

## HARROGATE CONGESTION STUDY



### Comments Submitted on behalf of Harlow & Pannal Ash Residents' Association (HAPARA)

#### **Lack of relevance to the West of Harrogate communities**

Whilst we recognize that many of the interventions included within Package B could be applied to the whole of the town, we believe that the emphasis of the material so far published on the North Yorkshire County Council (NYCC) website concerning Package E, seems to be directed to the North/North East and central parts of Harrogate. An example of this arises when one looks at Page 724 (Figure 1) of the Options Assessment Report (OAR) addendum dated 15 January 2019. On this diagram a Western Bypass is indicated, but the text of the addendum concentrates on the packages highlighted on Page 729 of this document, with little or no mention being made of a Western Bypass. The OAR report also makes reference to an engagement group, but when one looks at its membership, then apart from Killinghall Parish Council, there appears to be no representation from other Parish Councils or Resident Organisations, and none from the western arc of the town.

On the west side of Harrogate, we face a wholly different situation to the north and east (where the issues concern through traffic and whether a relief road is the answer or not). In the west the issue is how to handle the traffic generated by colossal housing development.

#### **Future growth in Western Arc ignored**

Whilst we are fully aware of the public statements that have been made concerning the relief road, highlighted within Package E, and of the Western Bypass, we are concerned that no significant amelioration concerning the anticipated impact of nearly 4000 houses planned for the western arc of Harrogate have been proposed. Even if many of the interventions contained within Packages B & E were to be implemented, we are not convinced that the impact of 4000 houses and the resulting car trip rates would be significantly reduced. We agree with NYCC that both packages should be subject to consultation by the whole of Harrogate, but so much of the debate has been narrowly focussed on the Northern Relief Road controversy that the problems in the western arc have been poorly addressed or even overlooked.

HAPARA straddles four wards on the western side Harrogate, and it is a matter of record that we are afflicted with high levels of traffic with a number of routes often at or above capacity, which is hardly surprising given that the road network is expected to absorb levels of traffic that it was never designed for. This part of the town is one where the equivalent of a Settlement in housing numbers is being put forward in the Local Plan. Yet the whole emphasis of the WSP work seems to have overlooked this key issue, which is one that has been commented on for many years. The statement in the preamble to the congestion study survey that "*local improvements might offset the direct impacts of [housing and employment] growth*" in this area is demonstrably untrue.

#### **Other local representatives agree with us**

Since the consultation started in April of this year a number of our members have attended the sessions organised by NYCC in the Cairn Hotel and Pannal, and during the course of conversations with WSP representatives it soon became apparent that our concerns are not groundless. The anticipated effects of nearly 4000 houses have not fully been taken account of, and we know that other organisations, such as Pannal and North Rigton Parish Councils share the same concerns.

## **Outcome predetermined?**

During the course of the consultation period so far, we have taken soundings from many of our members and the general comment has been that the material so far presented by NYCC is weak on deliverables. We are told that the elements of the two packages can be `mixed and matched` without any firm detail, and we have our local MP speaking out against the relief road and pushing for sustainability as the way forward. Therefore, our overall concern is that this study will prove to be a consultation in name only with Package E infrastructure measures destined to be rejected. Whilst we fully support many of the interventions shown in Package B, by themselves we do not believe that they will solve the established traffic and congestion problems that Harrogate suffers from.

## **Effective infrastructure improvements needed in the west**

Without significant upgrades to the infrastructure on the western arc of Harrogate, and real improvements to public transport, we do not believe that the mitigations that have so far been proposed will make any significant difference, and that many of the benefits being attributed to Package B will be diluted. We also feel that the relief road will do nothing to alleviate the problems on the western side of Harrogate, and some consideration should have been given to a short western relief road option, or some other form of substantial amelioration proposed.

We are faced with the equivalent of a Settlement being proposed for a part of Harrogate where the infrastructure is already under strain, and yet the pull for services (such as Harrogate Hospital and GP practices) and key routes such as the A61 and A59 tend to be to the east and south. A great deal of expectation is being heaped on a cycle path and a few smart traffic lights, which are unlikely to solve the overall traffic problem. There is no proposal for park and ride in this sector, and even if one were ever conceived, it would not address the generation of trips in the new developments. Bus priority improvements are always welcome, but in the narrow Otley Road corridor the scope is extremely limited.

## **Our Joint Submission**

The comments submitted seek to encapsulate our concerns with respect to the western side of Harrogate, and whilst the focus relates to HAPARA, we know that other Parish Councils and Resident Association share the same view.

Rene Dziabas

Chairman, HAPARA  
24 June 2019

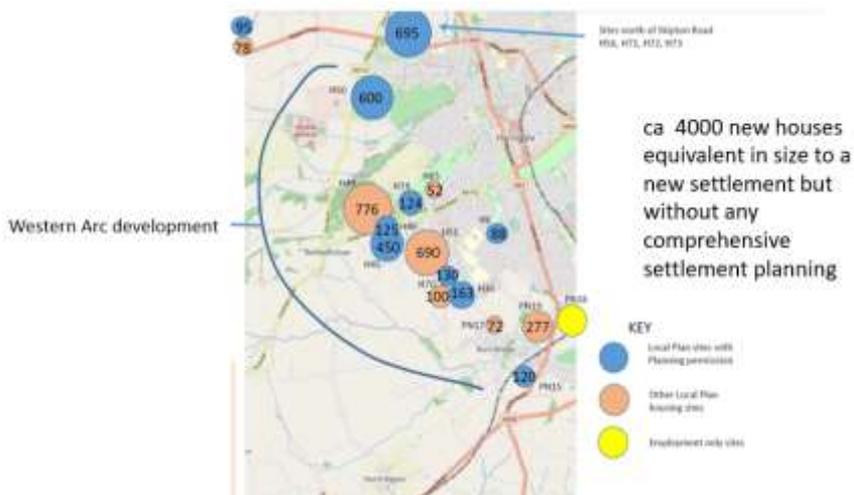
Addendum:

**Plan 1: The scale of the Western Arc Local Plan Developments**

**Plan 2: Indicative Assessment of Trip Distribution from Western Arc Developments**

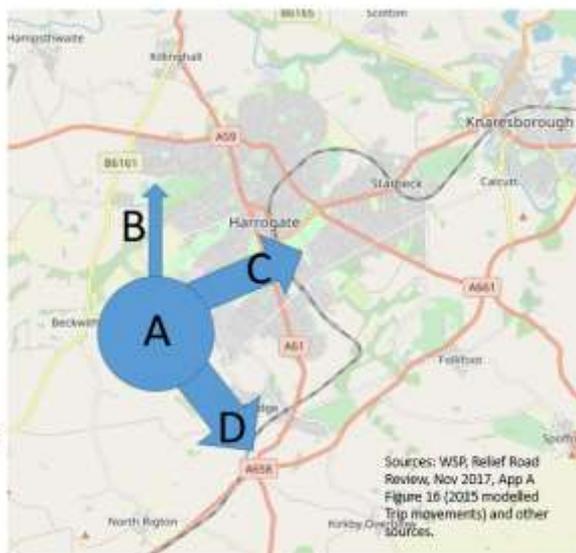
**Plan 3: Local Resident's suggested short Western Relief Road.**

### Plan 1: The scale of the Western Arc Local Plan Developments



### Plan 2: Indicative Assessment of Trip Distribution from Western Arc Developments (based on 3000 veh/peak hour)

- A:** Total generation **3000** per peak hour
  - B:** Skipton, Ripon, B'Bridge **500** (17%)
  - C:** Town, Knaresborough **1300** (43%)
  - D:** York, Wetherby, Leeds, Bradford **1200** (40%)
- Note: approximate flows per hour



### Plan 3: Local Resident's suggested short Western Relief Road. (connecting residential and employment sites to strategic routes)

