



Transport for the West

February 2021



Our previous paper '*Campaign for Sustainable Development*' sets out the concerns of the Western Arc Coordination Group regarding the development of housing and employment sites in the Local Plan. That paper dealt with three main topics: housing numbers, traffic and green/low carbon issues.

We appreciate the opportunities we have had to discuss the paper with members and senior officers of HBC and NYCC as well as our two MPs. However it has become clear that some clarification is needed on the type of solutions and ideas that might prove to be beneficial in provoking further discussion on the necessary infrastructure requirements to support this significant expansion of housing and employment.

The Group

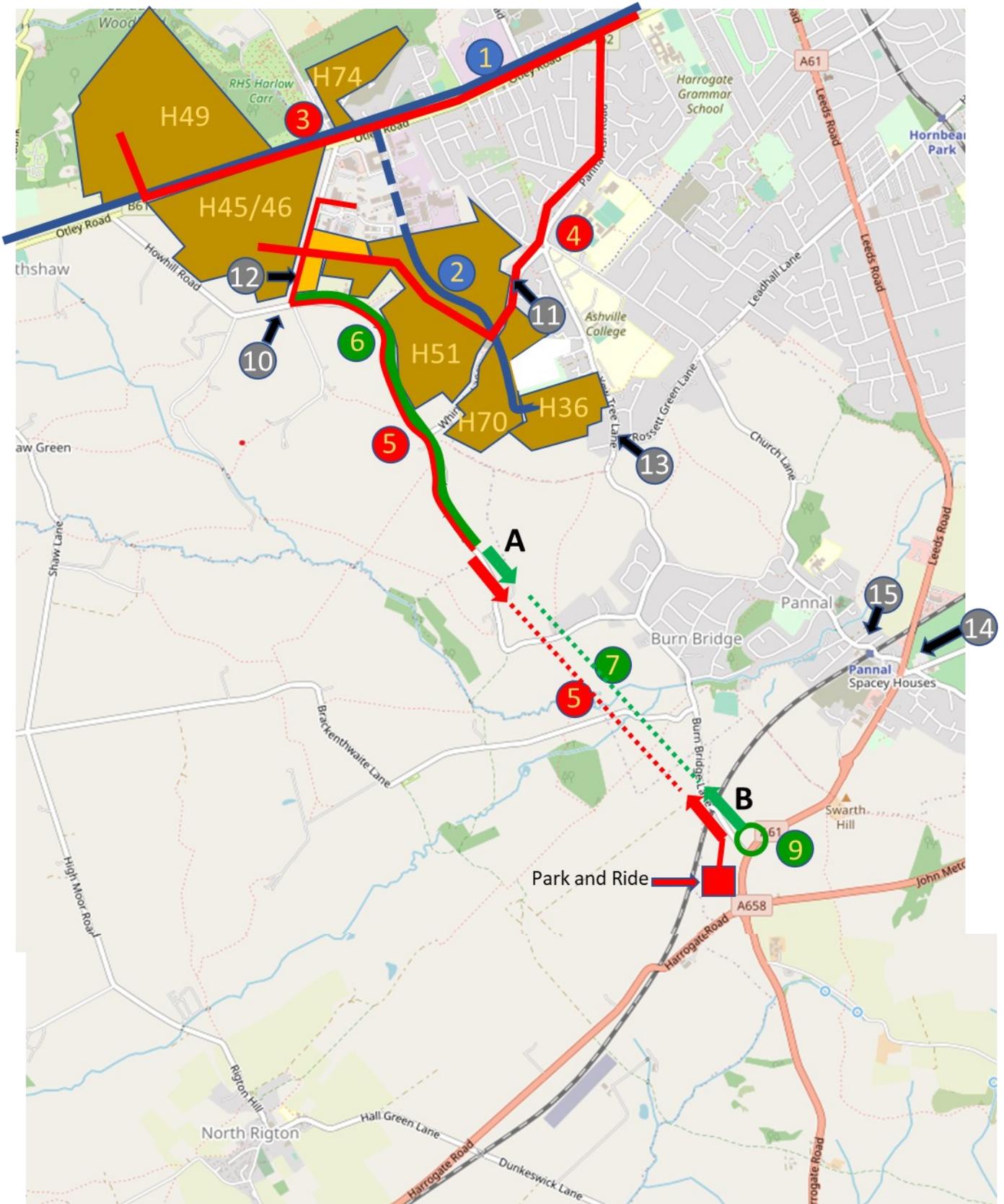
These ideas have been put together by the Western Arc Coordination Group, but we should point out that we will await proposals from the councils before seeking the formal views of member organisations.

This document attempts to set out some ideas to address the substantial trip generation that will result from the Western Arc housing and employment developments, recognising that the existing transport infrastructure is seriously inadequate, with congestion already a problem today.

Basic principles

In accordance with the Local Plan policies, these ideas are based on:

- The need to relieve, as far as possible, existing communities of increased traffic flows on unsuitable roads (Local Plan Vision and Objectives: objective 4).
- The expectation that the demand for travel will be minimised (by resisting developers demands for excess housing) (Sustainable Transport policy T11).
- Maximising the potential of sustainable travel (bus and cycle) to reduce car dependency.
- Taking full advantage from (a) proposals for an Otley Road cycleway and (b) park and ride on the Service 36 route.
- Minimising the extent of road construction.



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- KEY**
- ▬ Bus routes
 - ▬ Cycleway
 - ▬ Highway improvements
 - ⋯ Indicative bus link
 - ⋯ Indicative improvement for bus link
 - ▭ Local Plan development sites
 - Identifier of measures described on page 3

- 1 Otley Road cycleway (full length)
- 2 Cycleway linking H36-H70--H51-Cardale Park-Otley Road
- 3 15 minute bus service Otley Road - H49/H46
- 4 15 minute bus service Pannal Ash Road-Whinney Lane- H70/ H51 - H45(south)
- 5 Shuttle bus service: Cardale Park -Burn Bridge - Park & Ride
- 6 Improvement of Lady Lane-Hill Top Lane to carry 2-way buses
- 7 Improvements to Hill Top Lane - Burn Bridge Lane to carry 2-way buses (Details to be determined between A and B)
- 9 Junction improvements to facilitate bus movements
- 10 Possible point closure of Howhill Road to reduce through traffic
- 11 Whinney Lane traffic calming; School to PA roundabout
- 12 Provision for school bus parking
- 13 Rossett Green Lane junction visibility improvements
- 14 Realignment of A61/Follifoot Lane junction
- 15 Two-way over railway bridge plus pedestrian bridge

This list of transport measures is offered as an example of the type of interventions that could help to address the traffic levels that are anticipated from the Local Plan developments, in addition to current traffic concerns.

We want the amount of new car journeys minimised and the maximum availability of sustainable modes.

Additional traffic calming and safety measures may be necessary to complete the overall package and minimise the impact of generated traffic on local communities.

We recognise that it is the proper function of the transport authority (currently the County Council) to develop a workable and deliverable set of measures to enable the Local Plan developments to function, to protect the environment for local people and to achieve sustainable carbon reduction targets.

Further measures

In addition to the ideas put forward in this paper, a number of additional measures will be needed within the communities in the wider network, once the main package is defined. These will include:

- Traffic calming
- Speed control
- Road/pedestrian safety
- Parking control
- Junction improvements

The communities affected will include Pannal, Burn Bridge, North Rigton and Beckwithshaw which currently experience traffic problems. Also routes within Harlow and Pannal Ash likely to be affected by traffic movements from the Western Arc developments.

Several ideas for such measures are in the process of being developed and we would like the opportunity to present these in further discussions with the councils.