cycle and those who benefit from a reduction in pollution because of fewer car journeys. Cycling is accessible to many more parts of the population than motoring is, and helps to address inequality. Cycling generates virtually no carbon emissions, and enables us to expand the highway network capacity without building more roads, thus accommodating clean growth. The main barriers to uptake of cycling on our roads is a lack of dedicated, safe, coherent attractive and direct cycle routes that are accessible to all. This is why cycling is strongly represented within our transport policies and future plans.</p>
<p>When does the transport plan run from and to?</p>	<p>Transport policies within the plan align with the plan period – 2020-38. The Transport Strategy is likely to have a similar timespan.</p>
<p>What's the timeframe for rail improvements on the Wharfedale and Bradford lines? I note that 30% of Bradford's working population are employed in Leeds. a. How much additional capacity is being planned for the Leeds train?</p>	<p>Information from West Yorkshire Combined Authority indicates that trains are due to be lengthened on the busiest services on the Wharfedale and Airedale lines from 4 carriages to 6 carriages within the next 12-18 months. These will principally be on Leeds trains but may also be on</p>

<p>b. How much additional capacity is being planned for the Bradford Train?</p>	<p>Bradford trains. The increase in capacity is approximately 50%. Platform lengthening works to accommodate these services are also planned at some Wharfedale Line locations.</p>
<p>Will trains start before 6.00am on weekdays and weekends, so that shift workers who live in Wharfedale can arrive at work pre-6.00am and return home after 10.00pm?</p>	<p>Trains are not currently planned to start any earlier than at present. There are constraints due to signalling and planned engineering periods. Services do currently return to the Wharfedale line after 10pm and will continue to do so in future.</p>
<p>Does transport also include the provision of direct bus routes from Burley to Bradford (i.e.no change required in Otley)?</p>	<p>There are no current plans to run direct bus services from Burley to Bradford. There may be opportunities for such services to be considered at a later date.</p>
<p>The A65 to Bradford is bottlenecked at various points during commuting hours. Are there plans to improve the road network on the A65? What's the timeframe?</p>	<p>The major planned improvement for the A65 corridor within Bradford District is the construction of the Wharfedale Greenway for cycling and walking trips. It is intended that cycle trips will replace car trips for local journeys on the A65 and thus reduce congestion on this corridor.</p>
<p>The A660 to Leeds and the A659 to Harrogate have similar issues to the A65. How much additional capacity is being planned for the 660 and A659? What's the timeframe? Are the above definite commitments, or aspirations of what's needed?</p>	<p>The major planned improvement for the A65 corridor within Bradford District is the construction of the Wharfedale Greenway for cycling and walking trips. this may replace local trips by car such as between Burley and Otley. The A660 and A659 are principally within Leeds City Council boundaries and North Yorkshire County Council boundaries, and future planning will fall to these authorities on their sections of route.</p>
<p>Does demand reduction include locating new housing near to employment? How is affordable housing considered as part of planning for housing? Particularly in light of Ilkley.</p>	<p>The proposed housing allocations are located in sustainable locations and while not always located near to employment are located within close proximity to public transport options. Detail on individual sites and accessibility is included in the site pro-formas.</p>

	<p>The plan includes an affordable housing policy (Policy HO5) and sets affordable housing contributions on all major residential developments of 10 or more homes. For Wharfedale the policy sets a target level of 35% affordable housing on brownfield sites and 40% on greenfield sites.</p>
<p>Has the impact on housing density (replacing parking with houses through a 'zero car' approach) been taken into account in the Local Plan? If you remove cars to varying degrees you release more development land and protect Green Belt? Has this been taken into account with the housing number calculations?</p>	<p>Policy HO3 (Housing Density) sets out density targets to ensure the efficient reuse of land. The minimum density target is 35 dwellings per hectare net and the density is increased further in locations well served by public transport and local amenities (at least 50 dwellings per ha). A move towards allocating less space for vehicle parking within urban sites which are well served by alternative transport options is already built into the density assumptions. The assessment remains at a fairly high level of analysis rather than applying a 'zero car' approach to all urban sites.</p>
<p>Is it appropriate to comment here that we think 'town centre' parking should be free for the first hour to encourage people to use their local high street shops?</p>	<p>More detailed local shopping / visitor parking considerations will be reviewed as part of the transport strategy work to sit alongside the local plan and other documents.</p>
<p>How much power / influence does the Council as a LPA have over enforcing 'zero car' policy with developers of new housing developments? How much power / influence do local communities have over policy / the plan?</p>	<p>The policies within the plan on adoption will set the local policy framework against which planning applications will be assessed in terms of compliance with local policy requirements. Its potentially less about policy enforcement but more policy compliance. This consultation provides an opportunity to influence the development of the policy and plan directions.</p>

<p>Tackling climate crisis through reduction in carbon emissions.</p> <p>Where are the targets and specific measures in Transport SP7 to achieve reductions and net zero carbon?</p>	<p>The plan has a specific policy on climate change and carbon reduction which includes reference to the net zero carbon target – Policy SP9. The plan should be read as a whole and the transport, housing (standards) and energy policies within the plan are specifically relevant to tackling climate change through a reduction in carbon emissions.</p>
<p>Wholly agree with transport strategy e.g. 15 minute neighbourhoods, reduction in car demand. How will this be implemented when giving permissions and planning conditions? E.g. How to avoid the 2 car households in New Bolton Woods and the dual carriageway proposed for Canal Road to increase capacity, not reduce demand?</p>	<p>There are several different elements to bringing about the 15-minute neighbourhood policy referred to.</p> <p>Firstly, developments should be located preferably near to existing services.</p> <p>Secondly, maximising access to nearby services through cycling and walking, is referred to in policy TR3 Transport and Development. New standards on permeability of developments will re-inforce the importance of maintaining good pedestrian connectivity.</p> <p>Thirdly, a focus on reducing distance between homes, workplaces and services through developments which encompass a mix of uses is a central part of policy SP7.</p> <p>Fourthly, new standards on developments and parking in policies TR3 and TR5 will incentivise developers to design new developments around low car use.</p>
<p>Isn't it more frustrating for motorists to try and cope with cyclists not in their own lane?</p>	<p>The provision of dedicated lanes and tracks for cycling makes transport safer for all and enables less confident cyclists to grow their confidence. Cycling is</p>

	<p>always allowed on unrestricted highways and will be the most attractive option for some who cycle, and this will continue in future.</p>
<p>Is there anything in the strategy to increase rail / commuter capacity...and car parking near stations for that matter?</p>	<p>Information from West Yorkshire Combined Authority indicates that trains are due to be lengthened on the busiest services on the Wharfedale and Airedale lines from 4 carriages to 6 carriages within the next 12-18 months. These will principally be on Leeds trains but may also be on Bradford trains.</p> <p>There are also plans to increase station parking provision at Shipley, Ben Rhydding and Steeton &amp; Silsden.</p>
<p>When will the transport plan come into existence? When will there be a public consultation on that?</p>	<p>The West Yorkshire Transport Strategy 2040 is adopted and current.</p> <p>These local plan transport policies will take effect from the date the plan is adopted (in late 2023) and will last until 2038 unless revised through a formal review.</p> <p>The Bradford District Transport Strategy under development will last from 2022 until 2040.</p>
<p>I am interested in improvements to the Airedale train line into Leeds and Bradford and improvements?</p>	<p>Information from West Yorkshire Combined Authority indicates that trains are due to be lengthened on the busiest services on the Wharfedale and Airedale lines from 4 carriages to 6 carriages within the next 12-18 months. These will principally be on Leeds trains but may also be on Bradford trains.</p>
<p>When will we know about cuts to rail funding / services?</p>	<p>There is little information on cuts to rail funding and services and it is not clear when any announcement or forward plans will be made on this.</p>

<p>Greenway would be fantastic...can't this come (funding) from WYCA Park and Ride...It says essential on the LIP yet houses are proposed for the site which questions the essentialness of this?</p>	<p>There are no plans to use funding for delivering the Park+Rail facility at Ben Rhydding for the Wharfedale Greenway.</p>
<p>With trains have additional capacity for bicycles?</p>	<p>New and longer trains may have increased capacity for bicycles, this is subject to Northern Trains Ltd future plans.</p>
<p>Following the recent consultation regarding a crossing over the A629 between Silsden and Steeton what plans are there to secure funding for the realisation of this project?</p>	<p>We haven't identified any specific funding stream for this project as yet. But as and when different funding pots become available we will put forward the scheme for inclusion.</p>
<p>Post-COVID recovery appears there'll be more of a case for the Greenway too instead of Ben Rhydding Park and Rail?</p>	<p>At this stage, delivery of both the Park+Rail facility at Ben Rhydding and the Wharfedale Greenway are both committed.</p>
<p>When you talk about the delivery of goods in cities why are not electric cargo bikes considered? Cleaner, safer and cheaper?</p>	<p>Electric cargo bikes are indeed part of the plans for delivery of goods in city centres. Bradford Council already has several vehicles to rent and is considering how to expand provision for cycle freight.</p>
<p>A comment on Bradford's approach of enabling developers to make the right choices rather than enforcing. Is there any evidence that this works? Surely, a developer's aim and perhaps their responsibility is to shareholders, is to make the largest profit from a piece of land. Enabling will result in business as usual – no regard to climate change or social needs.</p>	<p>The plan aims to provide a policy framework to enable developers to make informed decisions on development considerations. Securing planning permission can significantly increase land value and high quality development can also translate to profitable developments.</p>
<p>Where is the sense of climate emergency in the policy responses?</p>	<p>See comments above in relation to climate change and linked policies.</p>
<p>How do we request to speak at the Public Examination?</p>	<p>If you submit representations on the plan your details will be retained for future stages of public consultation on the plan and technically through to public examination. When the plan is at a more</p>

	advanced stage of development (Regulation 19) and onwards submission to the Secretary of State / Planning Inspectorate, this is the time to request to speak at the public examination. The appointed planning inspector(s) will set out how the examination will be held and ultimately attendance at the sessions.
In terms of affordable housing, some authorities utilise local authority pension schemes as a secure good use of investment funds. Are Bradford considering this?	The Council was appraised of such opportunities a few years ago. Will look into the issue deeper in conjunction with housing and other colleagues.
Traffic surveys – are these available publically?	Traffic Surveys are not currently publicly available, although there are exceptions when these are made public.
Could pedestrian/cycle improvements be made between the A629 and Silsden?	We recognise the importance of this improvement. We will look to include this as part of the A629 crossing scheme but we might be limited by funding availability. We may therefore need to seek additional funding for this part of the project.
Issue with vehicles parking on footways restricting access to pushchairs etc	The issue of pavement parking has been subject to a Department for Transport consultation on ways to address this. This consultation closed in October 2020. There may be actions for local authorities such as Bradford Council to take depending on the outcome of the consultation, which is still awaited as of March 2021.