



**Information Evening**  
**Wednesday 17 July 2024**

# Planning Applications for Large Scale Local Plan Developments in the West of Harrogate

Supporting Infrastructure

- 
- Transport
  - Schools
  - Medical Centres
  - Local Centres
  - Sports
  - Open Spaces

# The story so far ...

Local Plan  
preparation

**2014**

Local Plan  
inquiry

**Jan 2019**

Local Plan  
adopted

**Mar 2020**

Parameters Plan  
approved

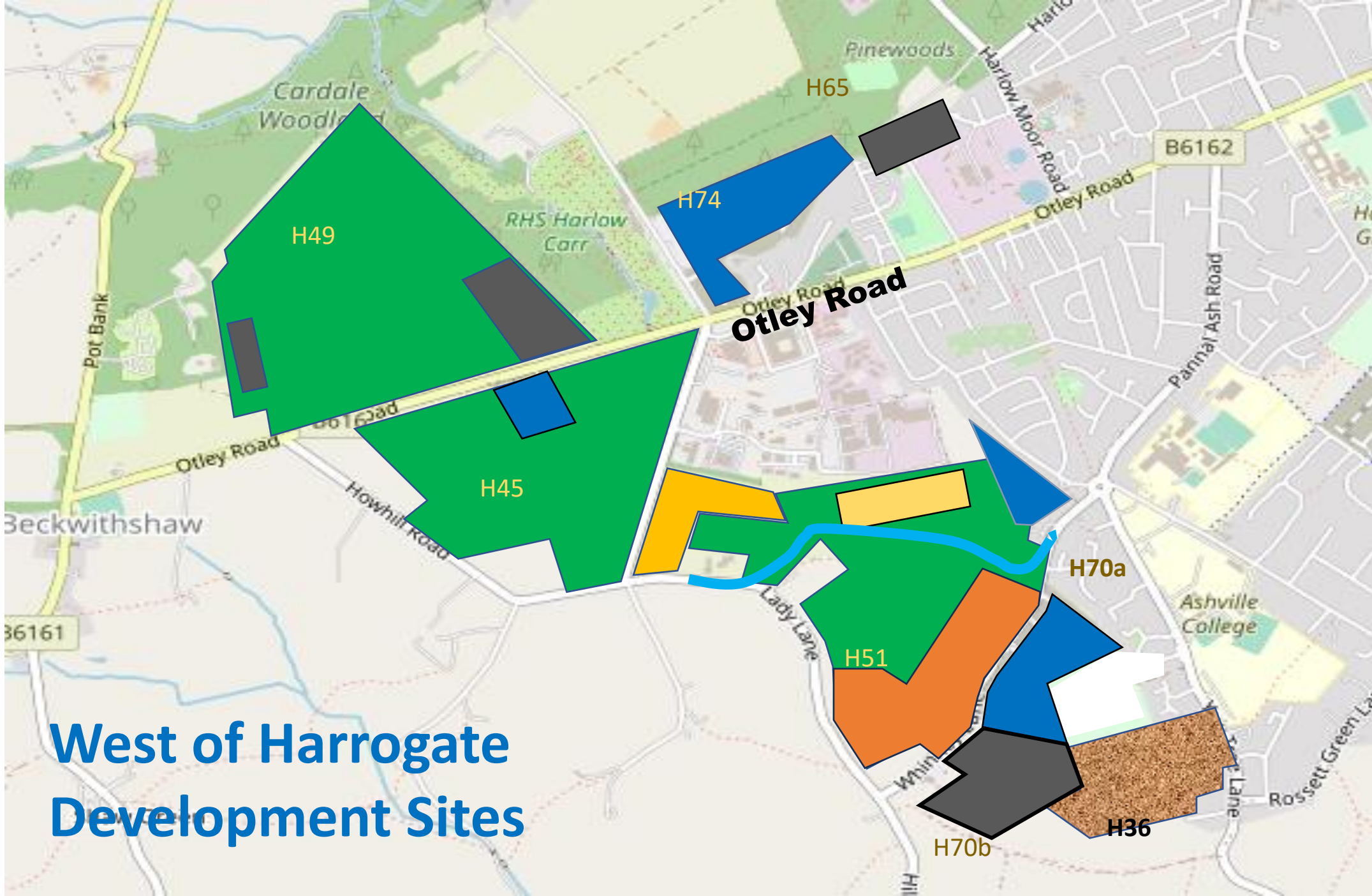
**Feb 2022**

Transport Strategy

Infrastructure  
Delivery Strategy

First planning  
applications

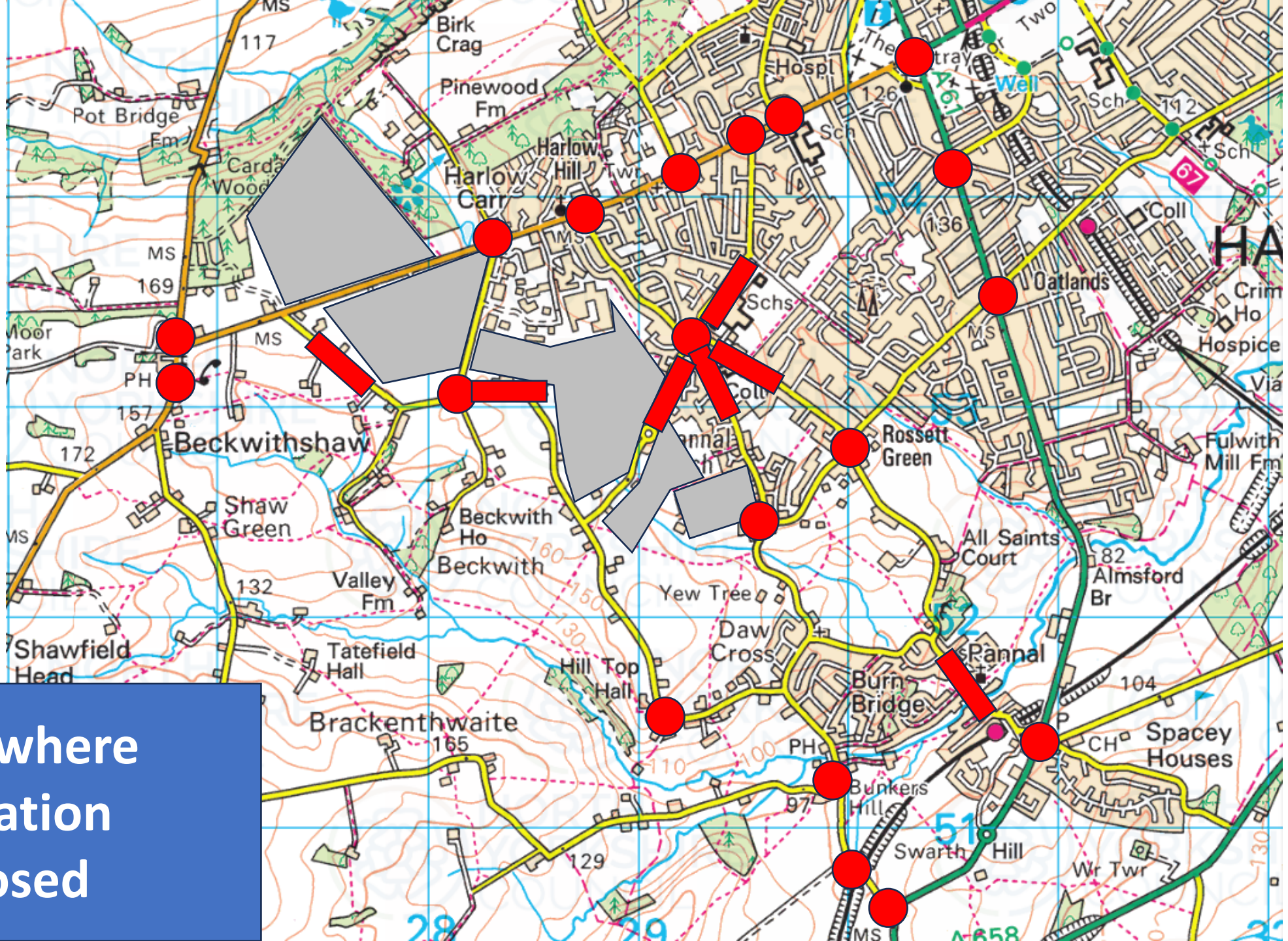
**June 2024**



# West of Harrogate Development Sites

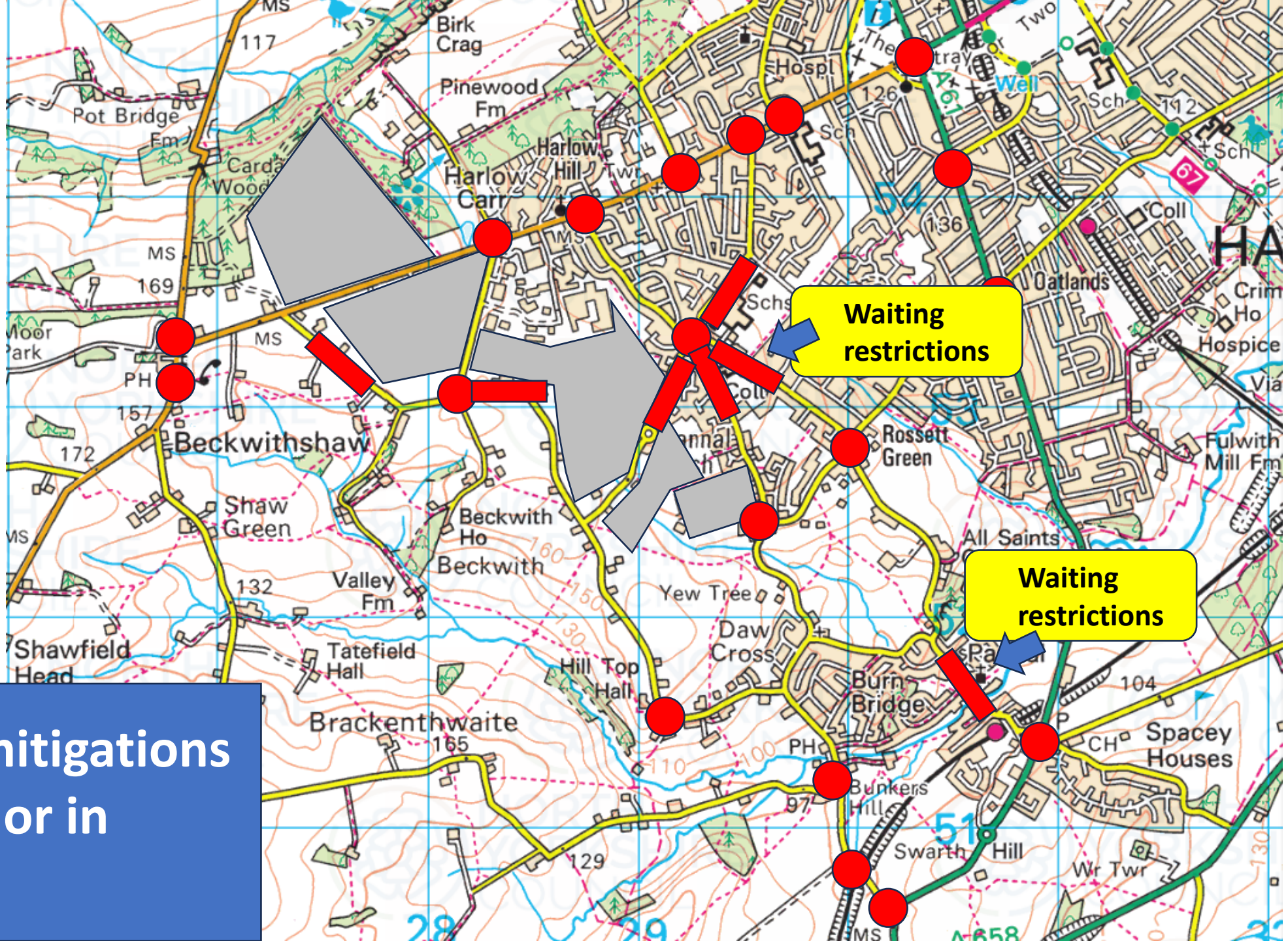


**Local Plan:**  
A large urban  
expansion



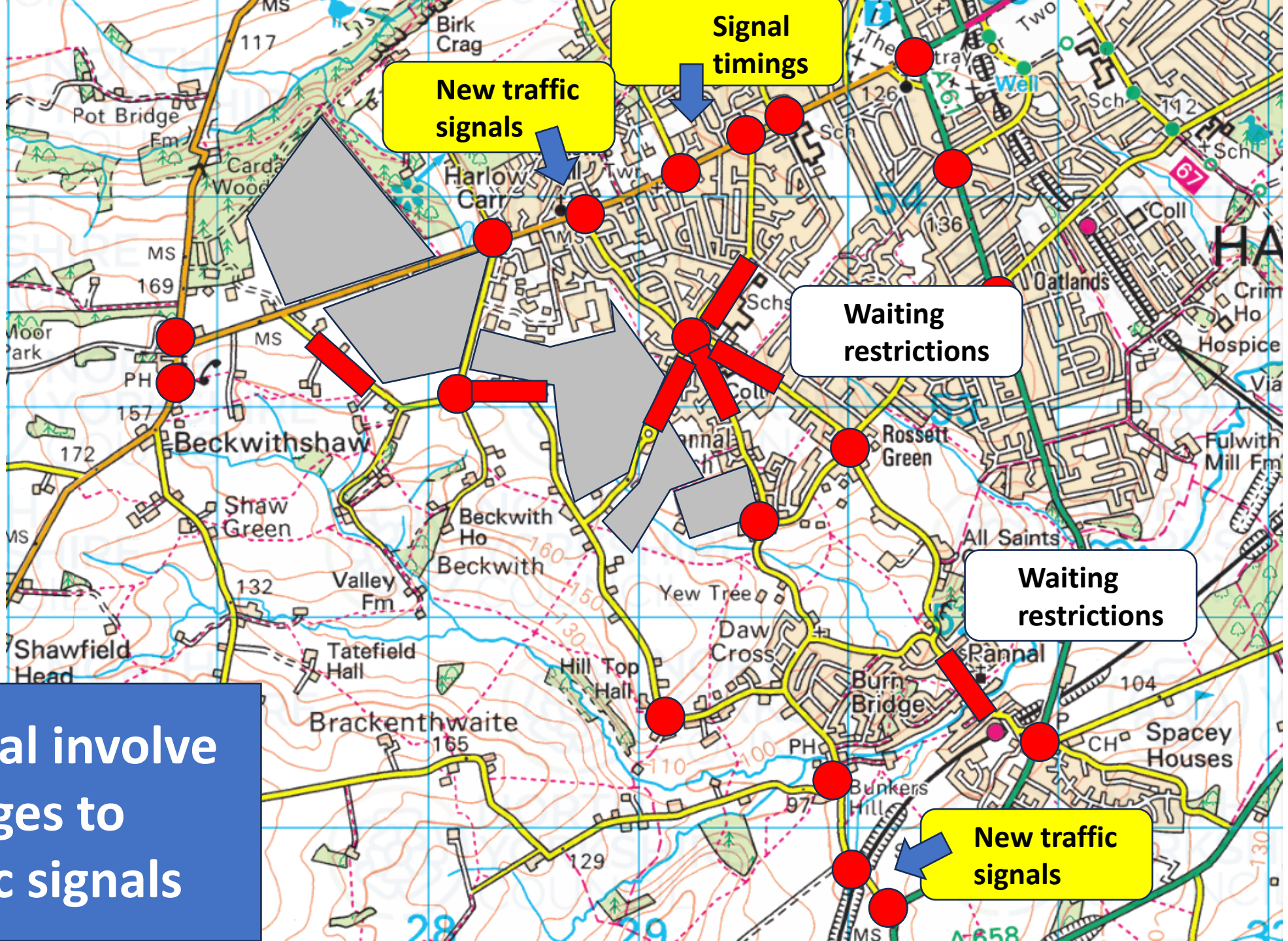
Sites where  
Mitigation  
Proposed

Many mitigations  
are minor in  
nature



Waiting  
restrictions

Waiting  
restrictions



**New traffic signals**

**Signal timings**

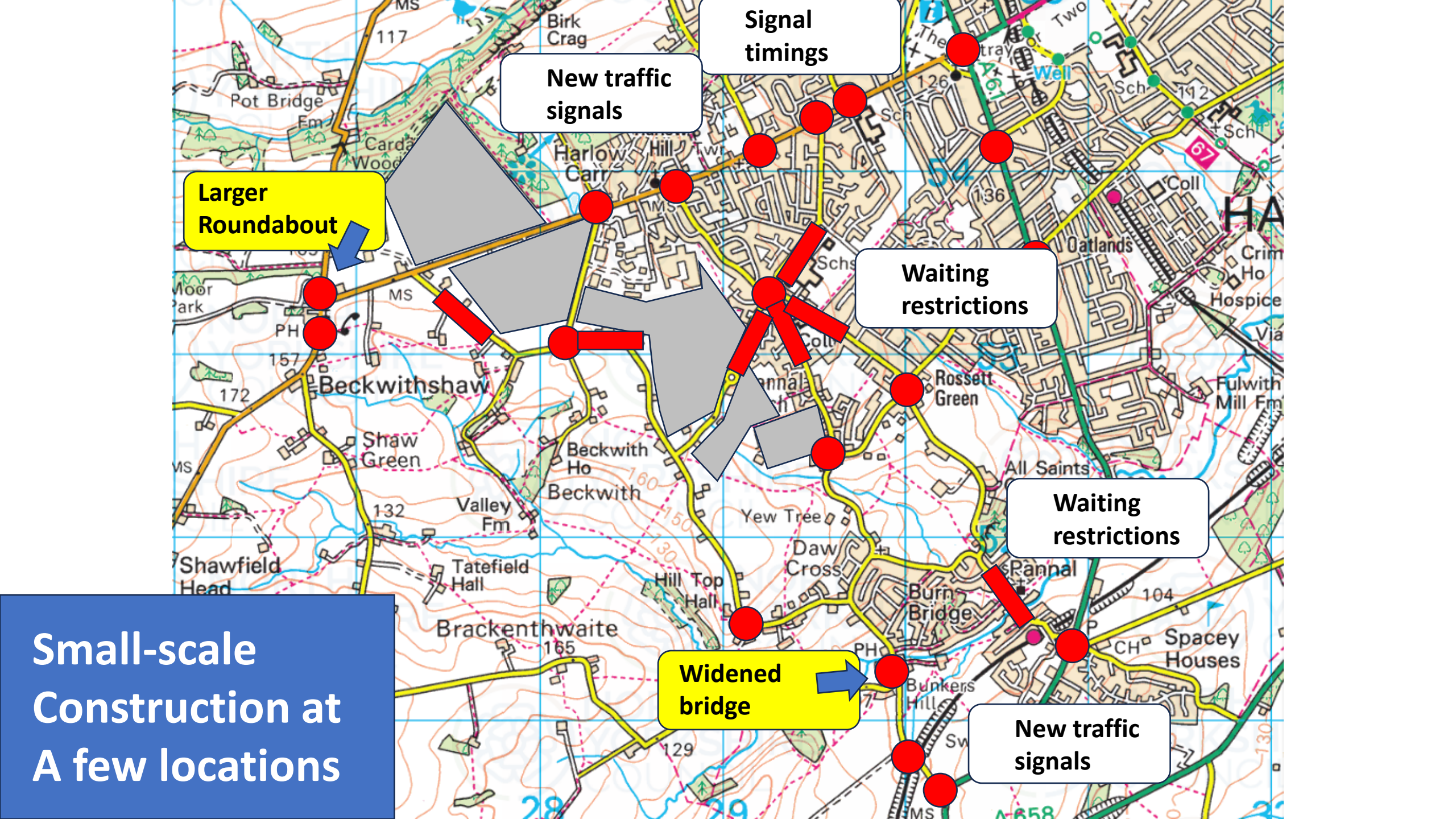
**Waiting restrictions**

**Waiting restrictions**

**New traffic signals**

**Several involve  
Changes to  
Traffic signals**





New traffic signals

Signal timings

Larger Roundabout

Waiting restrictions

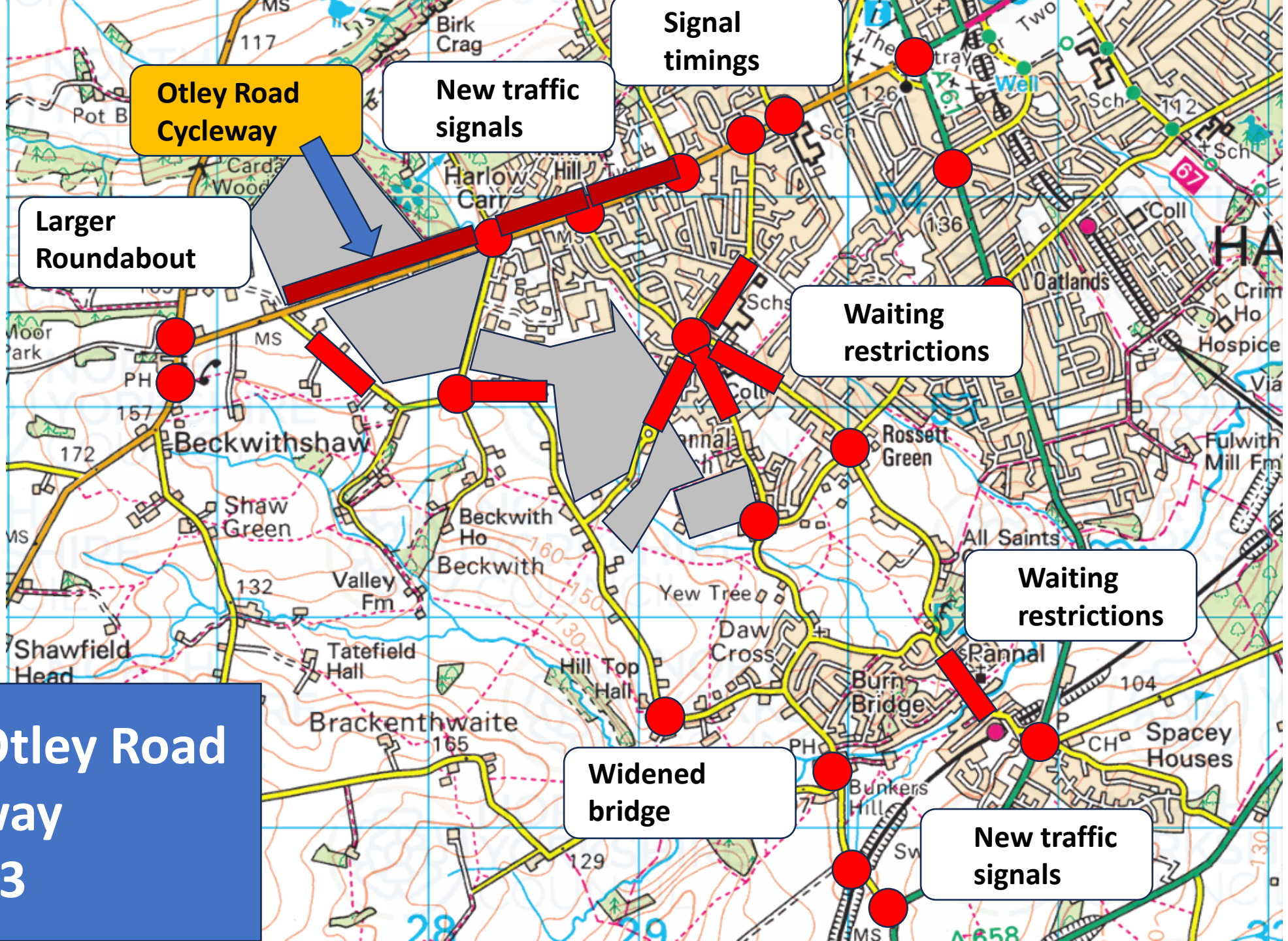
Waiting restrictions

Widened bridge

New traffic signals

Small-scale Construction at A few locations

**plus: Otley Road  
Cycleway  
Phase 3**



**Otley Road  
Cycleway**

**New traffic  
signals**

**Signal  
timings**

**Larger  
Roundabout**

**Waiting  
restrictions**

**Waiting  
restrictions**

**Widened  
bridge**

**New traffic  
signals**

# So what is the strategy?

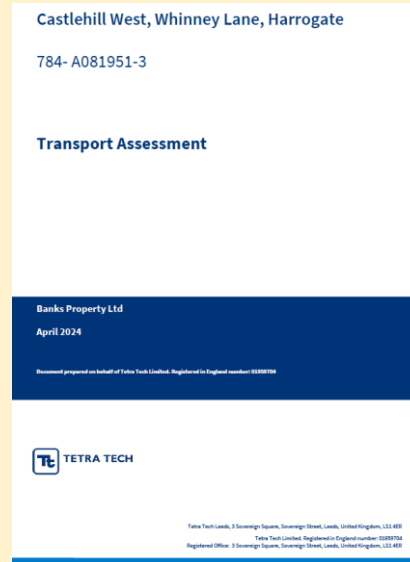
- Existing Junction modelling (30 junctions)
  - Operational performance
  - With developments
  - Mitigations where deficient
- Otley Road corridor study
  - Signal coordination (MOVA / SCOOT)
  - Pedestrian crossings
- Highway link analysis
  - Localised widening and strengthening
  - Waiting restrictions
  - Speed limit changes
- Walking and cycling
  - New pedestrian crossings (zebra / toucan)
  - Off-road cycleways
- Public transport and shared transport
  - Extension to no 6 and 6X routes
  - New bus stops
  - Introduce car clubs

# Will these mitigations solve the problem?

NYC Highways Report  
12 June 2024

‘.. it is known that new developments inevitably increase multi-modal trips onto the highway network and this will inevitably result in **some worsening** of highway link and junction performance as demonstrated in the transport analysis ..’

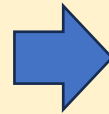
# April 2024: Planning Application – Banks (site H51, southern section)



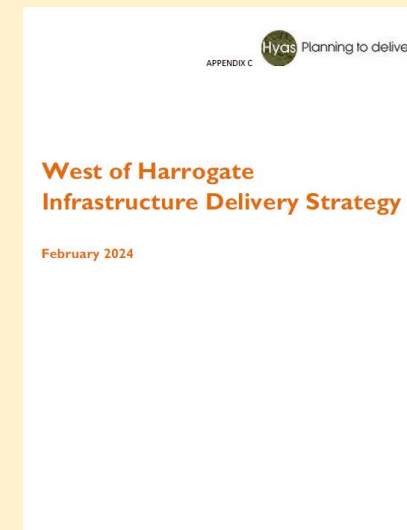
## Transport Assessment

‘Alongside this TA is the *West of Harrogate Transport Strategy* (also known as the *Cumulative Transport Assessment*)’

## Cumulative Transport Strategy



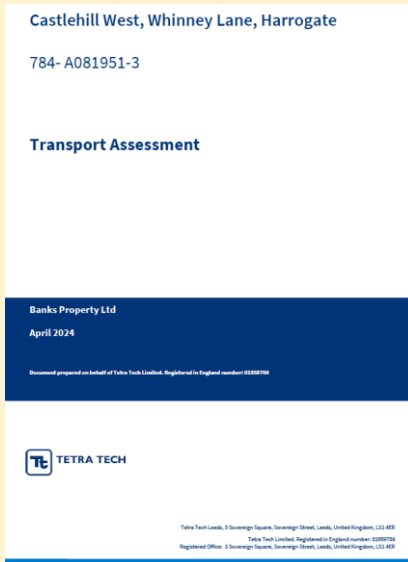
## Infrastructure Delivery Strategy



Dated  
Feb 2024

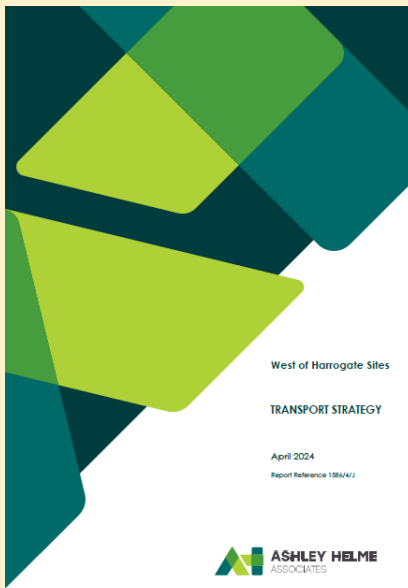
Received  
June 2024

# April 2024: Planning Application – Banks (site H51, southern section)



## Transport Assessment (Bank's application)

*'The proposed development therefore meets the sustainable transport objectives of the National Planning Policy Framework and its residual traffic impacts are not considered severe. On that basis, there is no justifiable transportation reason why planning consent should be withheld.'*



## Cumulative Transport Strategy

*'It is considered that the Transport Strategy for the WoHS will address the needs of all road users and reduce the impact of these developments on the local road network. The residual cumulative impact on the road network as a result of the traffic generated by the WoHS is not severe as defined in paragraph 115 of the National Planning Policy Framework(NPPF).'*