

LAND USE PLANNING

INTRODUCTION

1. The Local Transport Plan for West Yorkshire defines the transport strategy for the county for the five years between 2001 and 2006. Transport and land-use are closely linked and the purpose of this annex is to set out the relationships between the LTP and the Unitary Development Plans (UDPs). It has not been possible to prepare the LTP and UDPs in parallel as suggested in the LTP guidance because of the different timescales that each UDP has followed. However, we have developed a common spatial strategy for the LTP and considered a number of key issues and agreed a common approach. Finally, a position statement on each UDP is provided as required in the Government guidance. The LTP has been prepared to fit within the draft Regional Planning Guidance and Regional Transport Strategy for Yorkshire and Humberside whilst the UDP Annexes show where there are deficiencies within each UDP in respect of both the draft RPG and other Government guidance.

2. The current status of each UDP is shown in Table 1.

	Date adopted	Next stage
Bradford	1998	First deposit proposals to be published in Autumn 2000
Calderdale	1997	Draft review proposals April 2001
Kirklees	1999	Review when Regional Planning Guidance is adopted
Leeds	2001 (expected)	Modifications being prepared following Inspector's Report
Wakefield	1994	Initial Deposit Alterations, Dec 1999, intended to adopt in 2001

Table 1: Current Status of West Yorkshire UDPs

A SPATIAL STRATEGY FOR LAND USE AND TRANSPORT IN WEST YORKSHIRE

CONTEXT

3. Over the past 25 years a coherent and consistent land-use strategy has been developed across West Yorkshire. This has been characterised by concentrating development within the existing urban areas and on the edge of the settlements whilst allowing more peripheral development where this has promoted economic growth and regeneration. The West Yorkshire Structure Plan (1980) provided the first countywide framework whilst Strategic Guidance for West Yorkshire (SPG2 1989) developed the themes as the basis for the individual UDPs.

4. The UDPs of the LTP partners incorporate the development principles contained in SPG2 (1989) "to foster economic growth and to revitalise the urban areas, while ensuring the conservation of the countryside and the urban heritage". Whilst each

Council's UDP has different emphases, reflecting the local characteristics, there are strong common themes. These include regenerating older industrial areas, coal-fields or other disadvantaged areas and the local economy; protecting both the built and natural environments; providing sufficient housing in the right locations to meet the needs of the local community; and providing for the social needs of the community in land-use terms.

5. The Annexes dealing with each Council area expand upon the policy framework contained within each UDP.

Regional Planning Guidance

6. Regional Planning Guidance for Yorkshire and Humberside has carried forward this basic framework across West Yorkshire.

7. The first regional guidance published in March 1996 (RPG12) introduced principles in accordance with the approach of the UK Sustainable Development Strategy. To help achieve these broad objectives development was to be closely related to the existing settlement pattern (in areas of high public transport accessibility) and encouraged to help the regeneration of the most deprived areas. Significant incremental expansion of settlements likely to result in an increase in commuting by car to urban centres was to be avoided.

8. The second regional guidance ("Advancing Together: Towards A Spatial Strategy"), was published in draft form by the Regional Assembly for Yorkshire and Humberside in October 1999. This envisages development being concentrated in upgraded urban areas, near good public transport and (in rural areas) in market towns and larger villages. The draft RPG therefore continues the spatial strategy for West Yorkshire by maintaining the emphasis on the existing towns and cities as the main source of development land. The RPG, however gives greater emphasis to the re-use of previously used land. Building upon the changes in transport policy at the national level the RPG envisages a reduction in the reliance on cars and the provision of improved public transport and tighter patterns of development. 'Development Corridors', which start within the urban area, and have spare or potential public transport capacity, especially rail, are considered possible locations for new employment and housing, where development needs cannot be met within existing urban areas.

SPATIAL STRATEGY FOR THE WEST YORKSHIRE LOCAL TRANSPORT PLAN

Time Scale

9. Draft RPG12 looks forward to 2016 and any replacement UDP can be expected to make provision of land for development for at least a ten year period. The LTP sets out a five-year programme but the land use consequences of proposals will be felt well beyond that period. It is important therefore that the five-year LTP programme is geared to supporting longer-term land use planning objectives. Consequently this spatial strategy looks further forward than the initial five-year period of the LTP.

Distribution of Development

10. The main features of the distribution of development in West Yorkshire are derived from the draft RPG and continue the themes established in the Structure Plan and Strategic Guidance. The key elements are:

- the concentration of development within the existing urban area and related to corridors with the potential for improvements to public transport;
- making best use of previously developed land in the urban area;
- increasing the intensity of development;
- linking development to improvements in public transport, cycling and walking;
- preventing sporadic development in locations difficult to serve by public transport;
- providing for sustainable links between homes, jobs and services.

11. These key elements represent criteria against which proposals for new development will be considered. This will have the following major consequences for the distribution of development in West Yorkshire:

- the continued consolidation and intensification of the main urban area comprising the built up areas of Leeds, Bradford and the Heavy Woollen District;
- the area to the south-east of Leeds will be the main focus for large scale economic development activity;
- intensification of urban uses in the urban areas of Huddersfield, Halifax and Wakefield;
- intensification of functional links between major centres in the urban areas serviced by improved public transport;
- transport corridors between the main urban centres which are served by rail (such as those between Leeds and Bradford and Leeds and Huddersfield) will be potential locations for new development;
- development proposals on open land outside the urban area in the West Yorkshire Green Belt will be resisted (Other than in exceptional circumstances new development will be within existing settlements);
- small to medium sized settlements in the former coalfield area will be a focus of regeneration activity to bring previously used land back into active use;
- Leeds city centre will be promoted as the regional capital and will continue to be the main location for commerce in the County;
- city and town centres of Leeds, Bradford, Huddersfield, Wakefield and Halifax will be the main locations for new retail and leisure development.

Cross-Boundary Links with areas adjacent to West Yorkshire

12. Links with adjacent areas will have a significant bearing on the future spatial development and transport requirements of West Yorkshire. The following links are of particular importance:

- between the former coal-field area of Wakefield District and the regeneration activity in the Dearne valley in South Yorkshire;
- commuting links to Leeds from the medium sized towns such as York and Harrogate and rural hinterland to the north;
- trans-Pennine links to Greater Manchester along M62 / Standedge corridor and east to the Humber ports;

- trans-Pennine links to Lancashire along the Aire and Calder valleys;
- between Leeds and Sheffield city centres, and the other main centres of South Yorkshire;
- leisure journeys, to shopping and entertainment venues and to adjacent national parks.

13. These strategic links should be the subject of improvements to public transport and measures to maximise the safe use of the existing road space.

COMMON KEY POLICY AREAS

TRAVEL PLANS

14. “Travel Plan” is the term used to describe what are otherwise known as green travel plans, green transport plans, commuter plans, mobility plans etc. The LTP Partners are committed to the use of Travel Plans as management tools. This will help to reduce the need for staff parking and also in the reduction in use of the private car. Our strategy for the promotion of Travel Plans is set out in the separate Demand Management annex.

Travel Plans, Existing Unitary Development Plans and Government Guidance

15. None of the West Yorkshire Authorities have placed Travel Plans on a statutory basis in their Unitary Development Plans. Wakefield Council has however incorporated changes in the Initial Deposit version of its Revised UDP to indicate developers will be expected to prepare Travel Plans (further details can be found in the annex referring to Wakefield). The need to move towards a firmer basis for dealing with Travel Plans during the review of the existing UDPs or through the use of Supplementary Planning Guidance has been accepted by each partner authority. (See the Annexes relating to each UDP).

16. The draft revised PPG13 “Transport” gives further backing to the development of Travel Plans and suggests that it is reasonable to require developers to produce Travel Plans for certain types of new development.

17. Some employers are voluntarily developing Travel Plans in consultation with the local authority as they have recognised the benefits that can be derived for their businesses from this action. The LTP partners welcome and support such initiatives.

Travel Plans and Development Control

18. The development control process gives an opportunity to seek to modify travel demands and habits. This can be through a requirement for Travel Plans to be submitted either alongside planning applications or as a result of legal agreements entered into through Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991).

19. The presence of a Travel Plan will not be seen as mitigating the effects of a poor location, nor will it overrule the need to provide essential development related infrastructure such as walking or cycling links or highway improvements.

20. Common criteria have been agreed to define when a Travel Plan will be required and these are set out in Table 2.

Use Class	Development Type	Scale of Development
A1	Retail (food and non-food)	>1,000 M ²
B1	Business	>2,500 M ²
	Hospitals	>2,500 M ²
	Education	>2,500 M ²
D2	Assembly and Leisure	>2,500 M ²
	Cinemas and Conference Facilities	>1,000 M ²
	Stadia	>1,500 seats
The Councils consider that there is scope for requiring Travel Plans in the following additional circumstances to those proposed in the draft PPG13		
B2-B7	General Industry	>1,000 M ²
B8	Warehousing	>1,000 M ²
C3	Residential	Leasehold conversions over 50 apartments
D1	Health Centres/ Clinics/ Surgeries	By agreement

Table 2: Circumstances when a Travel Plan will be required

21. Travel Plans may also be required for smaller developments (for example, employment, shopping, leisure and services) which would generate significant amounts of travel. This requirement would be in locations where local initiatives or targets are contained within the development plan seeking the reduction of road traffic, or the promotion of public transport, walking and cycling.

22. An education based Travel Plan should promote safe cycle and walking routes to school, restrict parking and car access around schools and include provision for, amongst other things, on-site changing and cycle storage facilities.

Extensions to existing developments

23. Travel Plans will be required for extensions to existing development, where a Travel Plan is not already in existence and where the proposals meet the requirements above.

CYCLING AND WALKING

24. The current UDPs largely predate changes in national policy signalled in the publication of PPG13 in 1994 and reinforced with subsequent policy statements including draft revised PPG13. The LTP partners agree that a number of matters will need addressing (either as part of the review process for each UDP or as part of the overall LTP) with respect to the needs of pedestrians and cyclists. (See also the section on Accessibility Criteria for Housing).

Key points from Government policy

25. Promoting a genuine choice of mode of travel will require significant actions to improve the attractiveness of walking and cycling. Some of these actions will require

amendments to the existing UDPs whilst others can be brought forward through the strategies developed as part of the LTP or through detailed implementation programmes.

Walking

- Review networks to ensure links between key uses are attractive;
- Design new development to promote walking as prime means of access;
- Promote high density mixed use development in and around centres and interchanges;
- Protect local services that are within easy walking distance of housing;
- Create more direct safe and secure walking routes to reduce walking distances between land uses and to public transport.

Cycling

- Review networks and identify measures to promote safe cycling;
- Design developments to promote cycling;
- Seek facilities for cyclists in town centres and interchanges;
- Promote cycle routes and cycle priorities in major developments.

Additional Local Matters

- Protect routes for West Yorkshire Cycle Network and National Cycle Network in UDPs;
- Use development proposals to deliver parts of the route;
- Use planning agreements to ensure facilities are delivered in new development;
- Improve design to make walking and cycling central to developments, safe and attractive.

ACCESSIBILITY CRITERIA FOR HOUSING DEVELOPMENTS

26. Accessibility is a complex concept that measures the ease with which relationships between various essential activities can be achieved. It is dependant on both the general location of a site and site specific characteristics relating to local access. Access for disabled people is a prime consideration and can be helped by improving access for pedestrians and improved public transport.

27. Sites within centres or in corridors with good public transport provision will tend to have greater levels of accessibility, and also greater potential for increased accessibility, than sites in greenfield locations remote from the urban area. However, even in centres and corridors high levels of accessibility may not be achieved and there may be measures that can be taken to increase the accessibility of an individual site.

28. For housing development, accessibility will be a balance of the interrelationships with jobs, education and health facilities, shopping, leisure and local services by modes other than the private car.

29. PPG3 (2000) Housing provides advice to Councils regarding the allocation and release of land for housing development. In addition to the search sequence from PPG3,

for any housing development the following points should be addressed:

- Does the site allow easy access to everyday facilities and employment locations by foot, cycle and / or public transport?
- What improvements can be made to improve access to everyday facilities and employment locations?

- The needs of Pedestrians and Disabled People:

How will residents and visitors reach local bus stops, schools, shops etc? Will formal crossings be needed within the access arrangements? Will suitable provision be made for pedestrians with mobility problems? Will there be a need to improve any existing footpath routes outside of the site?

- The needs of Cyclists:

How will cyclists get into and travel through the site? What special provision needs to be made for cyclists to cross adjacent roads? Will improvements be required to routes leading to the site? Are adequate cycle routes and secure parking facilities available both for residents and visitors?

- Public transport facilities and information:

Are local bus stops close enough to the site and shelters and kerb heights appropriate for all users including those with disabilities? Is suitable service information provided?

- Car parking arrangements and provision:

The parking provision within the development should be adequate without being excessive. The layout of the development and the parking areas should be such as to make it more convenient to park in the site compared to adjacent roads.

PUBLIC TRANSPORT AND LAND USE PLANNING

30. The framework for more sustainability in site selection can be found in Draft Revised PPG13 whilst PPG3 provides specific advice about choosing housing sites. Metro can assist in the planning process by providing comments on the public transport accessibility and sustainability levels of individual sites when consulted during the preparation of the UDPs or through consultations upon individual planning applications. The policy focus, within some UDPs however, needs reviewing to reflect the growing awareness of public transport accessibility. (This is addressed in the Annexes relating to each UDP).

31. A consultation process between Metro and the District Councils has been developed to consider planning applications. This is key to locating development in the right areas, namely those well served by public transport linking to key employment, shopping, leisure and healthcare services.

32. In assessing proposed developments, the following factors are considered by Metro:

- public transport provision to key locations;
- walking distance and pedestrian environment to bus stops / shelters interchange points and bus / rail stations;

- frequencies, first / last bus and journey times;
- quality of bus stop / shelter / waiting environment;
- accessibility of roads within proposed developments.

33. If, as a result of development an area would need public transport improvements and commercial operators are unwilling to provide services on viability grounds then contributions are normally sought from developers for a three to five year period. In the majority of cases, the developer would be expected to devise a Travel Plan and help promote the services by designing promotional material and offering free or subsidised travel cards to future employees or residents.

34. Metro intends holding a conference with planners, developers/landowners and consultants in order to devise a Best Practice leaflet, encourage better partnership working and devise low cost sustainable options for public transport improvements.

SUSTAINABLE FREIGHT DISTRIBUTION

35. The movement of goods in a sustainable manner is a key element of the national integrated transport policy. UDPs can assist in achieving these aims through the spatial distribution of new economic development in locations where it can readily be served by rail or canal, and the encouragement of the use of rail and canal facilities by existing industries. Policies and proposals exist in a number of UDPs (see the individual statements on each UDP), and Councils currently consider opportunities for making use of rail and waterway for the distribution of freight wherever it is a feasible option in the context of determining planning applications. A number of projects which are part of the Leeds Pilot Initiative For Urban Distribution are described in the Sustainable Distribution of Freight Strategy, together with policy objectives and proposals relevant to the whole of West Yorkshire.

36. The West Yorkshire Planning Authorities support the work undertaken through the LTP process to develop the Sustainable Distribution of Freight Strategy, and also the publication of the separate handbook "Transporting Freight by Rail and Inland Waterways in West Yorkshire; A Guide for Potential Users", under the Centre of Excellence Initiative. The Planning Authorities will, in addition, seek to safeguard land in the UDPs for freight facilities where Railtrack or other agencies identify these as having potential or where additional rail capacity is required.

37. Reviews of each of the UDPs will allow further spatial dimensions to be added to the Sustainable Freight Strategy framework and greater emphasis placed upon the use of rail and waterways in the development of sustainable freight distribution.

UNITARY DEVELOPMENT PLAN POSITION STATEMENTS

BRADFORD

Introduction

38. The Bradford Unitary Development Plan was adopted on 23rd January 1998. Preliminary work has commenced on the review of the Plan; the intention is to publish draft proposals in autumn 2000.

Overall Policies

39. The adopted Bradford UDP is based upon the principles of sustainable development, and is consequently broadly in line with the objectives of the 1998 Government's White Paper on Transport, in spite of pre-dating that publication. Emphasis is on protecting and enhancing the environment, providing for the development needs of a growing population, the need for sustainable development, and to provide a framework for dealing with planning applications. Policy UDP7 states that 'the projected growth in road traffic will be restricted and its impact on the people of the district and the environment will be minimised'.

40. The adopted UDP is, in the main, supportive of the aims and objectives of the Local Transport Plan. There is no major change in direction of the UDP required to be compatible with the LTP, but there are a number of areas where policies will require review and updating

41. The review of the plan will be prepared with close reference to national policies and guidance, and also to the aims of the District 2020 Vision and the Councils emerging five year strategy which will replace the 1997-2000 community plan.

42. One of the key objectives of the 2020 Vision is: "*A District with a modern transport infrastructure which makes every part of it easily accessible to those who live within it and those who want to visit.*" The Vision also sees a much stronger economic relationship between Bradford and Leeds.

43. The delivery of the first five years of progress towards the Vision is set out in the emerging five year strategy which replaces the 1997-2000 Community Plan. The land use and transportation aspects of this strategy are predominantly found in a section dealing with homes and the environment. This includes targets to reduce development on greenfield sites, encouraging greater use of foot and cycle journeys and increasing the number of bus passengers on key corridors. Other parts of the five year strategy will also influence the content of the replacement UDP including the sections on the economy and jobs, fighting crime and improving health.

Specific Policies to be Reviewed

Major Transport Proposals

44. Policies TP6 and TP7, together with supporting text, describe a number of major Trunk and local authority road improvements which are to be supported, and the alignments which are to be protected. These policies and the lists of schemes require revision in the light of current policies and programmes. Some of the schemes have already been constructed, others programmed, and others abandoned completely.

Parking

45. Policies TP9, TP10, TP11, TP12, TP13 and TP14 all relate to car parking issues. These policies, together with the 'Supplementary Planning Guidance on Car and Cycle Parking Provision' (approved in November 1997) need revising to fully reflect the Transport White Paper and other government guidance such as PPG13. The replacement of the existing minimum car parking standards with maximum standards when assessing the needs of new development is one such area requiring revision. This will enable a more balanced transport provision for access at new development, and will help to discourage car use.

46. A revised City Centre Car Parking Strategy, based on current Government policy and guidance, is being developed at present, to cover all aspects of car parking in the City Centre. This strategy will form the basis for revised policies to be incorporated into the UDP.

Travel Plans

47. At present UDP policies make no reference to Travel Plans, or for any requirement to consider any form of mobility management other than in the form of car and cycle parking provision.

48. No formal agreements have yet been reached with major employers in the District, though a number of recent applications have made reference to Travel Plans. At present these rely entirely on voluntary arrangements. The inclusion of a policy in the UDP requiring the submission of Travel Plans as part of a Section 106 agreement may help to secure formal agreements to introduce Travel Plans in the future.

Accessibility Criteria

49. The promotion of developments, which are accessible to all, is essential. Access to jobs, education, health and social facilities is a basic right for all of the community. Where possible, developments should be located such that the need to travel is minimised, and where travel is necessary, good access to developments by less polluting means of transport such as walking, cycling and public transport should be a prime consideration.

50. A high level of accessibility by public transport is essential if a significant sector of the community is not to be disadvantaged. Most public transport journeys in the District will continue to be made by bus. The location and design of new developments will continue to take account of the actual and potential accessibility to public transport. The Council will participate in promoting the full and effective use of public transport corridors.

51. At an urban level there is a need to focus developments in existing centres, or where activities will be well served by public transport. This may include raising densities at or around public transport nodes with high levels of access, such as town and district centres. Building up local neighbourhood centres will continue as an objective.

52. The Council is committed to the improvement of personal accessibility to new and existing buildings.

Commuted Payments

53. The Bradford UDP requires adequate provision for parking and servicing needs in minimum terms, the exception being in the City Centre where the benefits of a pedestrianised area are to be safeguarded. Here, developers are still required to provide for all of their access needs, but have other options including paying commuted sums for the Council to provide car parks on protected sites. There is also an option for provision of free staff travel on public transport. No formal agreements have been signed in Bradford though sites have been protected for commuted sum car parks in the centre of Bradford.

54. These policies may need revising in the light of revised policies for car parking and Travel Plans and in the light of advice in draft revised PPG13.

Additional Land Use Policies Relevant to the LTP

Residential Design Standards

55. The UDP promotes good quality design. There will be a sustainable design guide developed. The Council currently applies the latest version of the DB32 Highways Design Guide, and the 'Companion Guide to DB32' issued in September 1998. The Council uses Planning Briefs for new developments which raise difficult design issues and opportunities.

56. The revision of RPG may have density implications for design standards. Given the shortage of land, the possibility of setting minimum density standards may be necessary in order to raise the average above 25 dwellings per hectare.

Car free residential developments

57. There are no car free residential developments or formal community based car-sharing schemes planned in the District. Any suitable proposals for such developments or schemes will be welcomed in appropriate locations.

Pedestrians

58. The Council has promoted pedestrianised town centres in Bradford, and in Shipley. The promotion of developments which provide safe and easy access for pedestrians will continue to be important, in line with the need to provide access to developments for all of the community (see above), and the programme of road safety measures will continue to have an important pedestrian focus. Proposals should support the adopted West Yorkshire Pedestrian Strategy where possible.

Cycling

59. The Council's intention is to develop a high quality network of cycle routes suitable for all cyclists. Routes will include links to stations, and good cycle access to new developments, in order to promote cycling on a wide range of journeys, to work, education, and for social and leisure trips. The provision of good facilities for cyclists at new development will also be important, such as safe, secure parking for bicycles and shower and changing facilities.

60. There is a commitment to provide part of the National Cycle Network (NCN) in conjunction with Sustrans, and proposals should support the NCN and the adopted West Yorkshire Cycling Strategy where possible.

Disused Railways

61. The adopted Bradford UDP protects some disused lines in Policy EN13, and should continue to safeguard options for expanding public transport systems as part of the promotion of integrated transport. It also seeks to encourage the movement of freight by means other than roads by promoting developments located such that they can be served by freight movements other than those made by road (Policy TP15). Consideration is given to minimising the adverse environmental effects of lorry movements through the location of parking and depots (Policy TP16). The revised UDP should continue to encourage alternative means of freight transport, both rail and waterway and consider the location of development in terms of the routes taken by lorries as well as parking and depot locations.

Cross Boundary Issues

Links with North Yorkshire

62. Airedale and Wharfedale rail services are used by North Yorkshire residents who park and ride at stations within West Yorkshire but close to the County boundary e.g. Steeton on the Airedale line. These rail services to both Leeds and Bradford are heavily used at peak time and the existing car parks are at capacity. Whilst the Local Transport Plan proposes extensions to car parks at rail stations such as Steeton and Silsden, it is also proposed to explore fare structures that remove the incentive for residents of North Yorkshire to drive to West Yorkshire before boarding their train

63. New employment developments on land at Silsden and in North Yorkshire at Crosshills may generate additional car trips in the across the border in both directions.

Trans - Pennine links

64. RailPlan 5 includes aspirations for improved local and strategic rail services including faster journey times and enhanced frequencies for services between Bradford and Manchester. The re-opening of the line between Halifax and Huddersfield offers greater flexibility in service planning. The Local Transport Plan recognises the importance of public transport links between Bradford and Leeds to support the District's 2020 Vision. A study is proposed for early in the plan period.

Surface access to Leeds Bradford International Airport

65. Improved access to the airport creates cross boundary issues with Leeds and North Yorkshire and improvements are required to help deliver aspects of the District's 2020 vision concerned with improving the economic health of the district

Sustrans Cycle Routes

66. Further opportunities can be grasped through the delivery of the National Cycle Network on the borders with Kirklees in the Spen valley and with North Yorkshire in the Aire Valley.

CALDERDALE

Introduction

67. The Calderdale Unitary Development Plan was adopted on 30th April 1997. The Calderdale UDP is in the early stages of the review process. An "Issues Report" was published in June 2000 as part of the pre-deposit consultation required by PPG12. The Issues Report recognises the importance of consistency between the LTP and UDP and seeks views upon changes in policy direction, such as maximum parking standards, the need to refine policy in respect of the location of development and other issues. The Issues Report seeks to ensure that the revised UDP properly reflects Government advice, Regional Planning Guidance and the implications of the transport strategy as well as soliciting local views in order to reach a consensus regarding the scope of and need for change in the UDP. It is expected that draft proposals for change to the UDP will be placed on first deposit by April 2001.

68. The following section summarises the policies in the Calderdale UDP that are directly relevant to the Local Transport Plan.

Overall Policies

69. The Calderdale UDP is generally supportive of the aims of the LTP although it was prepared during the early 1990s. However there are a number of areas where the UDP can be seen to be deficient. In particular it could not take account of the advice contained within PPG13 (1994) although many of the same themes are incorporated. Neither does the UDP take account of the Government's Transport White Paper or other subsequent advice. The review process will allow the UDP to be brought into line with the latest guidance and best practice advice. It is the Council's intention to rectify any shortcomings through the Review.

70. **Economic:** The main economic aims of the Calderdale UDP are for the creation of a sound economy capable of providing jobs and income for all those who seek and need work. This is to be achieved by providing land and buildings for job creation and retention which widen the range and choice of available opportunities, regeneration of the older employment areas, and encouraging job creating opportunities in locations which benefit from good public and private transport accessibility and communications.

71. **Social:** The Council's policy is to meet the needs and aspirations of all Calderdale's communities for good housing, health-care, schools, leisure, sports and arts facilities. The aims are to reduce inequality and to facilitate the highest quality of life. The promotion of equality of opportunity with respect to economic and social facilities is central to the Council's social aims and the need to integrate decisions on land-use with transportation/accessibility concerns is necessary if these objectives are to be met.

72. **Environmental:** Ensuring economic success and social well being through environmental protection and enhancement has been a feature of Calderdale's planning policies since the 1970s. This has been followed through in the UDP which seeks to protect and enhance the built and natural environments and to incorporate the aims of "sustainability" into the decision making process. The adopted UDP, however, pre-dates more recent policy developments with respect to sustainability and transport/land-use integration and therefore does not adequately reflect this issue. The forth-coming review of the UDP will enable these matters to be incorporated into the Districts land-use strategy.

73. **Transport Strategy:** The UDP seeks to provide a safe, efficient and integrated transport system which seeks to ensure equality of accessibility to employment, leisure, shopping, healthcare and other facilities and encourages the provision and use of public transport. The overall aim is the provision of an integrated land-use transportation strategy, which satisfies the travel needs of all. The UDP development strategy seeks to locate developments that generate many trips within or close to town centres, in order to encourage the use of public transport, and to generally reduce the need to travel. The UDP was developed before PPG13 (1994) "Transport" was released and therefore does not incorporate many of the specific objectives of that document. The new Draft PPG13 (1999) builds further upon the Government's policy directions and therefore the review of the UDP will need to take these matters into account.

Specific Policies to be Reviewed

Major Transport Proposals

74. The UDP contains the following major transport proposals:

- Improvement of the north/south highway network to the east of Halifax town centre;
- The re-opening of the Halifax/Huddersfield rail passenger line (Services began in May 2000).
- The reopening of the Todmorden Hallroyd Curve to facilitate rail services between Todmorden and Burnley;
- New rail stations at Luddendenfoot, Hipperholme/Lightcliffe, Salterhebble, and possible Hallroyd (Todmorden);
- Improvements to main bus stations at Todmorden (completed) and Brighouse;
- Halifax Town Centre Traffic Strategy (work has started on this scheme);
- New/improved roads and junction improvements:
 - Hipperholme Cross Roads;
 - Sowerby Bridge Relief Road;
 - Calder and Hebble Junction (Halifax);
 - Ainley's Access Road, Elland.

75. Review of the UDP will allow the reassessment of these proposals against Government and sustainability criteria and to ensure consistency with the LTP.

Parking

76. The Calderdale UDP sets parking requirements as MINIMUM standards (Policies T19 to T24). Maximum levels are not set although constraints upon highway capacity would be seen as a constraint upon the levels of parking that would be allowed. The actual numbers of spaces have little altered since the parking standards were first introduced in the early 1980s and reflect the levels that were required by the previous Highway Authority.

77. Whilst the UDP has minimum requirements there are several different approaches that are contained within the Plan: -

- *Town Centres*; No parking is required for any development within designated town centres. There are no constraints however upon developers who wish to provide parking with their developments other than conservation and highway capacity concerns.
- *Halifax Comprehensive Improvement Area*; This designated area lies to the north, east and south sides of Halifax town centre. Parking in this area is to be kept to a minimum consistent with the operational needs of the development. This therefore allows spaces for deliveries and some essential parking but there are no provisions for general all-day/commuter parking.
- *Listed Building and Conservation Areas*; Within conservation areas and within the curtilage of listed buildings the Council may not allow parking to be provided depending upon the individual circumstances of each proposal.
- *The rest of the District*; Throughout the remainder of the district, the Council's MINIMUM parking requirements apply.

Travel Plans

78. The UDP does not include policies seeking the provision of Travel Plans although there are some developments where they have been requested (e.g. Halifax General Hospital Extension). The Development Control process allows negotiation with applicants and has reached agreement to use Section 106 Obligations in some cases. The Council's Agenda 21 and other programmes are seeking both Travel Plans for employers and schools together with safe Routes to Schools Initiatives. The Review of the UDP will allow these matters to be put onto a more formal footing in accordance with the draft of PPG13 (1999).

Accessibility Criteria

79. The UDP seeks to improve accessibility generally and to encourage development in accessible locations. However it does not set out how this accessibility is to be assessed. It does not incorporate accessibility profiles as required by PPG13 (1994) nor reflect the advice in draft RPG12 (1999). New policies will be required to ensure all development is located in the most appropriate and accessible location and to allow assessment of applications in a consistent manner.

Commuted Payments

80. The Calderdale UDP does not make any reference to the use of commuted payments to provide for public car parking or public transport improvements. The Council has however successfully negotiated payments for specific bus services as part of the consideration of planning applications which have been achieved through Section 106 Agreements.

Additional Land Use Policies Relevant to the LTP

Residential Design Standards

81. The UDP promotes good design and layout in all development. However the Government is generally seeking an increase in the density at which development, particularly housing is built. This means that there is a need to amend the general residential design standards (Space About Dwellings Policy N6) to facilitate higher densities. In addition the general reduction in parking Standards advocated by the Government may also have implications.

Car Free Developments

82. The UDP does not specifically address this matter although within the town centres housing conversions have been undertaken where no parking is provided. There are however no controls in place to ensure residents do not have a car or to prevent them using town centre parking generally. Car free developments are acceptable in principle and the review of the UDP will consider the need to develop an approach to this form of housing provision.

Pedestrians

83. The UDP recognises the importance of making provision for pedestrians and gives high priority to their needs in terms of highway design and traffic management. The adopted UDP accepts that pedestrian accessibility can be improved and made safer by the provision of better facilities and routes.

Cycling

84. The Council believes that benefits can accrue from increasing cycling within the District. Whilst the topography of the area may be seen as a deterrent to using bicycles for some people and journeys it is considered that there is scope to encourage cycling. The provision of cycle lanes and routes, phasing at traffic signals and ensuring the needs of cyclists are considered from the outset in the design of highway schemes and traffic management can all assist to make cycling safer and increase its attractiveness as a transport mode choice.

Disused Railways

85. There are a number of disused railways within Calderdale. These are protected from development in order that proposals for footpaths, bridleways, nature conservation or other linear features (including reuse for rail or roads) are not prejudiced.

Location of Development

86. Locational policies within the UDP (Policies T1 and T2) generally reflect a desire for all development to be readily served by public transport by being within convenient walking distance of bus services, focal points on the public transport networks or near a railway station. New employment should be conveniently located in respect of the Strategic Road Network and where possible be accessible to the rail network to encourage freight distribution by rail. For retail development the "sequential test" (policy S1), advocates location of new stores within town centres in the first instance. Edge of centre or out of centre locations are acceptable only where there are no readily available more central sites and where they are conveniently located in respect of the transport network, are accessible by public transport and do not give rise to increased dependency upon the private car. The review of the UDP is likely to refine location policy to integrate land use and transport planning, to increase opportunities for travel other than by the private car and to further develop the principles of sustainability.

Cross Boundary Issues

87. Links with Greater Manchester and Lancashire to the west are of importance in the Calderdale context. Whilst there are no road proposals put forward in either the UDP or LTP to enhance cross boundary movement, longer term proposals within the Calderdale UDP include the re-establishment of the Todmorden Curve on the railway. This would enhance potential for services from Rochdale via Todmorden to Burnley and also allow Blackpool trains to call at the town. Accessibility would be greatly enhanced by this proposal.

KIRKLEES

Introduction

88. The Kirklees Unitary Development Plan was adopted on 1st March 1999. The plan will be reviewed when the current review of Regional Planning Guidance for Yorkshire and the Humber is completed.

89. This section summarises the policies in the Kirklees UDP and other land use related policies and programmes which are directly relevant to the LTP.

Overall Policies

90. **Economic:** The Council has an economic regeneration strategy with four themes that aim to:

- strengthen and broaden the economic base;
- provide infrastructure and secure regeneration of buildings and their surroundings;
- improve the area's image and quality of life;
- initiate action for employment, including training.

91. **Social:** The Council's policy is to promote a flourishing community, involving the residents of Kirklees in community regeneration. Action is required to tackle poverty and deprivation, by facilitating and enabling improvements, particularly in the most deprived areas, and to meet the needs of the individual communities. The promotion of equal opportunities is central to the creation of a flourishing community.

92. **Environmental:** The Council aims to achieve sustainable development to help make Kirklees an increasingly attractive and healthy place to live and to sustain economic development.

93. **Transport Strategy:** The transport strategy in the UDP is that priority be given to:

- satisfying the needs of all sections of the community through an effectively integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travel by private car;
- promoting a transport network on which it is safe to travel and which causes minimal disturbance through danger, noise and air pollution;
- co-ordinating land use change with transport provision so as to minimise the need to travel and locating new developments where it can best be served by public transport and where it minimises the need for expansion of the highway network.

94. The strategy requires improvements to accessibility in locations throughout the district to support the land use proposals in the UDP. In particular to support the regeneration of the existing built up areas which are the focus of the land use proposals in the plan.

Specific Policies to be Reviewed

Major Transport Proposals

95. The UDP contains the following major transport proposals:

- the re-introduction of a Huddersfield-Bradford rail service via Brighouse and Halifax; (services began in May 2000).
- the restoration of Huddersfield Narrow Canal;
- A62 Manchester Road, Longroyd Bridge, Huddersfield - carriageway widening and junction improvement;
- Huddersfield town centre improvements.

Parking

96. Parking is an essential element in the overall strategy for transport and the provision made for car parking can have an important bearing on the use of the highway network. Control of the size, location and type of car parking can be used to help achieve an overall approach to transportation.

97. The UDP sets the maximum level of car parking generally allowable for different types of land uses. Lower levels of provision will be appropriate where the proposed use can still operate effectively or the developer wishes to provide less spaces, unless there will be significant adverse consequences for road safety or traffic management. Where accessibility to public transport is high, lower levels of car parking for staff may be appropriate. This will encourage a shift away from use of the private car. In suitable locations, improvements to public transport provision and measures to increase cycle use can be secured through planning obligations related to planning permissions.

98. In town centres, parking provided in new developments should be managed to serve the centre as a whole.

Travel Plans

99. The UDP does not include provision for Travel Plans, however the Council are taking measures to introduce them.

Accessibility Criteria

100. To improve personal accessibility, the UDP encourages a more energy efficient and less polluting pattern of travel taking account of the needs of those who are disadvantaged in their ability to avail themselves of transport facilities. A large proportion of the population does not have priority use of a car, so a high level of accessibility by public transport is essential if a significant sector of the community is not to be disadvantaged. Highway improvements will therefore be directed at alleviating problems, which impede bus services, and to create better integration between bus and train services.

101. The scope of walking and cycling to improve accessibility to facilities should not be underestimated. A large proportion of all journeys are very short and improvements to create safe and convenient access on foot and by cycle will constitute an important part of the approach to improving personal accessibility. Such improvements can complement public transport facilities by providing attractive routes to reach public transport or to travel from it to a final destination. They may also be beneficial in their own right to link homes to work places, retail areas and social facilities.

102. The UDP strategy is concerned with strengthening and broadening the economic base of the district. Whilst attention to improvements in personal accessibility will help the economy by assisting customers and employees to access businesses, the movement of goods may need to be assisted where difficulties are experienced which are holding back regeneration, hindering the operation of existing firms, or discouraging inward investment.

Commuted Payments

103. Poor public transport accessibility is considered to exist in those areas which are beyond walking distance (around 400m) of public transport provision with a service frequency of 4 or more services per hour, daytime and 2 or more per hour, evening.

When planning applications for developments of a significant scale are submitted, detailed assessments will be required of public transport services, and of access arrangements for pedestrians to those services. This will take into account distance, gradients and the quality of the pedestrian routes. Where the assessment shows that accessibility to public transport is poor, arrangements will need to be put in place to secure improvements before planning permission will be granted.

Additional Land Use Policies Relevant to the LTP

Traffic Calming

104. To protect residential communities from the adverse environmental impact of through traffic and heavy goods vehicles traffic calming measures will be introduced, including street narrowing, street closures, road humps and parking controls to re-route non-essential traffic onto the strategic network. Further consideration needs to be given to the possibility of introducing 'home zones' and 20mph zones in new residential areas.

Residential Design Standards

105. The UDP promotes good quality design. The good practice guidance issued to support DB32, which provides more specific advice on design and transport, is being applied in Kirklees.

Car Free Residential Developments

106. Car Free Residential Developments and Car Share Clubs have not been introduced in Kirklees.

Pedestrians

107. The UDP recognises the importance of making provision for pedestrians. Measures are required to upgrade existing routes and to provide safe, convenient and pleasant routes in association with new developments.

Cyclists

108. The UDP identifies strategic cycle routes and requires developers to have regard to the needs of cyclists.

Disused Railways

109. The UDP protects disused railway lines from development which would prevent their reuse for transport purposes.

Cross Boundary Issues

110. Trans-Pennine links along the M62/Standedge corridor and east to the Humber Ports are important to the economic well-being of the district. Whilst the widening of the M62 west of Huddersfield, as safeguarded in the UDP, was withdrawn from the Trunk Road Programme, the expectation is that new investment will be directed at Trans-Pennine rail services. Railtrack has announced plans for improved freight distribution on the Trans-Pennine line and provision has been made for the potential to establish a strategic rail freight facility at the former Hillhouse Sidings close to Huddersfield town centre. A number of other sites available for development have the potential to be connected to the rail network.

111. Work on the Millennium Project to restore the Huddersfield Narrow Canal is well

advanced through a partnership of British Waterways, Huddersfield Canal Society, Oldham, Tameside and Kirklees Councils. The scheme, which is due to be completed in April 2001, will provide for leisure travel across the Pennines via Standedge Tunnel and give links to the national canal system.

LEEDS

Introduction

112. Leeds Revised Draft UDP is as yet unadopted. The Inspector's Report on the Plan was received in 1999. It is anticipated that modifications to the plan will be published in 2000 and that the Plan will be adopted in 2001.

113. This annex highlights the aims, objectives and policies in the UDP, which are directly relevant to the Local Transport Plan (LTP).

Overall Policies

114. The approach of the UDP anticipates and embodies the principle of sustainable development now advocated by Central Government and reflected in national Planning Guidance and the White Paper on Transport. In this respect the Plan was ahead of government thinking on transport and land use when first placed on deposit in 1993. The Plan seeks to direct the location of future development, in ways which reflect the nature of that development, its implications for the environment, and its relationship with other land uses.

115. The Plan addresses patterns of movement between land uses, and seeks to minimise travel whilst supporting improvements to transport infrastructure. The UDP indicates in Strategic Aim SA2 and Strategic Principle SP4 respectively the importance of developing a safe and efficient transport system, and the need to give priority in the introduction of new transport infrastructure to supporting public transport (including new forms of transport).

116. As such the Leeds RDUDP supports many of the aims and objectives of the LTP. Indeed the Inspector's report into the RDUDP confirmed that the approach to transport set out in the Plan was consistent with the approach that Central Government wishes development plans to take and no fundamental change to the approach adopted has been suggested by the Inspector. However there will be some areas of the Plan that will require review at the earliest possible stage to increase the effectiveness of implementing the objectives contained in the Local Transport Plan.

Specific Policies to be Reviewed

Major Transport Schemes

117. Policies T18, T19 and T20 of the Leeds RDUDP set out the approach towards highways and description of the major road schemes to be pursued during the lifetime of the Plan. Some of these have been implemented; others have been reassessed by either central or local government. The Local Transport Plan will supersede this approach and the Leeds UDP will be reviewed following adoption to reflect this new approach. In the meantime the Local Transport Plan will represent the most recent statement of the City Council's approach.

Parking

118. The Leeds RDUDP contains a range of different guidelines for different types of land use in varying locations. The philosophy is in line with advice in current PPG13 and PPG6 of controlling long stay commuter parking whilst at the same time ensuring an adequate supply of short stay parking in town and city centres to maintain their vitality and viability. Within the City Centre maximum limits for commuter parking and some residential development apply. Out of the City Centre guidelines are expressed as minimum requirements.

119. The Inspector's report on the Leeds RDUDP endorsed the approach adopted by the City Council in its strategy for parking, save for changing the existing minimum guidelines to maximums in line with advice in PPG13. Additionally the Inspector added a footnote to give the City Council flexibility to review these guidelines if in practice they provide for a level of parking above levels of demand. It is the City Council's intention to publish these changes to the Plan as modifications and to subsequently adopt them.

120. In reviewing the Polices in the UDP more refinement of parking policies will be required to take account of the approach adopted towards Road User Charging and Workplace Parking Charging. Car parking policy is a key tool in achieving the locational requirements of any land use plan and as such needs to be considered as part of a comprehensive thinking approach towards charging, commuted payments, Travel Plans and accessibility criteria.

Travel Plans

121. Current UDP policies do not include any requirement for Travel Plans. Supplementary Planning Guidance in the form of a Sustainable Development Design Guide makes reference to the usefulness of the approach. Further use of Travel Plans could be pursued by the inclusion of a policy requiring their submission before the commencement of a development or by inclusion in Section 106 agreements.

122. It is hoped that the forthcoming review of PPG13 will provide further advice on how Travel Plans can be implemented through the planning system. Following this advice, policies could be included in the review of the RDUDP. In practical terms such a policy is likely only to apply to land uses that generate travel above a certain level or with above, for instance, 100 employees. At the same time however, policies on the use of Travel Plans will be needed in Local Transport Plans if existing businesses are to be persuaded of their usefulness in achieving more efficient and sustainable travel especially for the journey to work.

Accessibility Criteria

123. The Leeds RDUDP makes no formal use of accessibility criteria. However, providing the opportunities for jobs close to where people live and concentrating on major generators of travel, especially for shopping and leisure trips is an implicit aim of the plan. In future, as work on the Local Transport Plan and advice from Regional Planning Guidance and the Regional Transport Strategy develops the use of accessibility criteria in the location of new development will become more relevant and will require inclusion in development plans throughout West Yorkshire. As mentioned earlier, the development of accessibility criteria will have implications for parking policy, policy on commuted payments, Travel Plans and the development of Road User

Charging and Workplace Parking Charging. There will need to be good communication between all of these areas of policy development.

Commuted Payments

124. The Leeds RDUDP contains policies for the use of commuted payments for the provision of off-site car parking and contributions to public transport for developments within the City Centre. The Policies have been developed through the use of Supplementary Planning Guidance to seek contributions to the proposed Leeds Supertram system for developments falling within a defined catchment of the three Supertram Lines. With the introduction of accessibility criteria, the trade-off with developers in terms of transport infrastructure requirements will become more important.

125. As Policy develops development plans will need to indicate how developers will be encouraged to contribute to the sustainable transport access of their sites, not just in proximity to Supertram lines but for all types of development. Again policy development will have to reflect changes in Parking Policy and Road User Charging and Workplace Parking Policy in order to avoid any disincentive to locating in non-sustainable locations and encourage development in town and city centres. At the same time care needs to be taken to ensure that no undue strain is placed on the public transport system by virtue of developments failing to contribute to the additional burden they may place on the existing system.

Additional Land Use Policies Relevant to the LTP

Provision made within developments for cyclists and motorcyclists

126. Policies to provide for cyclists are included within the Leeds RDUDP and proposed changes that will become formal modifications to the plan have been advanced to ensure that the needs of cyclists are considered in all developments. Implementation of these policies requires greater work, and the current parking guidelines for cycle provision will require review. In reviewing the policies on cyclists the development of an approach towards Powered Two Wheelers will also be possible.

Rail Halts

127. There are a number of proposals for Rail Halts within the Leeds RDUDP. In reviewing the plan the scope for additional halts should be revisited and expansion of the number of opportunities may be possible.

Cross Boundary Issues

128. Important initiatives in the Leeds RDUDP relating to travel to and from North Yorkshire include the construction of the M1-A1 Link Road, East Leeds Link Road, Park and Ride and the desire for the provision of a new additional railway station in the eastern side of the City Centre.

129. The M1-A1 Link Road is important in providing an alternative route for traffic from the south and west of Leeds to the North East and North Yorkshire. Together with the East Leeds Link Road greater accessibility to the Aire valley Employment Area will generate substantial growth in jobs for the benefit of the Region.

130. Park and Ride is planned in association with improved public transport such as Supertram, guided bus and rail. Park and Ride will be of benefit in reducing the number of cross boundary commuters who enter Leeds City Centre by private car.

131. Finally the provision of a new and additional rail station on the eastern side of the City Centre will improve capacity for commuters from North Yorkshire.

WAKEFIELD

Introduction

132. The Wakefield Metropolitan District Unitary Development Plan (UDP) was adopted on 6 December 1994. The plan is under review. It is anticipated that limited alterations to the plan, including rolling the end date of the plan forward from 2001 to 2006 will be adopted late in 2001. A subsequent comprehensive review will be undertaken between 2001 and 2006 to take the UDP forward to 2016, in the context of revised Regional Planning Guidance. On 25 November 1999, the Council published limited alterations to the UDP. The alterations known as the 'Wakefield Metropolitan District Unitary Development Plan Review Initial Deposit Alterations' which were placed 'on deposit' for formal consultation between 16 December 1999 and 26 January 2000.

133. This annex highlights the aims, objectives and policies in the UDP which are directly relevant to the Local Transport Plan (LTP).

Overall Policies

134. The Wakefield UDP is broadly in line with the objectives of the Local Transport Plan, although as the UDP was prepared during the early 1990s there are some differences in emphasis. In particular the preparation of the Wakefield UDP predates the publication of PPG13 and the draft revision to PPG13. These set out the objectives of reducing growth in the length and number of motorised journeys, encouraging alternative means of travel with less environmental impact and thus reducing the reliance on the private car. Nevertheless, the UDP does encompass many of the aspirations of PPG13, the draft revision to PPG13 and the LTP.

135. The overall aim of the Wakefield UDP is "*to contribute to improving the quality of the life of residents of Wakefield District.*"

136. The aims of the Wakefield UDP are:

- to foster economic growth by encouraging the provision of a balanced range of employment opportunities
- to revitalise the coalfield communities
- to conserve and enhance the quality of the environment
- to provide for and safeguard a high standard of accessibility for all sections of the community

137. The main areas where the Wakefield UDP is not directly in line with the objectives of the LTP are:

- no specific reference to sustainability
- no specific reference to maintenance of the transport infrastructure
- issues relating to climate change are not addressed
- no targets set for the reduction in accidents, in car traffic or for the increased use of public transport

138. The Council has promoted alterations to the UDP to place sustainability and promoting sustainable development at the core of the development strategy.

139. **Transport Strategy:** The overriding transport aim is to satisfy travel needs, by providing for and safeguarding a high standard of accessibility for all sections of the community, including industry and business, and by improving travel conditions. The UDP incorporates three transport objectives:

- To facilitate the operation of a comprehensive, efficient and attractive public transport network
- To minimise the creation of substantial congestion
- To minimise the need to travel

140. The strategy promotes a balanced and integrated transport system, which should maximise travel opportunities and encourage the efficient and effective use of transport resources. It exploits the advantages offered by public transport and recognises the fundamental interaction between transport and land use development. The strategy seeks to relate new development to existing transport infrastructure and, in particular, to public transport services, to avoid badly sited development, which might add to the existing transport problems or create new ones. It encourages development within convenient walking distance of railway stations, other public transport focal points and existing bus routes.

141. The Council has promoted alterations to the UDP to reinforce the emphasis on promoting sustainable development. Amendments to the Transport policies seek to maximise travel opportunities by alternative modes to the car and manage the demand for travel. Proposals for development will need to be located in accessible locations.

Specific Policies to be Reviewed

Major Transport Proposals

142 The UDP contains the following major transport proposals:

- South East Link Road (A628 Ackworth Bypass, Featherstone Bypass, Pontefract Western Relief Road)
- Hemsworth Bypass - Now open
- Hemsworth - A1 Link Road
- Wakefield Western Inner Relief Road
- Denby Dale Road / Ings Road Improvement - Now complete
- A61 - A642 Link Road - Private sector funded scheme
- Normanton Bypass - Phase 1- Now open

143. The Council has not promoted alterations to the unimplemented schemes in the current limited review of the UDP. Major transport proposals will be reassessed in a subsequent review in the light of revised Regional Planning Guidance, Regional Transport Strategy and Local Transport Plan. Consideration will be given to including the current schemes, or any alterations, in a future LTP five-year programme.

144. The UDP contains the following Highways Agency proposal:

- Upgrade A1 to motorway standard - now only between Ferrybridge and Hook Moor

Parking

145. Parking is a fundamental element of transport policy. The level and location of provision and the charging policy influence the demand for road space and the viability of commercial centres.

146. The UDP makes reference to the Council's approved car parking standards. These standards currently set minimum criteria to be satisfied. Developers are currently expected to provide sufficient parking space to cater for the demand generated by their development, subject to the constraints of highway capacity and the impact on other road users, road safety, residents or the environment. Wherever possible parking provision should be made off-street. In town centres car parking is controlled and precedence given to short stay spaces. The UDP promotes the full use of public car parks in town centres, as well as developer contributions to the cost of such provision as an alternative to separate developer provision.

147. The Council has promoted alterations to the UDP to realign its parking policies with the latest Government guidance and principles incorporated in the LTP. The provision of parking in developments for cars, motor cycles and pedal cycles will be determined in accordance with maximum standards for broad classes of development and location. Car parking provision will also be subject to the constraints of highway capacity and the impact on other road users, road safety, residents or the environment.

Travel Plans

148. The UDP does not currently include provision for Travel Plans. However, the Council has indicated in its UDP Review Initial Deposit Alterations that developers will be expected to provide a Travel Plan to cover all transport requirements associated with new development. Separate guidance and assistance will be made available by the Council.

Accessibility Criteria

149. Providing for and safeguarding a high standard of accessibility for all sections of the community, including industry and businesses, is a key objective of the UDP. The plan encourages a land use pattern which minimises the need to travel and attaches priority for transport investment to the requirements of the public transport system. New development should be well located to public transport services. The availability of public transport provides benefits to the community at large, including business and industry, by providing a means of reducing delay, costs, pollution, accidents, conserving resources and sustaining a balanced population in settlements that might otherwise become restricted to those with access to a car. The scope of walking and cycling to improve accessibility to facilities is also recognised. A large proportion of all journeys are short and improvements to create safe and convenient access on foot and by cycle will improve personal accessibility. Such improvements can complement public transport facilities and use. Priority is attached to the needs of pedestrians and cyclists, notably in residential areas, particularly in the vicinity of schools and shops, and town centres where pedestrian and cycle usage is concentrated and where pedestrian / cycle/ vehicular conflict is most severe. The UDP seeks to ensure new residential development is within convenient walking distance (usually 1 km) of local facilities such

as primary schools, local shops, post office etc.

150. Good communication links are essential for fostering economic growth, for improving the attractiveness of the District for inward investment and for increasing the competitiveness of indigenous business and industry. In recognition of these factors the UDP incorporates a Strategic Highway Network, as a framework for highway investment.

Public Transport Corridors

151. The Council intends to define accessibility profiles to enable it to better relate new development to public transport services. Accessibility profiles will be used to assist in the determination of which types of development are suitable for which locations and on the appropriate parking standards to be applied.

Commuted Payments

152. The Wakefield UDP makes reference to the acceptability of developers making commuted payments for the provision of public car parking facilities in town centres, instead of providing their own car parking. There is no provision in the UDP for commuted sums for improvements of public transport facilities and services. Nevertheless, improvements to public transport might be achieved through Travel Plans and Section 106 Agreements. Commuted payments for car parking are no longer appropriate in the light of draft PPG13. The Council intends to promote further alterations to the UDP to encourage developers to contribute to securing sustainable transport access to new development.

Additional land use policies Relevant to the LTP

Residential Design Standards

153. The Wakefield UDP incorporates a Residential Design Guide as Supplementary Planning Guidance (SPG2), to promote a high standard of housing environment. Requirements regarding access, circulation, parking and garaging are based on Design Bulletin 32 and PPG13.

Car Free Residential Developments

154. Car Free Residential Developments and Car Share Clubs have not been introduced in Wakefield.

Pedestrians

155. The Wakefield UDP requires full consideration to be given to accommodating the needs of pedestrians in development proposals and appropriate provision be made in traffic management and highway improvement schemes.

Cyclists

156. The Wakefield UDP requires full consideration to be given to accommodating the needs of cyclists in development proposals and appropriate provision be made in traffic management and highway improvement schemes.

157. The Council has promoted alterations to the UDP to reinforce the emphasis on facilities for pedestrians, cyclists and people with special needs. Amendments to the Transport policies require developers to accommodate facilities for these people. Schemes to link to and provide new sections of cycle tracks / lanes to extend the

network will be promoted.

Disused Railways

158. The Wakefield UDP protects disused railway lines from development to safeguard the potential of these linear corridors for future transport or leisure purposes.

Freight Transport

159. The Wakefield UDP requires that for development proposals incorporating road haulage of materials of substantial volume it must be demonstrated that alternative modes are environmentally unacceptable or impractical.

Highway Network

160. The Council has promoted alterations to the UDP to require developers to incorporate measures such as traffic calming or safety improvements to the existing highway, so that new development does not create or materially exacerbate problems of safety, environment or efficiency on the network.

Cross Boundary Issues

161. There are a number of cross-boundary issues that affect the Wakefield area. Regeneration of the former coal mining areas of both Wakefield and Barnsley is a key regional issue. A number of schemes have been put forward to assist this area in the South Yorkshire LTP.

162. In response to this Wakefield has commissioned a study to develop a transport strategy for the regeneration of the coal-field area. This includes the potential role of the major highway schemes that could link to the M62 and A1 and the new highway infrastructure within Barnsley District, together with cross boundary bus and rail services and the potential role of rail freight.