

UDP

KIRKLEES UNITARY DEVELOPMENT PLAN

WRITTEN STATEMENT – REVISED WITH EFFECT FROM 28 SEPTEMBER 2007

As a result of a Direction issued by the Secretary of State for Communities and Local Government, from 28 September 2007 some of the policies in the UDP continue to have effect ('saved policies') and some do not as they were not saved. This updated version of the UDP contains explanatory text for each not saved policy. Further information about policy saving can be found on the Kirklees website at

<http://www.kirklees.gov.uk/business/regeneration/udp/savedPolicies.aspx>

UDP

KIRKLEES UNITARY DEVELOPMENT PLAN

8. TRANSPORT

8.0 STRATEGY

8.15 THE HIGHWAY NETWORK

8.15 Priorities for Improvements

8.18 Personal Accessibility

8.20 Meeting the Needs of Business

8.21 Road Safety

8.22 Environment

8.25 The Strategic Highway Network

8.26 Highway Schemes

8.33 Highway and Accessibility Considerations in New Development

8.35 Public Transport

8.38 Pedestrians and Cyclists

8.44 Parking

8.49 Motorway Service Areas

8.52 THE RAILWAY NETWORK

8.59 THE WATERWAY NETWORK

8. TRANSPORT

STRATEGY

- 8.1 The transport network has a vital role to play in the quality of life of the community, since it determines the ease with which people can move about the District and gain access to the range of facilities they wish to use. It is also important for the economic prosperity of the area, providing links by road and rail to the major towns and markets outside the District.
- 8.2 The dominant features of the highway network are the two motorways, the M62 passing through the northern part of the District and the M1 to the east. Although the Government announced plans in 1989 for the construction of a motorway link across Kirklees between the M1 and M62 these have now been abandoned.
- 8.3 Within the District a radial road pattern converges on Huddersfield, with a complex pattern of urban roads in the Heavy Woollen area. There are links to neighbouring towns to the north and east and extensive lengths of road serving rural areas to the south and south west.
- 8.4 The main element of the rail network is the trans-Pennine Leeds to Manchester line, giving connections to both East and West Coast main lines. Local lines to Barnsley and Wakefield provide further important links in the network, the latter providing an additional link to the Leeds-London Inter-City service at Westgate, Wakefield.
- 8.5 A waterway system runs through the Calder and Colne Valleys based on the Calder-Hebble Navigation and the Huddersfield Broad and Narrow Canals. The system is no longer used for commercial traffic although it is fully navigable to Aspley Basin, Huddersfield. A major restoration project is well advanced west of Aspley Basin on the Narrow Canal.
- 8.6 Increasing demands for road space have led to a major public debate on the problems of traffic congestion, the need for controls on the use of the private car and improvements to public transport, and the effects of pollution from exhaust gases and its contribution to global warming.
- 8.7 According to Department of Transport national statistics private transport use increased by 47% over the decade 1982 to 1992 whilst the number of bus journeys declined by 18% and train journeys increased by 18%. The number of cars rose from just over 2 million in 1951 to 20.1 million in 1992. By the year 2025 use of private cars is predicted to increase by between 64% and 99% with the number of cars increasing by between 52% and 69%.

Kirklees Unitary Development Plan, Written Statement

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- 8.8 Locally growth in car ownership has matched or exceeded national figures and presently shows little sign of departing significantly from national trend patterns. The Passenger Transport Authority predicts a decline in bus patronage of about 1.7% per annum without improved funding. Rail transport is likely to increase by just under 1 % per annum, but rail services contribute less than 5% of the number of passenger journeys undertaken each year by public transport. Only 1% of journeys are made by cycle both during and outside the peak period. Little significant change is anticipated in its use without marked improvements to reduce conflict with other road users.
- 8.9 The Integrated Transport Study for Kirklees predicts significantly worse travel and environmental conditions in the future without a shift in policy to change travel practices. The results indicate that by 2012 there will be a 30% rise in the number of vehicles using the District's roads and a substantial reduction in the public transport share of peak hour trips, with severe congestion increasing and traffic speeds more than halving in the urban centres. As a consequence atmospheric pollution generated by traffic will increase by 22% giving rise to increases in the severity of respiratory problems such as childhood wheeze, asthma and bronchitis.
- 8.10 To combat these problems the Study recommends the adoption of an Integrated Transport Strategy with a series of core elements particularly designed to achieve a better and more comprehensive public transport system. The UDP reflects those core elements of the transport Strategy which have land use implications and are likely to be implemented during the plan period.
- 8.11 The basic transport priorities of the plan therefore involve firstly, developing an integrated approach to transport which takes account of the needs of all sections of society including disabled people and other vulnerable groups and those using the network as pedestrians and cyclists. Secondly, improving road safety and personal security, and reducing the effects of traffic on the environment caused by noise and air pollution. Thirdly, co-ordinating land use change with transport provision to ensure that development proposals are located so that work places, homes and community facilities are conveniently related to one another to minimise the need for long journeys and where they can be served by existing transport infrastructure, particularly public transport.

T1 PRIORITY WILL BE GIVEN TO:

- i 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;**
- ii PROMOTING A TRANSPORT NETWORK ON WHICH IT IS SAFE TO TRAVEL AND WHICH CAUSES MINIMAL DISTURBANCE THROUGH DANGER, NOISE AND AIR POLLUTION; AND**

iii CO-ORDINATING LAND USE CHANGE WITH TRANSPORT PROVISION SO AS TO MINIMISE THE NEED TO TRAVEL AND LOCATING NEW DEVELOPMENT WHERE IT CAN BEST BE SERVED BY PUBLIC TRANSPORT AND WHERE IT MINIMISES THE NEED FOR EXPANSION OF THE HIGHWAY NETWORK.

- 8.12 The promotion of an efficient public transport system will be fundamental to achieving this strategy. The 1991 Household Travel Survey (HETS) indicated that 7 in 10 of West Yorkshire's population did not have priority use of a car, consequently a high level of accessibility by public transport is essential if the travel needs of the whole community are to be satisfied. The Integrated Transport Study also makes it clear that public transport patronage will have to be increased to overcome congestion in urban areas and to reduce the environmental consequences of excessive use of private transport, since the alternative of more road building is not an appropriate option for satisfying the demand created by uninhibited traffic growth.
- 8.13 The Department of Transport has introduced greater flexibility in funding local roads and public transport through the "package approach". The new system will allow the switching of resources from road to public transport investment and provide a mechanism through which the policy approach supporting public transport can be achieved. The Council's bid for resources from government, the Transport Policies and Programmes will as a result cover both road and public transport provision as part of a comprehensive transport strategy. The Integrated Transport Strategy will assist significantly in future in presenting this bid.
- 8.14 The co-ordination of land use change with transport provision is a major consideration in the plan. All proposals for new development have, as far as possible, been located so that workplaces, homes and community facilities are conveniently related to one other, and where they can be accessed by public transport. The impact of development on the transport network has also been assessed to ensure that the network, either in its present form or with adaptations capable of being funded through the development, can accommodate the anticipated extra traffic generated.

THE HIGHWAY NETWORK

Priorities for Improvements

- 8.15 Central Government through the Department of Transport is responsible for trunk roads including the motorway system. The Council as the local highway authority is responsible for the improvement and maintenance of all the remaining road network and for the upkeep of footpaths, cycleways and bridleways. Each year the Council submits a bid, the Transport Policies and Programmes (TPP), seeking resources from Central Government for spending on a three year programme of highway schemes. This plan provides a statutory basis for schemes committed in the TPP and the framework to which future improvements will relate.

- 8.16 Highway improvements will assist in achieving the objectives set out in policy T1. Improvements to overcome identified accessibility problems will be introduced to help satisfy travel needs, with emphasis being given to improve access to public transport and particularly to assist the operation of bus services. The needs of industry and business to be easily accessed by its workforce, and to move goods efficiently will be taken into account to support regeneration. Road safety schemes are currently afforded high priority by the Council, and recent TPP settlements have supported additional spending on safety measures. Schemes will continue to be implemented which tackle the severest problems as identified by accident statistics, and provide the best value for money through accident reductions. Attention will also be given to improving environmental conditions, to reduce the problems associated with traffic, particularly heavy goods vehicles, using routes through sensitive areas.
- 8.17 It is recognised that conflict may arise in attempting to achieve these objectives and particularly in fully meeting the needs of improved accessibility where safety and environmental protection are significant issues. Conflict will be most severe in shopping centres and residential areas located on the strategic highway network.¹ In these instances improvements will need to be carefully designed to resolve the competing requirements, and it may even be necessary to consider the removal of traffic from sensitive areas by the introduction of by-pass schemes.

T2 HIGHWAY IMPROVEMENTS WILL BE DIRECTED TOWARDS:

- i IMPROVING THE WORST PROBLEMS OF PERSONAL ACCESSIBILITY WITH SPECIAL EMPHASIS ON IMPROVEMENTS WHICH ASSIST PUBLIC TRANSPORT PEDESTRIANS AND CYCLISTS;**
- ii MEETING THE REQUIREMENTS OF INDUSTRY AND BUSINESS AND IMPROVING THE QUALITY OF THE STRATEGIC NETWORK DEFINED IN POLICY T6;**
- iii IMPROVING ROAD SAFETY FOR ALL USERS; AND**
- iv IMPROVING ENVIRONMENTAL CONDITIONS.**

Personal Accessibility

- 8.18 In determining priorities for improved personal accessibility aims of the plan include encouraging a more energy efficient and less polluting pattern of travel and taking account of the needs of those who are disadvantaged in their ability to avail themselves of 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

¹ See policy T6

Kirklees Unitary Development Plan, Written Statement

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at alleviating problems which impede bus services and create better integration between bus and train services. The scope of walking and cycling to improve accessibility to facilities should not be underestimated either since a large proportion of all journeys is very short and improvements to create safe and convenient access on foot and by cycle will also constitute an important part of the Council's approach to improving personal accessibility. Such improvements can complement public transport facilities by providing attractive routes to reach public transport or to travel on from it to the final destinations. They may also be beneficial in their own right to link homes to work places, retail areas and social facilities. This approach is in line with government guidance and it will be important that highway improvements can show clear benefits in these terms when evaluated for submission for government funding.

[POLICY T3 DELETED]

- 8.19 Measures to give priority to buses over cars will be introduced and whilst road widening may sometimes be necessary to provide for the introduction of bus lanes or other arrangements for bus movement, increase in the capacity of roads for car travel will not be a priority consideration. Major road schemes already committed by the Council, many to support improved bus movement, are listed in policy T8, whilst initiatives to support public transport are considered more fully in paragraphs 8.35 to 8.37 and policies T11, 12 and 13.

Meeting the Needs of Business

- 8.20 The plan's 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. Particular problems occur when out-dated infrastructure hinders the re-use and redevelopment of land and buildings in the older industrial areas and qualitative improvement of some highways in the Regeneration Area is therefore needed. There is also concern at the lack of appropriate highway infrastructure to access the motorway network, particularly the M1 and the M62 from the west of the district. Whilst attention to these deficiencies will need consideration, other modes of freight transport will provide an alternative to road where long distance haulage is involved. Port Wakefield provides a modern rail freight depot close to the M62 junction 31, which is an important facility for Kirklees' businesses. The priority to be given to improving the Strategic Highway Network referred to in policy T6 will help to ensure that reliable links to the M62 and the remainder of the trunk road network are in place.

Road Safety

- 8.21 Road safety measures will continue to be given a high priority. In recent years government support for these schemes has grown, and spending on safety improvements

and traffic calming measures has increased. Priority sites are identified through the analysis of data on accident records and on value for money criteria, which are related to the anticipated reduction in casualties. Persistent problems remain in certain parts of the

District, particularly in town centres and local shopping centres located on the main radial road network. Increasingly complex projects will need to be devised, including traffic calming to reduce the speed of vehicles and traffic management measures to reduce vehicle numbers, to resolve such problems.

~~**T4 ROAD SAFETY MEASURES WILL BE DIRECTED AT THE WORST ACCIDENT LOCATIONS WHERE IMPROVEMENTS CAN BE ANTICIPATED TO ACHIEVE A SIGNIFICANT REDUCTION IN CASUALTY NUMBERS. PARTICULAR ATTENTION WILL BE GIVEN TO IMPROVEMENTS IN THE MAIN TOWN CENTRES AND LOCAL SHOPPING CENTRES LOCATED ON MAIN ROADS.**~~

This policy was not saved because the Local Transport Plan provides the appropriate context for road safety improvements. See West Yorkshire Local Transport Plan 2006-2011 Part 2 Safer Road Strategy available at www.wyltp.com.²

Environment

- 8.22 Vehicle emissions and road traffic noise are best tackled by measures that persuade car users to travel by public transport and by the development of land use plans that minimise the need to travel. Measures in this plan should assist these aims, but it should be noted that the Kirklees Integrated Transport Study indicated that only the introduction of large scale restraint measures, such as road pricing, would have the desired effect of maintaining emissions at 1993 levels. Such measures may need to be considered in the future in the context of any national policy initiative.
- 8.23 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. In introducing these measures priority will be given to two broad zones; firstly in Huddersfield around Milnsbridge and Paddock in an area which suffers from extensive 'rat-running' by drivers from the Colne Valley wishing to avoid the town centre en route to the M62; secondly over a large part of Dewsbury,

² To assist applicants the Council has identified text from relevant sources which it considers provides the most appropriate guidance as to how the issues in this unsaved policy should be addressed in planning applications. However, the selected text is intended to provide general guidance only, is not necessarily exhaustive and does not constitute legal or other professional advice. The Council recommends that applicants should always obtain their own expert advice.

Batley and Heckmondwike where the road hierarchy is poorly defined, with the aim of concentrating traffic onto main roads.

~~**T5 TRAFFIC CALMING MEASURES WILL BE INTRODUCED TO ALLEVIATE THE WORST ENVIRONMENTAL EFFECTS OF THROUGH TRAFFIC AND HEAVY GOODS VEHICLES. PRIORITY WILL BE GIVEN TO THE INTRODUCTION OF MEASURES IN THE FOLLOWING BROAD ZONES IDENTIFIED ON THE PROPOSALS MAP:**~~

~~**i BETWEEN THE A62 AND THE A640 IN HUDDERSFIELD; AND**~~

~~**ii THE AREA BOUNDED BY THE A62, B6117, A644 AND A652 IN NORTH KIRKLEES.**~~

This policy was not saved because it has been of no practical value. The concept of broad traffic calming zones relates to a Kirklees Transport Strategy which is now superseded.

- 8.24 Problems caused by heavy goods vehicles (HGV's) can be alleviated by specific measures under the terms of policy T5 such as the introduction of weight restrictions. Additionally the Council is responsible for vetting HGV operators' licences and can advise that these be withheld on environmental grounds where for example, there is likely to be an adverse impact from HGV's travelling through residential areas. The intention of the licence is also to ensure that sufficient capacity exists at the operating base for vehicle parking.

The Strategic Highway Network

- 8.25 A Strategic Highway Network has been defined for West Yorkshire by the five District Councils. The network defines highway links essential for fostering economic growth. The highest category of highway within the strategic network is Motorways and Trunk Roads for which the Secretary of State for Transport is the Highway Authority, and to which the Department of Transport's policies will apply. The Council will afford high priority to the maintenance and improvement of this network to promote the District for inward investment and to attract traffic away from roads in sensitive areas. The location of new development, particularly major new industrial development, will also be directed towards the strategic network where it can be most readily accommodated by the existing infrastructure.

~~**T6 TO ASSIST IN THE DETERMINATION OF LAND USE PROPOSALS AND THE ALLOCATION OF RESOURCES IN ACCORDANCE WITH POLICY T2, MAJOR ROADS IN THE DISTRICT ARE CATEGORISED IN ACCORDANCE WITH THEIR PRIMARY FUNCTION AS PART OF THE WEST YORKSHIRE STRATEGIC HIGHWAY NETWORK.**~~

CATEGORY 1

ROADS WHICH CARRY INTER-REGIONAL TRAFFIC:

- i M62, THROUGHOUT THE DISTRICT***

CATEGORY 2

ROADS WHICH LINK MAJOR CENTRES AND WHICH CONNECT THESE CENTRES TO THE CATEGORY 1 ROADS:

- i M606 (BRADFORD) - M62 JUNCTION 26***
- ii A58 (HALIFAX) - M62 JUNCTION 26***
- iii A58 M62 - (LEEDS)**
- iv A652 DEWSBURY - BATLEY - (BRADFORD)**
- v A644 DEWSBURY - MIRFIELD - (M62 JUNCTION 25)**
- vi A638 M62 JUNCTION 26 - DEWSBURY - (M1 JUNCTION 40)**
- vii A653 DEWSBURY - (M62 JUNCTION 28) - (LEEDS)**
- viii A62 M62 JUNCTION 27 - HUDDERSFIELD RING ROAD – (OLDHAM)**
- ix A640 HUDDERSFIELD - M62 JUNCTION 23**
- x A641 HUDDERSFIELD - (BRADFORD)**
- xi A629 M62 JUNCTION 24 - HUDDERSFIELD - (SHEFFIELD)**
- xii A642 HUDDERSFIELD - (WAKEFIELD)**
- xiii A637 HUDDERSFIELD - (M1 JUNCTION 38)**

CATEGORY 3

ROADS WHICH LINK SECONDARY CENTRES TO THE MAJOR CENTRES AND TO THE CATEGORY 1 AND 2 NETWORK:

- i A6024 HUDDERSFIELD - HOLMFIRTH**

* Department of Transport Highway.

- ii **A635 (MANCHESTER) - HOLMFIRTH - A636 - (MI JUNCTION 39)**
- iii **B6128 A653 SHAW CROSS - A638 - (A642 - HORBURY)**
- iv **B6124 BATLEY - (A653)**

Highway Schemes

- 8.26 The government has announced proposals for improvements to the trunk road network in Kirklees. Three schemes were identified in the White Paper "Roads for Prosperity" and the subsequent paper "Trunk Roads England into the 1990's". Following consultation on these schemes by the Department of Transport, the major scheme, the M1 - M62 Link Road was formally abandoned on 19th October 1993 following substantial local opposition to the proposal. The Government publication 'Trunk Roads in England 1994 Review' has confirmed that the M62 widening Junction 21 - 24 is now classified as a longer term scheme and the M62(E)/M606 Link Road as a Priority 1 scheme.

~~**T7 THE FOLLOWING MOTORWAY IMPROVEMENTS, AS SHOWN ON THE PROPOSALS MAP, ARE PROGRAMMED BY THE DEPARTMENT OF TRANSPORT:**~~

- ~~i **M62 WIDENING JUNCTION 24 AINLEY TOP TO (JUNCTION 21 MILNROW ROCHDALE); AND**~~
- ~~ii **M62 - M606 DIRECT LINK.**~~

This policy was not saved because it does not reflect the current Highways Agency programme. See Highways Agency website www.highways.gov.uk for latest information.³

- 8.27 **M62 Widening.** Detailed plans have been published and the first round of public consultation took place in September and October 1993. The Council has objected to the proposals on the grounds that they are not justified in the context of an integrated approach to Trans-Pennine travel. Widening to 4 lanes in each direction is proposed within Kirklees with a combination of symmetrical and asymmetrical widening. Junction 23 at Outlane would also be largely reconstructed. Construction is programmed for near the end of the century.

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M62 - M606 Direct Link. The Scheme is aimed at reducing congestion at M62 junction 26 Chain Bar by providing direct links from the M62 westbound carriageway to the M606 and from the M606 to the M62 eastbound. Scheme details have been published and the safeguarded line is identified on the proposals map. Construction is programmed for the late 1990's.

(Update to 1 March 1999. The M62 widening was withdrawn from the Trunk Road programme as announced by the Secretary of State for Transport on 26 November 1996. The M62-M606 link was downgraded from a priority 1 scheme to a scheme subject to further study and/or consideration by the regional planning conference in "A New Deal for Trunk Roads in England" July 1998).

- 8.28 Major new highway schemes are also planned by the Council to be implemented during the next ten years subject to the availability of resources. Some schemes are likely to require Transport Supplementary Grant approval by the Department of Transport. The schemes will generally achieve upgrading of the Strategic Highway Network, provide better links to that network, support public transport and improve safety and the environment in local communities.

~~T8 — THE COUNCIL PROPOSES TO UNDERTAKE THE FOLLOWING MAJOR HIGHWAY SCHEMES IDENTIFIED ON THE PROPOSALS MAP:~~

~~i — A62 GELDERD ROAD, BIRSTALL, PHASE 2.~~

~~ii — GRANGE ROAD, BATLEY.*~~

~~iii — A62/A652 JUNCTION, BIRSTALL.~~

~~iv — FIELD LANE LINK, BATLEY.~~

~~v — A62 RING ROAD, HUDDERSFIELD TOWN CENTRE PHASES 4 & 5.~~

~~va — A629 WAKEFIELD ROAD, HUDDERSFIELD.~~

~~vi — A62 LEEDS ROAD, HUDDERSFIELD.~~

~~vii — A62 MANCHESTER ROAD, LONGROYD BRIDGE, HUDDERSFIELD.~~

~~viii — [SCHEME DELETED].~~

~~ix — [SCHEME DELETED].~~

~~x — A642/A637 GRANGE MOOR CROSS ROADS.*~~

~~xi — B6117 WALKLEY LANE/SPEN VALE STREET, HECKMONDWIKE.~~

~~* Scheme completed prior to the adoption of the plan.~~

This policy was not saved because the list of improvements is now out of date. Schemes i to vi and x have now been implemented. Declared improvement lines for schemes vii and xi can be inspected at Highways and Transportation Service⁴ but these details are based on outdated assessments.

- 8.29 The lines shown on the proposals map are based on the best available information. Detailed re-alignment may be necessary as a result of further design work to establish the precise arrangements for construction.
- i **A62 Gelderd Road, Birstall.** The scheme involves carriageway widening nominally by 3.5 metres to provide 3 lanes, 2 for uphill traffic together with appropriate right turning arrangements, from 200 metres north of the A634/Nelson Street junction to Pheasant Drive.
 - ii **Grange Road, Batley.** The proposal is for the improvement and extension of Grange Road to provide a single carriageway road from Bradford Road, Batley, to Leeds Road, Shaw Cross, giving improved levels of accessibility between Batley and the motorway network. Compulsory purchase orders have been approved and construction is planned to commence in the near future.
 - iii **A62/A652 Junction, Birstall.** This junction suffers from severe congestion problems. A roundabout is proposed at this difficult six road intersection to ease congestion and improve safety.
 - iv **Field Lane Link, Batley.** A junction improvement at Field Lane/Bradford Road and a new junction linking Field Lane with Wellington Street are proposed. These will improve access to industrial premises along Field Lane and take some traffic away from the over-capacity Bradford Road/Hick Lane junction.
 - v **A62 Ring Road, Huddersfield Town Centre Phases 4 and 5.** See Town Centre Inset Plan paragraphs 15.54 - 15.56.
 - va **A629 Wakefield Road, Huddersfield.** See Town Centre Inset Plan and paragraphs 15.55A and 15.56.
 - vi **A62 Leeds Road, Huddersfield.** The length under consideration for improvement is from Hillhouse Lane to Cooper Bridge roundabout. The scheme

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consists of junction improvements, mainly by the introduction of traffic signals, and measures to assist buses.

- vii **A62 Manchester Road, Longroyd Bridge, Huddersfield.** Junction improvements are proposed to give improved safety and bus journey times on this main radial route into Huddersfield town centre.
 - x **A642/A637 Grange Moor Cross Roads.** This road junction has a very poor safety record and a roundabout will be provided to facilitate safer turning manoeuvres. Works are planned to start in the 1993/94 financial year.
 - xi **B6117 Walkley Lane/Spen Vale Street, Heckmondwike.** Direct access from Walkley Lane to the industrial area to the south will be provided allowing industrial traffic to avoid the difficult junction between Spen Vale Street and Station Lane. Further industrial development in the vicinity will also be facilitated.
- 8.30 Further major schemes may be needed to overcome developing problems or to assist specific area improvement initiatives, of the type promoted through City Challenge.
- 8.31 Programmes for minor highway improvements are not listed because they may need to be adjusted according to the availability of land and finance, to changes in traffic problems, and to opportunities arising in conjunction with new development. Schemes identified in the minor highway improvement programme will be consistent with the priorities identified in policy T2.
- 8.32 The Council maintains a number of highway improvement lines, safeguarding land from development which might otherwise prejudice the proposed improvement. In addition to any protected lines required for major schemes identified in Policy T8, there are a number of generally minor improvement lines identified to improve road safety through carriageway widening or realignment or footway provision, and these are likely to be implemented as funds become available possibly in conjunction with new development. However, four schemes, nos. 16, 30, 36 and 50, in policy T9 involve the safeguarding of road links to facilitate new development. Scheme no. 52 forms part of a proposal devised by Bradford Council in partnership with chemical manufacturers A. H. Marks to provide a route enabling heavy vehicles travelling to and from the works to avoid residential streets in the Wyke area. A line is safeguarded in the Bradford Unitary Development Plan, and appropriate safeguarding is required on a small portion of land within Kirklees to complete the link from the works to Whitehall Road.

~~T9 IMPROVEMENT LINES FOR HIGHWAY SCHEMES WILL BE PROTECTED AT:~~

~~COLNE VALLEY~~ Improvement Line

~~1. Upper Clough, Linthwaite~~ 215

Kirklees Unitary Development Plan, Written Statement

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2. (Scheme deleted)	
3. Swallow Lane, Golcar	412
4. Causeway Side, Linthwaite	484
5. Hollin Hall Lane, Golcar	485
6. High Street, Scapegoat Hill	486
HOLME VALLEY/MELTHAM	Improvement Line
7. Upperthong Lane, Upperthong	2
8. Long Lane, Honley	6
9. B6107 New Road, Netherthong	176
10. Binns Lane, Holmfirth	376
11. Town End Road, Holmfirth	410
12. A635 Holmfirth Road River Bridge, New Mill	431
13. Broad Lane & Ashgrove Road, Holmfirth	455
14. Miry Lane/Springwood Lane, Thongsbridge	493
15. Totties Lane, Scholes	494
16. Colders Lane – Wessenden Head Link, Meltham	496
17. Kirkroyds Lane, Wooldale	497
DENBY DALE/KIRKBURTON	Improvement Line
18. Station Road/Highgate Lane, Lepton	120
19. Jenkyn Lane, Shepley	163
20. Quarry Lane, Lascelles Hall	167
21. B6433 Rowley Lane/Fields Road, Lepton	169
22. Elm Street, Skelmanthorpe	196
23. Common End Lane, Lepton	240
24. Lidget Lane, Skelmanthorpe	381
25. B6433 Rowley Lane/Highgate Lane, Lepton	396
26. B6116 Commercial Road, Skelmanthorpe	476
27. B6116 Huddersfield Rd/Cumberworth Rd, Skelmanthorpe	477
28. Abbey Road/Yew Tree Road, Shepley	479
29. The Knowle, Shepley	480
30. Storthes Hall Hospital Access Road, Kirkburton	522
HUDDERSFIELD	Improvement Line
31. Primrose Hill Road, Primrose Hill	100
32. Bradley Mills Road	115
33. Forest Road, Dalton	221
34. Jackroyd Lane/High Lane, Newsome	249

Kirklees Unitary Development Plan, Written Statement

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35. New Laithe Hill, Newsome	304
36. A641 Bradford Road/Ash Brow Road, Sheepridge	310
37. Luck Lane, Marsh	316
38. Bankfoot Lane, Armitage Bridge	320
39. Church Street, Longwood	349
40. Dodlee Lane, Longwood	398
41. Hillhouse Lane	452
42. Kings Mill Lane	507
43. Grove Street/Benn Lane, Longwood	511
HEAVY WOOLLEN AREA	Improvement Line
44. B6125 Field Head Lane, Birstall	25
45. Nab Lane, Birstall	137
46. Low Road, Thomhill	292
47. Norristhorpe Lane & Station Road, Liversedge	391
48. Leeds Road/A638 Bradford Road, Liversedge	520
49. Bradford Road/Snelsins Lane, Cleckheaton	521
50. Thornhill Road/Huddersfield Road Link, Dewsbury	532
51. Thornhill Road/Forge Lane roundabouts, Dewsbury	533
52. A. H. Marks industrial access road, Whitehall Road, Scholes	
53. A62 Gelderd Road. Pheasant Drive to Spring Ram roundabout.	519

This policy was not saved because it provides unnecessary detail of minor improvement lines. The latest information on safeguarded lines is available from the Highways and Transportation Service.⁵

Highway and Accessibility Considerations in New Development

8.33 New development will not normally be acceptable if it will create or add significantly to safety or environmental problems on the existing highway network, or, it if does not make provision for appropriately designed new highways within the development. Development sites should be located where there is a choice of means of travel. It will be desirable for such sites to be close to good quality public transport provision but where this is not possible improvements in the level of provision will need to be included as

⁵ To assist applicants the Council has identified text from relevant sources which it considers provides the most appropriate guidance as to how the issues in this unsaved policy should be addressed in planning applications. However, the selected text is intended to provide general guidance only, is not necessarily exhaustive and does not constitute legal or other professional advice. The Council recommends that applicants should always obtain their own expert advice.

Kirklees Unitary Development Plan, Written Statement

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required by policy T19. Development proposals in the plan have been examined to ensure that they do not have unacceptable effects on the highway network but in some instances off-site works may be needed to increase highway capacity or to overcome road safety or environmental problems. Where developments require off-site highway works, the Council will normally seek safeguards through planning agreements to ensure that such improvements are funded by the developer and implemented before the development is brought into use. Guidance on the design of new highways is provided in the Council's Highway Design Guide and Design Bulletin 32. Innovation will be possible in design, provided that the basic principles required by the Council are met, and the needs of service vehicles, public transport and emergency vehicles are also catered for. Highways designed appropriately will be adopted for future maintenance by the Council under the provisions of the Highways Acts.

T10 NEW DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT WILL CREATE OR MATERIALLY ADD TO HIGHWAY SAFETY OR ENVIRONMENTAL PROBLEMS OR, IN THE CASE OF DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS, IF IT CANNOT BE SERVED ADEQUATELY BY THE EXISTING HIGHWAY NETWORK AND BY PUBLIC TRANSPORT. PROPOSALS WILL BE EXPECTED TO INCORPORATE APPROPRIATE HIGHWAY INFRASTRUCTURE DESIGNED TO MEET RELEVANT SAFETY STANDARDS AND TO COMPLEMENT THE APPEARANCE OF THE DEVELOPMENT.

8.34 In the context of funding road improvements the Department of Transport has published guidelines on developer contributions to trunk road improvements. These can be found in "Control of Development Adjacent to Trunk Roads - Guidelines for the Highways Agency" July 1996.

Public Transport

8.35 The highway network has an important role to play in assisting public transport users. Its quality determines the ease with which bus operations can serve the area and the level of integration that can be achieved between the different modes of transport, particularly between private car use and buses and trains.

~~**T11 HIGHWAY IMPROVEMENTS AND TRAFFIC MANAGEMENT SCHEMES SHOULD HAVE REGARD TO PROVISION FOR PUBLIC TRANSPORT.**~~

This policy was not saved because the Local Transport Plan provides the appropriate test for highway improvements and traffic management schemes. See West Yorkshire Local Transport Plan 2006-2011 Part 2 Delivering Accessibility, Tackling Congestion and Effective Asset Management Strategies available at www.wyltp.com.

Planning Policy Guidance note 13: Transport also requires consideration of public transport in designing highway improvements, as follows:⁶

Public Transport

72. The likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need for travel by car. Within the context of the local transport plan, local authorities should work in partnership with public transport providers and operators, and use their planning and transport powers to improve public transport in ways which will reinforce the effectiveness of location policies in the development plan. The aim should be to establish a high quality, safe, secure and reliable network of routes, with good interchanges, which matches the pattern of travel demand in order to maximise the potential usage of public transport.*

*73. The Governments 10 Year Plan for Transport, together with the Transport Act 2000**, will help to establish greater public and private partnership, certainty and investment in public transport. This, in turn, will give greater confidence to those bringing forward major travel generating development to locate on central urban sites, in line with this guidance.*

74. In preparing their development plans and determining planning applications, local authorities, in conjunction with work on the local transport plan, should:

- 1. identify the key routes for bus improvements and priority measures, and the measures that will be taken;*
- 2. ensure, so far as is practicable, that traffic management measures do not impede the effectiveness of public transport services;*
- 3. explore the potential, and identify any proposals, for improving rail travel, in liaison with the SRA, including the reopening of rail lines, or creation of new stations on existing rail lines, light rail or guided bus routes (giving due consideration to the funding and value for money of such proposals);*
- 4. identify the potential for improved interchange between different transport services and between public transport and walking and cycling;*
- 5. negotiate for improvements to public transport as part of development proposals, in order to reduce the need to travel by car and the level of parking at such sites, and*

⁶ To assist applicants the Council has identified text from relevant sources which it considers provides the most appropriate guidance as to how the issues in this unsaved policy should be addressed in planning applications. However, the selected text is intended to provide general guidance only, is not necessarily exhaustive and does not constitute legal or other professional advice. The Council recommends that applicants should always obtain their own expert advice.

6. work with transport operators and other organisations to improve personal security across the whole journey.

The Guidance on Full Local Transport Plans provides advice on how local authorities should use their transport powers to improve public transport.

** The Transport Act 2000 requires each local transport authority to prepare a bus strategy, which is to form part of the local transport plan. The Act also provides for statutory bus quality partnerships and quality contracts.*

*** See: Personal Security Issues in Pedestrian Journeys DETR (May 1999).*

8.36 The Kirklees Integrated Transport Study places particular emphasis on attracting car users onto public transport to minimise the adverse effects of congestion and protect the quality of towns. Bus services account for around 95% of journeys by public transport in West Yorkshire and therefore the extent to which bus operations can be upgraded in terms of reliability and quality, as well as speed, will have an important bearing on the level of public transport use relative to the car. A key feature of the Integrated Transport Strategy is the designation of certain important bus corridors as Green Routes where high quality bus services will be introduced. Accordingly on these routes priority will be given to improved bus shelters to give safer, more comfortable waiting areas, improved passenger information, level access to buses, and to bus priority measures such as bus lanes.

~~**T12 MEASURES TO GIVE PRIORITY TO BUS MOVEMENT ON THE HIGHWAY NETWORK AND TO IMPROVE THE QUALITY AND RELIABILITY OF BUS SERVICES WILL BE INTRODUCED. PRIORITY WILL BE GIVEN TO IMPROVEMENTS ALONG THE GREEN ROUTES IDENTIFIED ON THE PROPOSALS MAP.**~~

This policy was not saved because the Local Transport Plan provides the appropriate test for prioritising measures to improve public transport – www.wyltp.com.

Planning Policy Guidance note 13: Transport also requires consideration of public transport improvements. (See PPG13 extract under deleted policy T11)

8.37 The establishment of park and ride facilities is another important recommendation in the Integrated Transport Strategy giving further encouragement for car users to transfer to public transport. The intention is for park and ride sites to be sought on 4 main Green Routes in Huddersfield (Leeds Road, Wakefield Road, New Hey Road and Bradford

Road) connected by frequent non-stop express buses to the town centre. Although these facilities may take some time to develop and become an established feature of travel behaviour, they do ultimately offer significant scope to reduce the growth in car usage and reduce congestion. Complementary restrictions on town centre parking and measures to manage road capacity are essential components in the effectiveness of the schemes and will be introduced at an early stage in conjunction with park and ride facilities.

T13 PARK AND RIDE FACILITIES WILL BE INTRODUCED IN CONJUNCTION WITH THE MEASURES TO SUPPORT BUS OPERATIONS WITHIN THE DESIGNATED GREEN ROUTES. SITES WILL BE IDENTIFIED FOR PARK AND RIDE FACILITIES IN THE LEEDS ROAD, WAKEFIELD ROAD, NEW HEY ROAD AND BRADFORD ROAD CORRIDORS OF HUDDERSFIELD.

Pedestrians and Cyclists

8.38 Pedestrians and cyclists largely share the highway network with motorised transport. Resources will be directed towards improvements for pedestrians and cyclists in line with the priorities identified in policy T2.

8.39 Walking is important for most trips, usually at the beginning or end of the journey, and therefore it is in everyone's interest that pedestrian safety and convenience is improved. Around 24% of all journeys in the peak hour are made on foot, the majority being within urban areas where the growth in traffic has made walking increasingly unpleasant. Particular efforts will be made to improve the urban pedestrian route network, aimed at persuading more people to walk as an alternative to using private transport. Measures will involve upgrading key routes which provide links to major facilities and the public transport network.

T14 THE SAFETY, CONVENIENCE AND ATTRACTIVENESS OF PEDESTRIAN ROUTES WILL BE IMPROVED AND NEW ROUTES CREATED. PRIORITY WILL BE GIVEN TO LINKED URBAN SCHEMES WHICH IMPROVE ACCESSIBILITY TO COMMUNITY FACILITIES AND PUBLIC TRANSPORT.

8.40 In common with the measures to make urban areas more pleasant and safe for pedestrians footway improvements will be undertaken and pedestrianisation schemes introduced in conjunction with appropriate traffic management and traffic calming provisions. Pedestrianisation will be pursued in a number of streets in Huddersfield town centre.⁷ Improvements will be promoted in Batley on Commercial Street, Lower Market Place, Branch Road and Upper Commercial Street, and in Holmfirth on Victoria Street and Hollowgate.

T15 IMPROVED PEDESTRIAN FACILITIES, INCLUDING PEDESTRIANISATION SCHEMES, SUPPORTED BY TRAFFIC MANAGEMENT ARRANGEMENTS WILL BE INTRODUCED TO IMPROVE PEDESTRIAN SAFETY AND

⁷ See policy TC30

**CONVENIENCE IN TOWN CENTRES AND LARGE LOCAL CENTRES.
PRIORITY WILL BE GIVEN TO THE INTRODUCTION OF SCHEMES IN
HUDDERSFIELD, BATLEY AND HOLMFIRTH.**

8.41 Where new developments are proposed arrangements for pedestrians will need to be considered at the initial planning stages. Pedestrian routes segregated from vehicles, giving direct access between homes, places of employment, community facilities and public transport will be encouraged. The design of routes will need to be consistent with the requirements of crime prevention.⁸ Existing informal footpaths represent 'desire lines' for pedestrians and will need to be taken into account in drawing up the pedestrian network and ensuring a satisfactory final scheme. Public rights of way will often form part of a wider network of amenity, as well as transport, value. Wherever possible new development should be designed around the existing line. Diversions may be acceptable where an alternative route of equivalent character can be devised. Estate roads will not in general be suitable for this purpose and should be avoided wherever possible.

T16 NEW DEVELOPMENT SHOULD MAKE PROVISION FOR SAFE, CONVENIENT AND PLEASANT PEDESTRIAN ROUTES, CONSISTENT WITH CRIME PREVENTION MEASURES OUTLINED IN POLICY BE23 AND WITH THE AIM OF PROVIDING ATTRACTIVE LINKS BETWEEN HOMES, PLACES OF EMPLOYMENT, COMMUNITY FACILITIES AND PUBLIC TRANSPORT. THE LINE OF EXISTING PUBLIC RIGHTS OF WAY WILL BE SAFEGUARDED EITHER BY INTEGRATION INTO THE OVERALL SCHEME OR BY DIVERSION WHERE AN ALTERNATIVE ROUTE WHICH MAINTAINS THE CHARACTER AND FUNCTION OF THE RIGHT OF WAY IS AVAILABLE.

8.42 Cycling is less significant in Kirklees than other modes of transport, and the use of cycles for essential trips, as opposed to their use as a recreational activity, is well below the national average. Measures will therefore be considered to encourage greater use of cycles, through the introduction of cycle lanes or other priority measures for cyclists in road improvement and traffic management schemes and the designation of safe routes and parking arrangements for cyclists in new developments.

T17 NEW DEVELOPMENT SCHEMES AND HIGHWAY IMPROVEMENTS SHOULD HAVE REGARD TO THE NEEDS OF CYCLISTS THROUGH THE PROVISION OF CYCLE TRACKS, CYCLE CROSSINGS ON MAIN ROADS, AND CYCLE PARKING FACILITIES.

8.43 The Council intends to provide a number of strategic cycle and pedestrian routes, either by the upgrading of existing routes or by the creation of new rights-of-way. The routes will provide important long distance links connecting major centres and provide a core network to which other new routes can be joined. As well as being important for essential trips the new links will also be of benefit for recreational purposes by providing

⁸ See policy BE23

safe and attractive routes which are easily accessible from the urban area. Signing and measures to facilitate the safety of users joining and leaving the routes via the existing highway network will be undertaken as part of the implementation of the schemes. Further provision for footpaths and cycle routes for recreational use is contained in chapter 14.

T18 STRATEGIC ROUTES FOR PEDESTRIANS AND CYCLISTS ARE IDENTIFIED ON THE PROPOSALS MAP AT:

- i HUDDERSFIELD TOWN CENTRE TO MIRFIELD VIA BRADLEY VIADUCT;**
- ii MIRFIELD TO CLECKHEATON THROUGH THE SPEN VALLEY;**
- iii DEWSBURY TOWN CENTRE TO KIRKLEES BOUNDARY - (OSSETT, WAKEFIELD);**
- iv DEWSBURY TO BATLEY;**
- v BATLEY TO HUDDERSFIELD ROAD, BIRSTALL ON THE WILTON LINEAR TRAIL;**
- vi Scheme deleted;**
- vii (not used);**
- viii SHOWCASE CINEMA, GELDERD ROAD TO OAKWELL COUNTRY PARK; AND**
- ix KIRKBURTON TO LEEDS ROAD, HUDDERSFIELD.**

Parking

8.44 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 may be used to help achieve an overall approach to transportation.

8.45 A certain level of off-street parking provision may be necessary if new developments are to avoid giving rise to indiscriminate on-street parking which would be detrimental to road safety, restrict the flow of traffic, or cause environmental problems. The level of provision to be sought will be based upon the Council's parking standards as set out in Appendix 2. These include advice on arrangements for service vehicles and cycles as well as for cars. In accordance with government policy the standards establish the maximum level of car parking generally allowable. Lower levels of provision will be appropriate where the proposed use can still operate effectively or the developer wishes

Kirklees Unitary Development Plan, Written Statement

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to provide less spaces, unless there will be significant adverse consequences for road safety or traffic management.

- 8.45a The standards take account of differing levels of public transport accessibility. In the main centres, Huddersfield, Dewsbury, Batley, Heckmondwike, and Cleckheaton where accessibility to public transport is high, lower levels of car parking for staff will be necessary. This will encourage a shift away from use of the private car. Outside these town centres lower levels may also be appropriate where public transport accessibility is to a similar high standard and transport plans can be secured to increase the use of travel modes other than the private car. Such transport plans may provide improved public transport service frequencies, extra service destinations, encourage cycle use, or include other appropriate measures. These can be secured through Obligations under Section 106 of the Town and Country Planning Act.
- 8.45b In Huddersfield, Dewsbury, Batley, Heckmondwike and Cleckheaton, in line with government guidance on town centres, the parking provided in new developments should serve the centre as a whole and be managed in accordance with the arrangements as described in paragraph 8.46 and set out in policy T20. It is important to be able to exercise control over the use of parking to support the economic well being of the town. The provision of private spaces in individual developments would detract from this ability. Agreement will therefore need to be reached on the introduction of satisfactory management arrangements before planning permission will be granted for development. Such arrangements may also be appropriate in other smaller centres where the Council has or intends to provide parking to serve the centre
- 8.45c 'PPG13 A Guide to Better Practice ' has indicated the dangers of an unbalanced policy which seeks less parking in town centres but permits high levels of off-street parking in areas with poor levels of public transport accessibility, since this can lead to perverse investment decisions with developers selecting locations where more car parking can be included. Therefore standards outside town centres are not set at significantly higher levels and in areas where public transport accessibility is poor, proposals for development which will attract or generate a significant number of journeys should include arrangements for the improvement of public transport provision. Poor public transport accessibility is considered to exist in those areas, which are beyond a reasonable 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 are submitted for developments of a significant scale detailed assessments will be required of public transport services, and of access arrangements for pedestrians to those services, taking into account distance, gradients and the quality of 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.
- 8.45d The cycle parking standards are designed to promote cycling as a means of transport and reflect the minimum level of provision to be sought in new developments. The standards are broadly consistent with those introduced by neighbouring authorities

T19 THE PROVISION OF OFF-STREET PARKING WILL BE REQUIRED IN NEW DEVELOPMENTS IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 2. WHERE PARKING IS PROVIDED IN CONNECTION WITH NEW DEVELOPMENTS IN TOWN CENTRES ARRANGEMENTS SHOULD BE MADE TO ENSURE THAT IT IS AVAILABLE TO SERVE THE CENTRE AS A WHOLE AND MANAGED IN ACCORDANCE WITH POLICY T20. PROPOSALS FOR DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS AND WHICH ARE TO BE LOCATED WHERE ACCESSIBILITY TO PUBLIC TRANSPORT IS POOR SHOULD INCLUDE ARRANGEMENTS FOR THE IMPROVEMENT OF PUBLIC TRANSPORT PROVISION, IN ADDITION TO MEETING THE PARKING STANDARDS.

8.46 In town centres car parking provision is largely within public car parks together with some short stay on-street parking. Provision of car parking within town centres without regard to highway capacity can have serious implications by generating traffic movements, which cannot be accommodated by the highway network. Nevertheless if town centres are to compete effectively with out of centre developments they must remain attractive to people who arrive by car as well as by other modes of travel. In recognition of these issues priority will be given to the provision of shoppers' car parks close to the shopping core of town centres, catering for those whose journeys are generally outside peak periods, whilst car parking for commuters will be located on the periphery of town centres in locations easily accessed from the main roads leading to the town centre. In addition to this approach on the location of car parks, parking charges will be used as a means of deterring commuting by car. With this pattern of provision the needs for off-street car parking can be met whilst minimising pressure on the highway network at peak times.

T20 IN TOWN CENTRES CAR PARKING PROVISION WILL BE MANAGED TO DISCOURAGE LONG STAY USE. IT WILL ALSO BE MANAGED TO ENCOURAGE THE USE OF PARKING PROVISION CLOSE TO THE SHOPPING AREA FOR SHORT STAY PURPOSES AND TO DIRECT LONG STAY USE TO PARKING PROVISION ON THE PERIPHERY OF TOWN CENTRES, NORMALLY WHERE CONVENIENT ACCESS TO MAIN RADIAL ROUTES IS AVAILABLE. ADDITIONAL LONG STAY PARKING, ABOVE THAT REQUIRED BY NEW DEVELOPMENT IN ACCORDANCE WITH POLICY T19, WILL NOT BE PERMITTED.

8.47 In satisfying the requirements of policies T19 and T20 town centre developers will need to make provision for sufficient car parking spaces to satisfy the Council's standards on quantity, and also demonstrate that appropriate management arrangements will be in place when the development comes into operation. Where difficulties are experienced in making the relevant level of provision or in securing appropriate management arrangements in a development scheme, it may be possible to consider alternatives such as the provision of extra public car parking spaces in conjunction with the Council.

~~**T21 PROPOSALS FOR COMMERCIAL DEVELOPMENTS WHICH ARE UNABLE TO INCORPORATE SUFFICIENT CAR PARKING TO COMPLY WITH CAR PARKING STANDARDS SHOULD INCLUDE ARRANGEMENTS ENABLING PARKING PROVISION TO BE MADE BY THE COUNCIL ON AN APPROPRIATE ALTERNATIVE SITE NEARBY.**~~

This policy was not saved because it was not effective. Policy T19 establishes the context for decisions on planning applications in relation to car parking and the standards applicable. Policy T20 is appropriate as an additional consideration in town centres.

- 8.48 Additional public car parking spaces are planned by the Council, with priority being given to schemes in Huddersfield, Holmfirth and Batley. Proposals for Huddersfield are identified in chapter 15. Opportunities for additional provision in conjunction with new developments will be taken as they arise. The Kingsgate scheme in Huddersfield will realise over 1,100 spaces short stay spaces.

Motorway Service Areas (MSA's)

- 8.49 The Government is committed to improving the service offered to motorway users through an increase in the availability and choice of MSA's and requires that the need for MSA's be considered in development plans which should identify locations if appropriate.
- 8.50 The M62 through Kirklees is located entirely within the green belt and the general presumption against inappropriate development within the green belt is not overridden by Circular 23/92. However one of the material considerations which could justify an exception, would be the lack of signed MSA's within 15 miles of existing facilities.
- 8.51 Hartshead Moor Services provide facilities on the Kirklees section of the motorway and, these are situated approximately 11 miles from the western boundary of the District and less than 6 miles from the eastern boundary. Pressure could arise for a new MSA to the west of Hartshead where the next available service area at Birch, Oldham is 25 miles away. However, a location in Kirklees, even at the western extremity of the District, would be too close to Hartshead to present optimum operating conditions. Furthermore any site beyond a minimum distance of 10 miles from Hartshead would fall within, or have an effect on, an area of high landscape value, as defined on the proposals map. In these circumstances it is not considered appropriate to identify sites for MSA's in the plan.

Kirklees Unitary Development Plan, Written Statement

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THE RAILWAY NETWORK

- 8.52 The railway network is a significant part of an integrated transport system. Local rail Services are operated between Huddersfield and Sheffield, Huddersfield and Leeds and Marsden, Huddersfield and Wakefield, paid for by the Passenger Transport Authority (PTA). Main line services between Leeds and Manchester stopping at Huddersfield and Dewsbury are the responsibility of British Rail.
- 8.53 Rail travel in West Yorkshire has increased substantially from the beginning of the last decade, and is expected to continue to increase. Fast and reliable rail travel can attract private car users onto public transport. The rail network also provides high capacity links to which other modes of transport can be connected through park and ride initiatives or transport interchanges. Through the PTA the Council has a direct role in supporting the funding of local services, and can also influence the activities of British Rail. The Council will continue to support rail services with a view to improving the quality and reliability of service and expanding the network where appropriate. This is consistent with the objectives identified in policy T1 and the approach advocated in the Integrated Transport Strategy.
- 8.54 The PTA has considered the possibility of introducing a Huddersfield Bradford rail service linking Brighouse and Halifax utilising a small section of non-operational railway line between Bradley Junction and Bradley Wood Junction situated within Kirklees. The service would provide a further important link in the West Yorkshire network.

~~**T22 THE DISUSED SECTION OF RAIL LINE BETWEEN BRADLEY JUNCTION AND BRADLEYWOOD JUNCTION, SHOWN ON THE PROPOSALS MAP, WILL BE SAFEGUARDED FROM DEVELOPMENT TO FACILITATE THE INTRODUCTION OF A HUDDERSFIELD-BRADFORD RAIL SERVICE VIA BRIGHOUSE AND HALIFAX.**~~

The policy was not saved because the proposed rail extension has now been implemented.

- 8.55 The disused railway lines which remain largely intact have potential for re-use for transport purposes. In addition to the proposals set out in policy T18 for pedestrians and cyclists a number of other uses have been examined. ICI has considered the feasibility of a rail link to its Huddersfield works utilising the disused Kirkburton branch line, and provision of this freight link remains as a possibility in the future. The disused Spen Valley line is likely to be utilised for services operating from the West Yorkshire Transport Museum, Bradford, whilst the Clayton West branch is in part used by a narrow gauge railway, operated as a tourist attraction, with prospects for its extension using the whole length of the branch line. Given the potential of disused railway lines for a range of transport uses, possibly including a future role for rail use, it is important that their re-use is not prevented by new development.

T23 DEVELOPMENT WHICH WOULD PREVENT THE RE-USE OF DISUSED RAILWAYS FOR TRANSPORT PURPOSES WILL NOT NORMALLY BE PERMITTED.

8.56 The PTA has pursued a policy of upgrading existing stations to improve the quality of passenger facilities and opening new stations to increase rail patronage. Improvements to existing stations have involved general upgrading and environmental measures, platform alterations, including improved access for the disabled, and the provision of facilities which assist integration with other modes of transport. New stations have been opened at Deighton, Slaithwaite, and Berry Brow in recent years, and further new stations are planned.

T24 PROPOSALS FOR THE ENHANCEMENT OF RAILWAY STATIONS, PARTICULARLY WHERE THESE ASSIST BETTER INTEGRATION OF RAIL TRANSPORT WITH OTHER MODES OF TRANSPORT WILL NORMALLY BE ACCEPTABLE. SITES FOR NEW STATIONS ARE IDENTIFIED ON THE PROPOSALS MAP AT:

- i RED DOLES, HUDDERSFIELD, FOR LOCAL NEEDS AND TO SERVE THE KIRKLEES STADIUM;**
- ii SCAR LANE, MILNSBRIDGE;**
- iii RAVENSTHORPE, INVOLVING THE RELOCATION OF THE EXISTING STATION SITE TO SERVE THE HUDDERSFIELD - WAKEFIELD LINE IN ADDITION TO THE HUDDERSFIELD - LEEDS LINE; AND**
- iv STATION ROAD, THORNHILL LEES.**

8.57 The opening of the Channel Tunnel will give a greater incentive for industries to move goods by rail, since there are expected to be advantages in using rail to access markets on the continent. This may encourage interest arising among local companies in the use of rail for freight. Where this can be achieved there should be environmental benefits arising from reduced HGV use of local roads.

8.58 Whilst encouragement will be given to the use of the rail network within Kirklees for the movement of freight, there are good road links to the planned Channel Tunnel freight terminal at Port Wakefield, Normanton. Existing businesses will therefore have ready access by road to the terminal where transshipment to rail will take place. The continued upgrading of the Strategic Highway Network will improve this advantageous position.

THE WATERWAY NETWORK

8.59 The waterway network no longer carries freight. The Calder and Hebble Navigation and the Huddersfield Broad Canal are maintained to navigable standards and continue to be

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used for recreational purposes. The Council has embarked on an ambitious restoration scheme for the Huddersfield Narrow Canal, intended to secure its eventual complete re-opening.

- 8.60 Canals and rivers are increasingly being recognised as offering recreational opportunities, and these will continue to be promoted in accordance with policies R18 and R19. Whilst recreational use of canals may be considered to be the primary function of canals they may still have a potential role for the movement of freight or even for use as a means of public transport subject to the protection of the natural water resource. In view of their existing and potential benefits to the community canals will be safeguarded to secure the retention of a comprehensive network. The use of canals for freight and public transport, where this is compatible with the upkeep and improved viability of canals, will also be supported.

T25 DEVELOPMENT PROPOSALS WHICH WOULD PREJUDICE POTENTIAL USE OF THE WATERWAY NETWORK FOR FREIGHT MOVEMENT OR PUBLIC TRANSPORT WILL NOT NORMALLY BE PERMITTED.