



PLANNING APPLICATION Ref. No: 17/02594/OT - LAND OFF RACECOURSE APPROACH

We have examined the Transport Assessment provided by the developer's agent (i-Transport) – and are continuing our examination. This **supposedly** independent assessment was used by Leeds Transport Development Services to provide their response to the application. We have concluded that the report is biased in favour of the developer and that Leeds Transport Development Services need to review the case taking into account our comments.

EFFECT OF THE DEVELOPMENT ON JUNCTIONS IN WETHERBY

The i-Transport report, dated 27 April 2017 bases its traffic flow forecasts upon a survey undertaken on Thursday, 30 June 2016. (paras. 7.2.13 to 7.2.16). ATC flows for October 2016 were compared to those for June 2016 and were found to be 7% higher in the AM Peak and 13% higher in the PM Peak. It then goes on to say that AM peak is within expected variations and so it is “appropriate” to use the June figures.

On the PM data it says that it is “heavily influenced by the recorded westbound flow on the York Road on 12 October which appears to be an “outlier”. This is therefore deleted and concludes that PM Peak is 10% higher than the June figures.

Despite this data undermining their figures, they claim that the June survey (i.e. those 10% lower than October) are “**fit for purpose and suitable for use in the assessment of the impacts of the development flows**”!!!

Whilst the report tries to include houses that are being built it does not include:

- 44 extra houses being built at Sandbeck Way
- 210 houses for which planning agreement has been given for land off Spofforth Road/Stockeld Park by Harrogate Council.

The net result of these optimistic and unjustified assumptions are that the impact upon Local Highway Network is underestimated. In particular:

York Road/North Street/Deighton Road/York Place junction

- This will become an insuperable bottleneck. In Table 9.1, North Street AM Peak hour is given as 0.95RFC, up from 0.78. (Presumably 1.0 is blocked solid.) Assuming the October figures are more accurate than those used, a 7% increase will give 1.02RFC. and queues will increase from the estimated 16 cars proportionately.
- If the additional housing on Spofforth Hill and Sandbeck Way is taken into account, the RFC figure will increase and this will further increase traffic above absolute capacity.
- No account is taken of the parking and lorry unloading in North Street. With queues of 16 estimated, this will stretch back, partly blocking North Street and likely to block the North Street/St. James Street roundabout. Yet no date is provided for this junction.
- The current collision date of 3 slight collisions and 1 serious (Table 6.2) will inevitably increase with such an large increase in traffic.

York Road/Audby Lane/Hallfield Lane junction

- The problems at this crossing are less queueing, but more about safety. This is a significant exit route from Morrison's supermarket to North Wetherby and to the new estate. The problem will be that with the increased traffic along York Road (218 per hour at Peak a.m. and 191 at Peak p.m. according to i-Transport), it will become extremely difficult to cross or turn right from Hallfield Lane to York Road east.
- If the additional housing on Spofforth Hill and Sandbeck Way is taken into account, the problem will increase.
- The current collision rate is the third highest in Table 6.2.

North Street/St James Street junction

- No mention is made of the affect of the development on this junction, which is likely to be affected by queueing in North Street and the additional traffic passing through it, (estimated by i-Transport as 180 cars in AM peak hour and 191 cars in PM peak hour).

HOPPA BUS

The report confirms (para 4.3.9) our estimate that during peak hours, the journey time for a car from the entrance of the estate to the bus station is 8 minutes, and thus the time for a bus, ***excluding: passengers boarding and leaving, turning onto and off the estate from a busy York Road, travelling around the estate to 2 stops, and that the York Road speed limit will fall from 60m.p.h.to 40m.p.h.***, will be 16 minutes. Despite all these extras to add, the report says that "The Hoppa bus will provide will provide shuttle services during the day at a c20 minutes frequency.....It could be operated using one suitably sized bus" This is in line with the rest of the report's extremely optimistic assumptions.

HEALTH CARE

It is worth noting that this report states (para. 5.6.17) that "The Wetherby Surgery and Health Care Centre, both in Hallfield Lane, are c800m and c1250m from the edge of the site (c1200m and 1,650m from the centre respectively)" As we all know and the developer now acknowledges, Wetherby Surgery is located in the Health Care Centre. This error demonstrates the quality of this report.

TRAVEL TO LEEDS

The traffic flows to Leeds via the A58(Wetherby Road)/A168/Boston Road roundabout shows an increase of only 22 extra cars during the AM Peak period. Yet the overall figures show that the largest destination for those from the new estate is Leeds; but what road route are they going to use? Presumably these extra cars are going to use the A1(M) South as this shows 211 during AM Peak period. If they are to turn off at junction 45 of the A1(M) to join the A58 at Collingham, what are the effects upon junctions there, as there are already massive jams occurring? If they are going to turn off at Junction 44 and join the A64, what are the effects on these junctions and the junctions in Seacroft and beyond?

There are no answers to these questions in the i-Transport report

PARKING

The i-Transport diagrams show that during AM peak period, show an extra 148 cars are ending their journeys in Wetherby town centre, although there is only limited employment within Wetherby. Presumably the majority of these will wish to park for 9 hours in the centre. However, there is minimal all day parking in town; the only sites being the Wilderness Car

Park (and to use this will put extra traffic on the Bridgefoot Roundabout – the busiest junction in Wetherby) or the Old Station Car Park, which is some way out of town. Wilderness is usually full early now, so it is extremely doubtful if it could take these extra cars. Where are they meant to park? There is no solution given in the developer's reports.