



August 2023 Newsletter

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Despite our not holding a formal parish council meeting in August, we have held a planning meeting to ensure we met NYC planning department deadlines.

Additionally, we believe the information given for stakeholders by the developers for the Western Arc, along with NYC's introduction, needs critical review by our parishioners – hence this special newsletter.

STAKEHOLDER MEETING FOR HARROGATE'S WESTERN ARC

In striving not to appear critical of NYC and maintain a stance of objectivity – albeit on a very subjective matter – we can report that the proposals presented at the meeting were predominantly instigated by the developers. They're in need of in-depth scrutiny, so we have posted the whole of the presentation given at the meeting held on 3rd August on our website. It's too long to include all of it here but we have selected parts applicable to us within this newsletter. Should you wish to view the presentation please refer to our website under the Newsletters tab (within News) where it is linked to this latest newsletter.

The critical area for our parishioners is that the mitigations planned for junctions within and just without our parish leave a lot to be desired. There are no meaningful road improvements (just junctions) which means the danger to pedestrians, cyclists and drivers alike is only going to get worse. These are just a few of the comments from residents who have seen the presentation slides.

Making the Burn Bridge road bridge two-way plus a pedestrian path means something just has to give. That proposal would make egress from Malthouse Lane even more dangerous than it is now. At least one way traffic did slow down vehicles. What is wrong with the original proposal to have traffic lights on that bridge or simply to leave it as it is?

The intention is to have traffic lights on the *railway bridge* over Burn Bridge Lane. One can imagine the chaos there when traffic is backed up from the A61. Is there a real need for this? Have there been serious accidents or fatalities needing engineering works?

The plan to put traffic lights at the A61 / Burn Bridge Lane junction is welcome but the intention is to make the priority for A61 traffic sufficiently great to dissuade traffic from using Burn Bridge Lane. All that will do is to stack up the traffic on that road back into Burn Bridge and cause air pollution for our residents because all alternative routes would be worse.

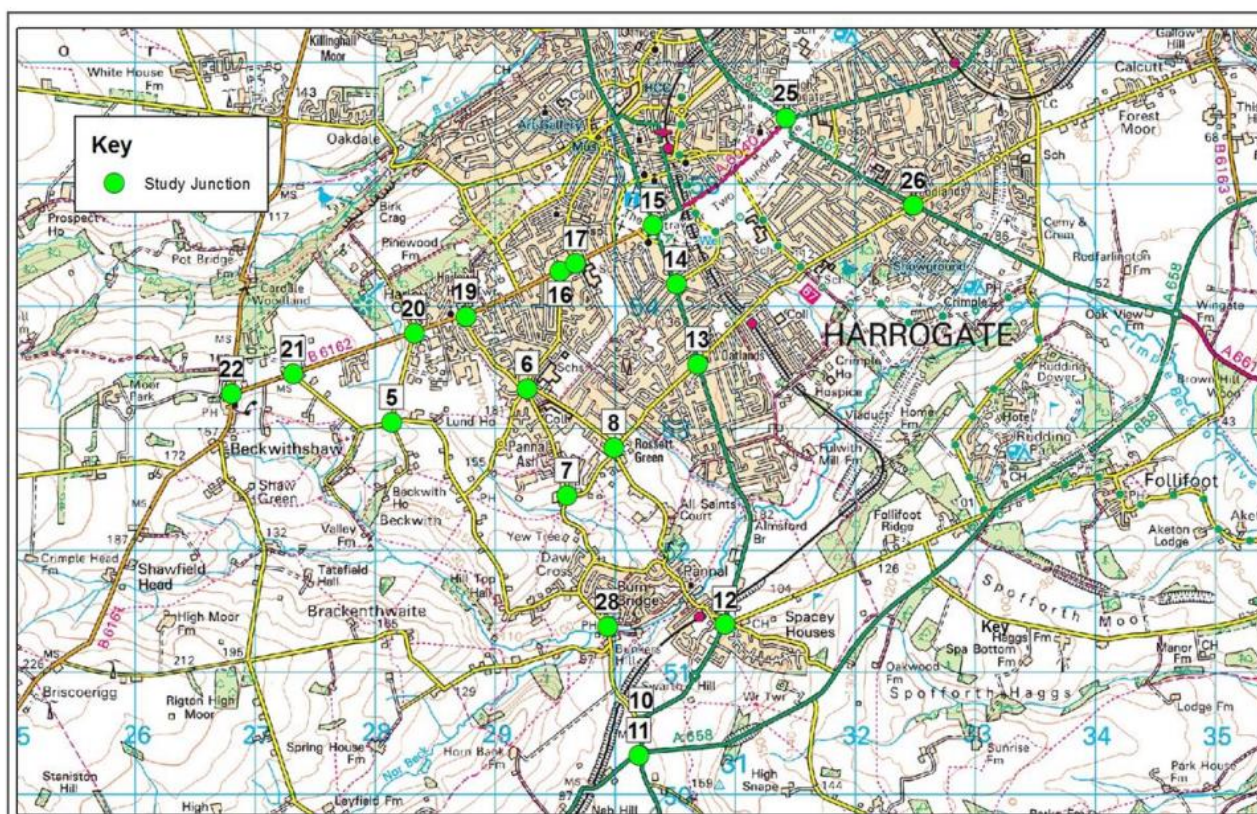
There are no costings available to us. That was promised to be available in October last year but nothing is available to the public. What has happened with the HBC/NYCC/NYC joint deal with developers is that nothing has been forthcoming to ease the congestion which was prevalent before Covid and is now on the increase again. HBC stated back in 2011 that new roads would be needed to accommodate some 1300 houses planned for the Western Arc. We now have plans for 4000 houses and still no roads other than former cart tracks.

Much is being made of provision for cycling, pedestrians and active travel which is great news within and between the new yet-to-be-built sites but connection to areas beyond that is left to a bus service into and out of Harrogate centre. With many of the trips from the new housing being to Leeds, nothing will be available except for private cars. People simply won't cycle down into town and get a bus or train to Leeds. They'll take their cars, despite the hazards and delays involved.

There's no mention of a holistic approach with "park and ride" because there's no suitable link between Buttersyke roundabout and the Western Arc for either cyclists, pedestrians, private or public transport.

Take a look at the slides attached here and, if you so wish, view the whole lot on our website. If there's something you dislike, please say so by commenting back to Jane (parishclerk@pannalandburnbridge-pc.gov.uk). If you're pleased with a proposal, please state that as well. Please add your opinions so that we can go back to the developers and NYC with comments as soon as possible – ideally by the end of the 25th August week. Unfortunately, despite our request for advance information, we only became aware of the suggestions during the presentation, so we had no time to prepare really searching questions.

Junction Mitigations as proposed by developers / NYC:



| Junction Ref | Junction Description / Location | Mitigation Proposed |
|--------------|---|---|
| SJ5 | Lady Lane / Beckwith Head Road | Rationalising / simplifying the junction to improve efficiency and accommodate bus service movement |
| SJ6 | Whinney Lane/Beckwith Head Road/Pannal Ash Road | Possible localised widening on Pannal Ash Road and Yew Tree Lane arms Pedestrian crossing improvements Traffic Regulation Order e.g. double yellows, keep clear, yellow box markings Cycle and pedestrian improvements along Pannal Ash Road |
| SJ7 | Rossett Green Lane / Yew Tree | A buildout or mini roundabout solution associated with traffic calming and improving junction visibility |
| SJ8 | Rossett Green Lane / Green Lane / Leadmill Lane Church Lane | Mini roundabout and lining |

| Junction Ref | Junction Description / Location | Mitigation Proposed |
|--------------|--|--|
| SJ10 | A61 / Burn Bridge Lane | Provision of traffic signals including localised road widening. |
| SJ11 | A658/A61 Buttersdyke Bar Roundabout | Localised widening of the A658 arms and A61(N) arm to improve capacity. Provide two northbound lanes on the A61 between the roundabout and the new traffic signal junction, to allow north bound traffic on the A61 (S) arm of the roundabout to use both approach lanes. |
| SJ12 | A61 Leeds Road/Pannal Bank/Follifoot Road | Refurbishment of traffic signals and introduction of amendments to signal timings (MOVA) system to improve efficiency |
| SJ13 | A61/Leadhall Lane/Hookstone Road (M&S) | Localised road widening to accommodate longer merge lanes on A61. Increased length of right turn pocket to Leadhall Lane. |
| SJ14 | Leeds Road/ Park Drive/ St Georges Road | Lining, entry lane width amendments |
| SJ15 | Otley Road / Leeds Road - Prince of Wales roundabout | Provision of pedestrian crossing facilities. Utilisation of Trinity Road to connect Otley Road and A61. Introduction of traffic signals with pedestrian facilities at both ends of Trinity Road. Strengthening of carriageway |

| Junction Ref | Junction Description / Location | Mitigation Proposed |
|--------------|--------------------------------------|--|
| SJ16/17 | Otley Road/Cold Bath Road/Pannal Ash | Potential widening on Cold Bath Road and Pannal Ash Road. Otley Road Intelligent Signals Corridor scheme (signals linked to improve efficiency). |
| SJ19 | Otley Road / Beckwith Road | Signalisation and widening of junction, including pedestrian crossings Changes to bus stop locations Otley Road Intelligent Signals Corridor scheme (signals linked to improve efficiency). |
| SJ20 | Otley Road/Beckwith Head Road | - Pedestrian/cycle (Toucan) crossings on Otley Road and Crag Lane arms - Localised widening on Otley Road and Beckwithhead Road - Localised widening on the south east corner of the junction to link Beckwithhead Road shared pedestrian cycle facility to the Otley Road crossing point. - Potential widening on left turn lane from Beckwith Head Road and a right turn lane introduced on the Otley Road western arm. - Otley Road Intelligent Signals Corridor scheme (signals linked to improve efficiency). |
| SJ22 | Otley Road/ Pot Bank | New, larger and repositioned roundabout junction. |

| Junction Ref | Junction Description / Location | Mitigation Proposed |
|---------------|--|---|
| SJ25 | A59/A6040 Empress Roundabout | Alter road markings so straight ahead movements permitted from both entry lanes. Increased number of roundabout circulatory lanes |
| SJ26 | Wetherby Road/Hookstone Chase / Hookstone Road (Woodlands) | Increase merge lengths on Wetherby Road to balance lane utilisation. Increased length of right turn pocket on to Hookstone Drive, to improve through traffic at signals. |
| SJ28 | Burnbridge Rd Malthouse Lane | Removal of priority working and reintroduction of 2-way traffic over bridge and associated traffic calming footway works (maintaining a pedestrian footway over bridge) |
| Link Analysis | Various road links between development sites and A61 | Mitigation solutions on: Howhill Road and Hill Foot Lane Various area wide improvements Eg: such as waiting restrictions, road widening and road markings, road construction resurfacing, pedestrian crossing at Beckwithshaw. Reduced speed limits and traffic calming |
| | Burnbridge Lane Railway bridge | Introduction of traffic signals |

We asked for the details of vehicle numbers at various junctions/roads and what effect the extra traffic from more homes on the Western Arc would have. The answer from NYC was that this information is not available yet:

“Thank you for your email query. The technical data you refer to will form part of the Cumulative Transport Strategy that is to be submitted as part of the planning applications update package. NYC are still to receive the document as the site promoters’ transport consultants are still finalising it. Once NYC has received it and uploaded to Public Access, the case officer will re-consult the Parish Council.”

It is surprising that proposals for mitigation of junctions have been made before detailed trip-rates, destination plans, junction capacities and the like are known. Once this information is uploaded to Public Access it will be too late to change anything as the associated planning permissions would seem to be a fait accompli as everything has been jointly conceived by the site promoters and NYC.

We still hope to have our face-to-face meeting with the key cabinet members and selected officers in the near future in order to clarify this most recent statement and still no finite road infrastructure plan based on data.

ROAD CONDITIONS

We now have confirmation that Main Street/Station Road will be resurfaced sometime during the 2024/2025 financial year. We received an explanation why the work won't be done in 2023/2024 and it appears to boil down to asset management preventative measures based on history and algorithms rather than present need. For those of you who have commented that we have worse roads than elsewhere, the explanation has been added to our website as it's a little long for inclusion in this newsletter (please see Newsletters tab, under News).

One benefit perhaps is that this should give Yorkshire Water, gas and broadband companies plenty of notice so that they have time to carry out their respective actions before resurfacing takes place.

FOOTBALL PITCHES / PLAY AREA

We have been advised that finally NYC's planning enforcement people have issued legal notices on Bellway and/or Forward Investments regarding the obligation to provide both the football fields and the LEAP (play area) in optimum condition for use. It is way overdue and little consolation to residents in the Thirkill Drive area that what had been promised to them before occupying their houses, has not yet materialised but its provision should soon be enforced. As soon as we find out how the enforcement is proceeding, we'll let you know.

CRIMPLE LICENCE

You will probably be aware that Crimple has applied for an addition to its current alcohol sales and music licence extending on Friday and Saturday nights to 2 a.m. on the following mornings. There will be a sub-committee decision on the matter as the official consultation period has closed. However, the Parish Council and some residents have already objected as there is noise nuisance already within the current terms and the PC and our local ward councillor will have the opportunity to speak at the sub-committee meeting. If you have any comments, please email Jane our parish clerk (parishclerk@pannalandburnbridge-pc.gov.uk), so that your views may be incorporated into the Parish Council's statement at the meeting.

NEIGHBOURHOOD PLAN

After a delay, due apparently to changing from HBC to NYC, the examination of the NP document submitted has now begun. When the examiner's observations come back to us, we'll deal with them as appropriate. We have offered her any support if needed on any visit she should make to the parish to see for herself what can't easily be shown on maps but this was very politely declined in the interests of impartiality.

CRIMPLE MEADOWS FOOTPATH / DRAINAGE

NYC have advised us that planning permission will not be needed for the footpath and that there is minimal difference in quotes for a logical route for the footpath and the original straight-line route. We have again impressed on NYC that time is running out to get both drainage and path completed before autumn rains that will turn the area into a quagmire.

Best wishes

Howard West, Chairman,howard.west@pannalandburnbridge-pc.gov.uk
and Cathy Burrell, Deputy Chairman, and Councillors Cliff Trotter, Steve Cobb, Andrew Farrar and Neil Permain

For reference, the most recent newsletter is always posted on the Village Notice Board (at the Village Hall) and all newsletters are posted on the website here: <http://www.pannalandburnbridge-pc.gov.uk/Documents.aspx>

Also, if you use Facebook, please join our group where you'll get any breaking news more quickly than through these periodic newsletters:

<https://www.facebook.com/Pannal-and-Burn-Bridge-Parish-Council-1655335551445518/>