

Q and A Responses - Session 14: Transport Policies – 9th March 2021

Session Questions / Matters Raised	Response
Will you will be publishing these slides?	Yes – slides to be published online after the event.
"All of their basic needs" within 15 minutes? Does that include schools? struggling to understand how this links in comparison to councils current approach on new principally large housing site developments? eg provision of visitor parking spaces, spaces per dwelling	Yes, the intention is that residents will be able to meet their basic needs within a 15-minute walk. This includes facilities such as schools, healthcare and local shops.
Bradford already has a 'Transport Strategy', and it is known as 'Keep the Wheels Spinning'. (As you know, John!) Can you bring that in to the grand District Transport Strategy, as well as all the WYCA ambitions etc?	Yes, we anticipate that the Bradford District Transport Strategy being developed will incorporate strategy elements and targets from plans such as those mentioned. This includes, but isn't limited to, the West Yorkshire Transport Strategy, West Yorkshire Carbon Emission Reduction Pathways and the Cycle Strategy.
This is a very positive forward looking plan, may I ask have you set targets for achieving these goals? There are currently no mass transit proposals from Shipley up the Aire Valley: is canvassing for such provision envisaged?	Targets are to be set for achieving these goals through the Transport Strategy, which will be developed throughout 2021. Shipley does currently feature in the Mass Transit Vision as being consulted on by WYCA. There plans are for a network of 9 lines on corridors that have been identified as responding to regional and local priorities. There may be potential for further extending the system in time, but the priority is to get a first phase of lines delivered. the Aire Valley does benefit from a very good electrified rail service at present, with plans for improvement to this.
Is there any further information on highway projects, for example around the expansion of Holmewood be will this be in the Bradford Transport Strategy?	Further information on transport projects linked to the expansion of Holme Wood will be available as

	those schemes develop, with consideration in the local plan process.
Can I ask about thinking on A65 given volume of new house building in Wharfedale?	Future plans for the A65 corridor are focussed on the delivery of the Wharfedale Greenway to alleviate congestion issues, and provide a sustainable travel alternative for local trips.
Can I also ask about thinking of approaches to parking at train stations where car parks are full and residential roads are very full? Example of BiW	<p>There are currently several station car park extension projects underway or being prepared. These are at Steeton & Silsden, Shipley, Apperley Bridge and Ben Rhydding.</p> <p>The new Parking Policy TR5 has a detailed focus on approaches to parking management, which could include Controlled Parking Zones.</p> <p>We will also look to encourage people to walk/cycle to stations by provision of suitable infrastructure where possible (e.g. the Wharfedale Greenway).</p>
Please can I also ask about taking bus services back under public control so that they work more efficiently and a much better coordinated and thereby take car traffic off the roads?	<p>Bradford has been working in collaboration with WYCA on a Bus Partnership with bus operators. Future options open to consideration by a Mayoral Combined Authority will be Enhanced Partnership or Franchising. Any decision to pursue these arrangements, which offer more public control over bus services, will be at the discretion of the elected Mayor in place from May 2021.</p>
WYCA Connectivity Strategy says a 21-fold increase in the level of cycling. Is that realistic?	<p>A 21-fold increase in the level of cycling is realistic. This level of increase in Bradford is measured against a very low cycling base level. Evidence shows that building a network of protected cycle lanes is very effective in increasing levels of cycling, in conjunction with traffic management and behavioural measures. A 21-fold increase in the level</p>

	of cycling would bring Bradford's cycling mode share in line with top-tier cycling authorities in the UK.
Targets and local plans should be fully integrated and cross-referred, should they not?	Yes, they should. The Local Plan itself will contain a monitoring / indicator section linked to policies and key implementation elements of the plan. This section of the local plan will also form part of the Authority Monitoring Report (AMR).
Are there any statistics you can give us, for instance reduction in car journeys.	The current WYCA Connectivity Infrastructure Plan out for consultation references a 27% reduction in car vehicle kilometres needed to meet carbon emission reduction targets – there is no figure for number of journeys.
What consideration has been given towards hydrogen and provision of charging facilities for hydrogen powered vehicles	There is provision in several transport policies for alternative fuels such as hydrogen to meet transport needs, see Policy SP7.
Whose political decision please?	The Regulation 19 stage of the plan with its set of policies and site proposals needs to be endorsed for public consultation through the Council's Executive and Full Council.
How can you hope to have the plan and draft strategy as separate entities in this way? (See my earlier point).	<p>The detail on the Transport Strategy will be worked up in parallel the development of the Local Plan to Regulation 19 standard. This will help clearly define the boundaries to planning policies and possibly more strategic policies within the Local Plan and the detail and scope of the Transport Strategy.</p> <p>It is worth noting the Local Plan is primarily about future land use, the Transport Strategy will have a broader remit, looking to positively impact on situations that currently exist (e.g. movement patterns)</p>
What provision for rail freight terminals is being proposed for North Bradford? Coupled with electric	There are no new rail freight terminals being proposed at this stage of the plan. However, the

distribution of course. Also for consolidated parcel delivery provision within existing and future dwelling sites to remove last-mile delivery vans?	freight policy TR6 refers to the need for plans for such terminals to be brought forward. Existing rail freight terminals will be protected in the Local Plan.
Can I make a point re the cycle target please?	Issues picked up in discussion.
Network of different levels of freight and freight transfer depots etc. Rail drop-off at railway stations and collection by cargo bikes? Was discussed at a serious webinar quite recently, hosted by Network Rail or TFN or similar (will email you the link). What is the timescale for adoption of the plan?	Both the strategic policy SP7 and the freight policy TR6 have a focus on consolidation and sustainable surface transport. Rail is the preferred method of transport for bulk movements in the policies. Bradford Council currently has an e-cargo bike programme and opportunities for further developing cargo bike deployment are referenced in policy TR6.