



**MINUTES OF THE HARDEN NEIGHBOURHOOD PLAN PROJECT TEAM  
HELD ON 19<sup>th</sup> FEBRUARY, 2019 IN HARDEN MEMORIAL HALL**

**Present:** Cllr Kay Kirkham (Chair)  
Cllr Gerald Jennings  
Cllr Ann Taylor  
Jools Townsend  
Steve Johnson  
Tony Carlyle  
Jamie Wilde (IntegreatPlus)  
Ken Eastwood (Clerk)

**1. Apologies for absence**

None.

**2. Minutes of last meeting**

The minutes of the previous meeting were accepted.

**3. Vision, aims and objectives**

A revised version of the vision, aims and objectives had been circulated following inclusion of edits proposed at the last meeting. The team reviewed the document and proposed further revisions.

**Actions**

Jamie Wilde to incorporate the edits proposed and a final version of the document to be circulated.

**4. Transport topic presentations**

Jools Townsend and Jamie Wilde delivered presentations on transport issues (see appendices).

**5. Facilitated discussion**

Members discussed various aspects of the presentations and transport issues in Harden.

Jamie Wilde stated that Bradford's policy was to take a design led approach to parking. This presented an opportunity for Harden to develop design guidance that will deliver this.

He stated that many of the points discussed would be included in a parallel Parish Plan. The Neighbourhood Development Plan can include enabling policies, but some

matters cannot be addressed within a NDP. Aspirational statements can be included however.

The NDP is a statutory plan that has to be drafted to conform with other plans.

A member made comment about the Skipton Properties development which will almost inevitably lead to 60 new cars in Harden. In the medium to longer term driverless, Uber type cars may mean that not every house will have two cars on the drive.

It was stated that whilst looking at alternatives, many people do need to travel outside of the village for business purposes. A balance needs to be found between discouraging car ownership and enabling people to move effectively.

A member observed that lots of things could be done now as well as preparing for the future. It was suggested that the team needs to think holistically about the range of issues we are facing and how smaller actions can contribute to change. Many of these issues are inter related.

A member asked what evidence base we have for transport issues. Jamie Wilde said if we wanted to include a policy or an aspiration, we would need some evidence e.g. speed surveys.

The process of drafting policy was queried and it was suggested that perhaps a generic plan could be developed by looking at policies in other plans and then bespoke policies developed for Harden where required. Jamie Wilde explained that this would not be appropriate as the plan has to be developed from the ground up, in consultation with the local community and stakeholders.

It was suggested, nevertheless, that it would be helpful to look at transport sections in other plans.

### **Actions**

That the next agenda only considers transport issues. Jamie Wilde to draft example policies and circulate two weeks in advance of the meeting. The distinction between matters that can be included in the NDP and those that would be included in a Parish Plan to be made clear.

### **6. Any other business**

None.

### **7. Next meeting**

To be confirmed.

Addendum – subsequently agreed that the next meeting will be held on 25<sup>th</sup> March, 2019, at 19:15 in Harden Memorial Hall.



# Transport & mobility issues in communities: insights from research

Harden Neighbourhood Plan meeting  
Presentation by Jools Townsend  
19 February 19

## Approaching these issues

- ❖ Using community consultation and discussion to reveal local issues, concerns and aspirations
- ❖ Using research and good practice examples to show what can/ought to be done to address these



# Key issues for Harden we've identified

- ❖ Speed and safety
  - ❖ Noise (and pollution?)
  - ❖ Inconsiderate parking
  - ❖ Walking and cycling routes
  - ❖ Public transport links
- + Traffic volume & car dependency - cross-cutting theme

# Speed and road safety

- ❖ Speed a factor in almost all casualties
- ❖ A particular factor inhibiting walking & cycling
- ❖ Huge difference between 30mph and 20mph
- ❖ Impact of lower limits & enforcement
- ❖ Psychology of speed - thinking of your own needs, social norms



# Noise and air pollution

## Noise:

- ❖ Affects physical and mental health
- ❖ May cause particular issues among children
- ❖ Factors: braking/accelerating, bends, road surface, vehicle type, regularity (contact with road & aerodynamics)

## Air pollution:

- ❖ An 'invisible' public health crisis - 40-50k deaths a year in UK
- ❖ Especially impacts children, vulnerable and poor - a social justice issue, gaining more attention
- ❖ Major factor in climate change - making flooding more likely



# Inconsiderate parking

- ❖ Most do it, most misunderstand rules
- ❖ Similar motivations to speeding?
- ❖ Affects mobility, impinges rights, causes frustrations and friction
- ❖ Particular issue for children, elderly, disabled
- ❖ Do more parking spaces address the issue? Need to consider root causes & avoid encouraging driving?





## Walking and cycling routes

Q: What makes a good route?

A: Traffic-free, low speeds, well-connected



- ❖ We need 20mph limits, plus good quality routes to stations/conurbations/facilities ...and for drivers to think more about/as pedestrians and cyclists
- ❖ We need to make walking and cycling the most attractive, practical, natural choice for short journeys
- ❖ Manifold benefits to health, wellbeing, community, environment and local economy



# Waddesdon Greenway

Connecting people & places



## Public transport links

- ❖ People care about: reliability, regularity, connectivity, affordability, comfort/welcome
- ❖ Extensive development on our railways
- ❖ Bus services could offer great connections, but hampered by poor timetabling and traffic
- ❖ Usually poor linkages with new housing, trapping people in car dependency/limiting mobility - but opportunities too



*This square had potential but didn't perform a community function. There were no people in it when we visited.*



*Parking spaces and lots of brick – a common feature in many residential areas of urban extensions.*



*Front gardens are often very small. The urban trees and grass verges of previous generations of suburbs seem to have vanished. For the pedestrian the walking environment often seems barren and boring.*

## Harden: a car-dependent community?

- ❖ At the heart of all these issues - our biggest challenge?
- ❖ A valued part of lifestyles and identities
- ❖ Causing poor health & wellbeing, reduced social contact & frustrations, environmental damage, unfairness and inequality
- ❖ Wider change is coming - society shifting away from private motor car ownership > opportunities for Harden
- ❖ **Enabling, enhancing, prioritising & normalising the alternatives is key to achieving our aspirations**



Doing our bit for the community...  
and ourselves!

# TRANSPORT & MOVEMENT:

## NEIGHBOURHOOD PLANNING CASE STUDIES

## NEW PEDESTRIAN & CYCLE ROUTES

The NP can propose the extension of existing or development of new footpaths or cycle routes within the plan area. This could be a defined route on a map or a general direction - e.g Harden - Bingley

This can be funded through Community Infrastructure Levy (CIL) monies and delivered by the Parish Council working with the Local Authority & Highways Authority

### **Cottingham - POLICY GP5:**

#### BIODIVERSITY AND THE GREEN NETWORK (PEDESTRIAN AND CYCLE WAYS)

(A) Subject to viability considerations, and in advance of the Community Infrastructure Levy being formally introduced, all developments involving the creation of 11 or more dwellings or more than 50 square metres of commercial floor space, will be required to make an appropriate contribution to the establishment of the Green Cycle and Footpath Network identified on the Neighbourhood Plan Proposals Map, in accordance with Table 1.

### **Ripponden - POLICY EC2:**

Community Infrastructure Levy (CIL) money should be used to support the biodiversity and sustainable viability of the area's natural landscape and habitats, including the maintenance of local footpaths.

# NEW PEDESTRIAN & CYCLE ROUTES



- Green Network
- ⋯ Green Network (precise route to be agreed)
- Open Areas
- Existing Snickets
- Existing Footpaths

Excerpt from Cottingham NP produced by Integreat Plus



# NEW DEVELOPMENT & EXISTING FOOTPATHS

## **WOODCOTE NEIGHBOURHOOD PLAN**

### Policy T7: Pedestrian Footways

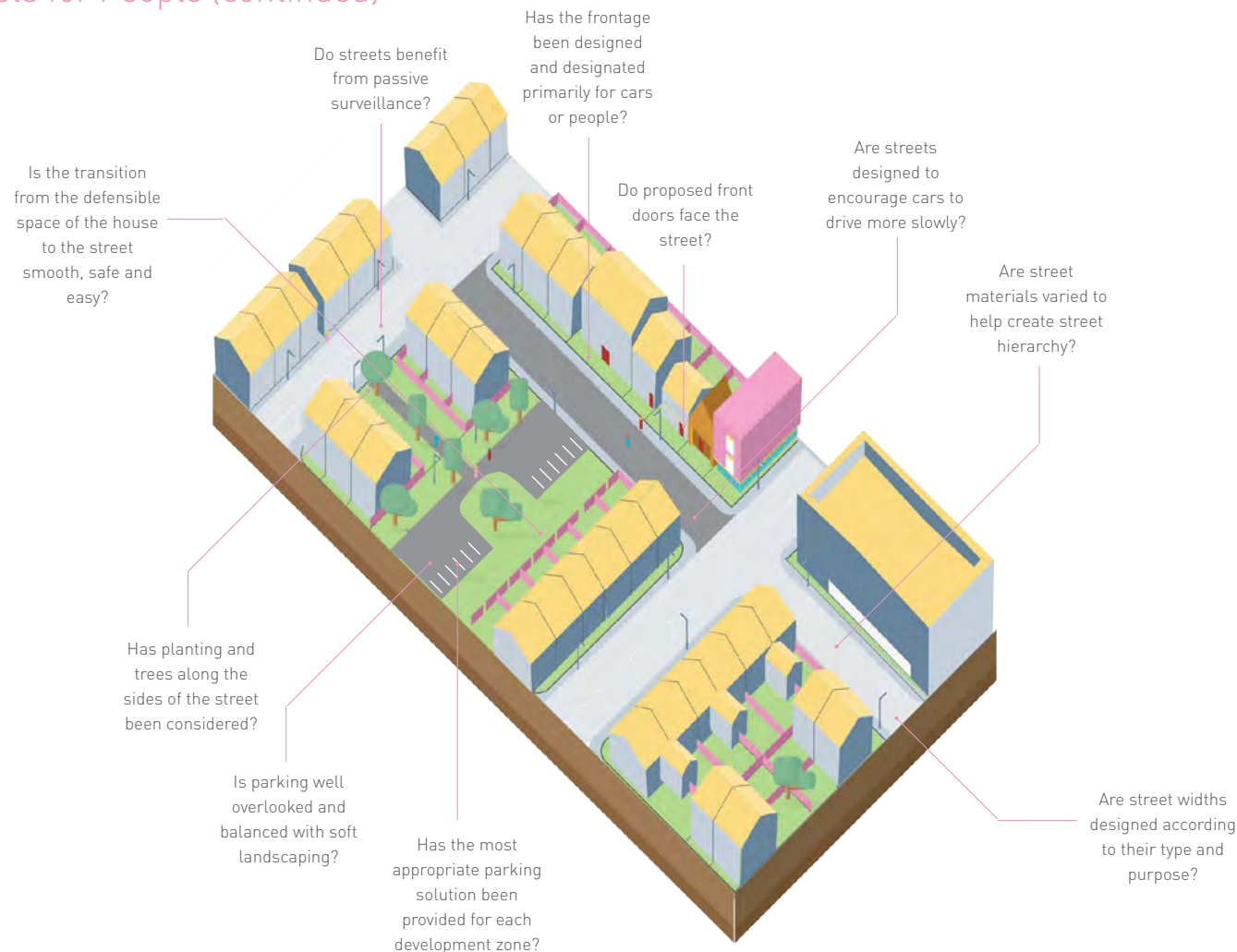
All new housing developments must, when appropriate and practical, provide safe pedestrian access to link up with existing or proposed footpaths, ensuring that residents can walk safely to bus stops, schools and other village facilities.

# STREET DESIGN/ LAYOUT

## BRADFORD CORE STRATEGY - POLICY TR2: PARKING POLICY

**G)** Require new developments to take a design led approach to parking which is well integrated within the overall layout so that it supports the street scene and local character, and creates a safe and pleasant environment even in parking areas.

### Streets for People (continued)



# STREET DESIGN/ LAYOUT CONTINUED...

## 2.11 Parking outside the curtilage

D9

Designers and developers should refer to the Wakefield Street Design Guide for further guidance.

### We advise that you:

- ✓ Use a mixture of parking strategies to create the best possible public realm and allow front gardens to be used for planting and not parking.
- ✓ Use realistic calculations for car parking and visitor parking demand taking into account the location, availability and frequency of public transport together with local car ownership trends. (BFL REF)
- ✓ Use contrasting ground materials, metal plates or block markers to mark out and number spaces rather than white lines.
- ✓ Create parking spaces close to people's homes
- ✓ Provide a generous amount of secure and convenient cycle parking.
- ✓ Look into measures to reduce car ownership and parking especially within urban areas and the city centre.

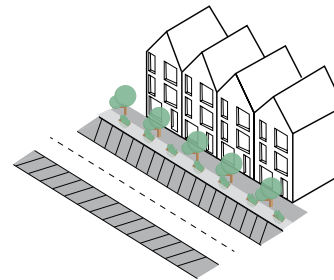
### We advise that you avoid:

- ✗ Large rear parking courts - Building for Life recommends that no more than 5 dwellings share a parking court, and that when parking courts are designed they should be well overlooked to prevent crime.

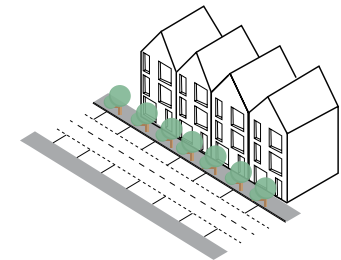
There will be a requirement for designers to show on their layout drawings the intended use and dimensions of all off street and on street parking spaces including any special provision required by a scheme.

In all instances lay-bys, garages, and/or spaces must be provided to the Council's satisfaction before the respective dwellings which they serve are occupied.

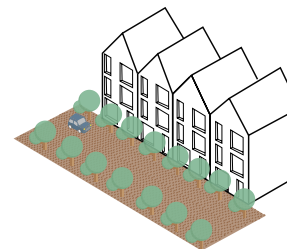
Possible parking solutions:



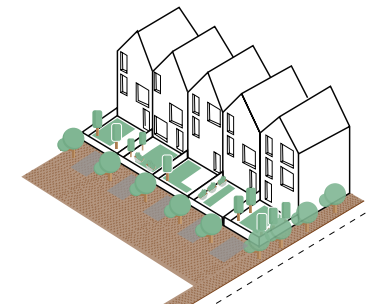
On-street bay parking



On-street parking



Shared surfaces  
with allocated parking and planting



Parking Courts

# ELECTRIC VEHICLES & CYCLE STORAGE

## **KNIGHTSBRIDGE NEIGHBOURHOOD PLAN**

**H)** Any residential car parking must be provided on-site and off street, within buildings within the site. Parking proposed for residential use should aim for significantly less than one space per unit. Electric vehicle charging provision above London Plan requirements is encouraged.

## **ALTON NEIGHBOURHOOD PLAN**

TR3 Cycle storage and parking

To encourage the greater use of sustainable and non-motorised modes of transport, all new traffic-generating development must seek to provide adequate parking or storage for bicycles.

All new dwellings (including conversions and subdivisions) must demonstrate how they can achieve secure storage for bicycles that enjoys convenient access to a public highway. The minimum dimensions of any storage space serving a single private dwelling will feature a floor area of 1.5 metres by 2.2 metres and must be accessible via a doorway at least 1.0 metres wide. Shared storage of an appropriate size/ form for flatted developments featuring a secure courtyard or entrance hall will be considered acceptable.

All new non-residential developments should provide cycle parking.

# PARKING POLICY

## **ALTON NEIGHBOURHOOD PLAN:** TR5 Parking provision and standards

### **Designated off-street parking**

New residential development within Alton will provide an adequate level of off street parking for residents. The following minimum standards will apply:

1 bedroom dwellings: 1 parking space

2 and 3 bedroom dwellings: 2 parking spaces

4 bedroom (or more) dwellings: 3 parking spaces

Where communal, unallocated off-street parking is provided for eight or more dwellings, the minimum standard for 2 bedroom dwellings and above may be reduced by one space per four dwellings.

### **Garages as off-street parking**

Where garages are to be counted as an off street parking space the following minimum internal dimensions should apply:

Single garage: 3.0 metres wide x 6.0 metres deep

Double garage: 5.7 metres wide x 6.0 metres deep

### **Visitor parking**

New residential development within Alton will provide adequate designated additional parking for visitors, at a minimum of one space per two dwellings. This can either be off-street or on-street, subject to the wider guidance set out within this policy. Visitor parking should be marked as such.

### **Additional on-street parking**

Additional on-street parking provision will be welcomed where appropriate, but should not be used as a substitute for off-street parking provision. Non-designated on-street parking should be restricted along through-routes within new residential developments.

# JUNCTION, CROSSING & SPEED CALMING IMPROVEMENTS

If there are particular areas of concern and it can be demonstrated the issues are severe enough, and there is agreement by Local Authority and Highways, policies can be put in place to seek solutions as part of developer contributions.

## **WOODCOTE NEIGHBOURHOOD PLAN**

Policy T5: Junction of Beech and Wood Lane

Developer contributions will be sought to improve safety, road markings and visibility at the junction of Beech Lane and Wood Lane from any proposed developments accessing onto these roads

## **WOODCOTE NEIGHBOURHOOD PLAN**

Policy T6: Traffic Calming along Goring Road

Proposals for development which will directly access onto the Goring Road will be required to make provision for, and contribute to, appropriate traffic calming measures at either end of the Goring Road or in the near vicinity of the development.

# PUBLIC TRANSPORT STATEMENT

Example of how a NP can include statements rather than policies around public transport

In this case the parish council and the parish plan would be the delivery vehicle for this but with support from the NP

## **PARTNERSHIP WORKING TO ACHIEVE OBJECTIVES**

Chapel-en-le-Frith Parish Council will work in partnership with Derbyshire County Council (DCC), High Peak Borough Council (HPBC), Network Rail (NR) and public transport operators (PT), as appropriate, in pursuit of the following aims:

- To develop a high-quality integrated transport system for the movement of residents, workers and visitors by public transport, walking, cycling and private vehicles, so facilitating access to jobs and services, and for the local movement of goods;
- To initiate and promote schemes and projects to improve highway safety;
- To positively consider the needs of those with disabilities, and provide appropriate facilities in the transport infrastructure to assist them;
- To positively encourage walking, cycling and the use of public transport, including initiating and developing infrastructure improvements which assist and safely promote these sustainable means of travel;
- To minimise the length and number of motorised journeys, so reducing travel demand, congestion, road accidents and greenhouse gas emissions;
- To promote efficient and timely repairs and resurfacing of roads, footways and other public areas