

# **Transport Focus Group – Pannal and Burn Bridge**

## **Minutes of the meeting held on Tuesday 20th April 2021 at 7.00pm by Zoom**

**Present:** Howard West (Chairman), John Nicholson, David Evans, Sally Roberts (minute taker)

**Apologies:** none

Howard welcomed everyone as this was the first meeting of the newly formed focus group. Each member gave a short introduction to include their background.

### **Main areas of concern include:**

Hill Foot Lane - volume and speed of traffic at peak times. The recent pandemic has seen a marked increase in numbers of walkers. Hill Foot Lane gives access to a number of public footpaths and bridleways including the Ringway path.

This road is frequently used by horse riders and cyclists. Again an increase during the pandemic.

This route also gives access to and from A61 and Cardale Park.

Bridges in both Pannal and Burn Bridge that cross Crimple Beck are “pinch points”. Consideration is being given to placing traffic lights on the Burn Bridge bridge.

Sally also expressed concern over police emergency vehicles using this route at high speed to access the A61 with blues and twos.

Park and Ride Scheme proposed for Buttersyke Bar roundabout - this would require buses to be routed either along Hill Foot / Hill Top Lanes, Yew Tree Lane and Beckwith Road to access Cardale Park.

Concerns expressed over narrowness of foot path along Yew Tree Lane. It was noted that if this Lane was reclassified it would be a 40 mph road which the group considered totally inappropriate. Speed humps along here would calm the traffic but the width of the road and footpath is still an issue. Group considered it totally unsuitable for large and /or heavy vehicles. Weight restrictions on some roads might be an option.

It was agreed by Burn Bridge members that the electronic speed sign on Bridge Road was ineffective as the speed humps already provide a traffic calming measure.

It was suggested that this could be moved to a more effective location possibly Hill Foot Lane where the speed limit changes from 40 to 30 mph. Possible locations will be investigated as the sign needs to be located on private land.

Police favour chicanes as traffic calming measures rather than speed humps as they are able to drive straight over them.

### **Car Parking Standards**

Park and Stride favoured for Pannal village in particular for Pannal School parents and children. It was noted that most children attending Pannal School do not live in the village and travel to school by car.

Parked cars along the Main Street serve as a traffic calming measure. Peak times are 8.45 - 9.15am and 3.15-3.45pm

Land behind Pannal Church has been considered as a new possible parking area

Railway users use Crimple Meadows as free parking - as this is a cul de sac this presents a problem for emergency vehicles.

Consideration is being given for 2 electric charging points in the car park in front of the old Dunlopillo building. No other provision for electric charging points has been proposed to date - no space at Pannal Village Hall and St Roberts church has not responded to request for provision as yet.

Pannal first village in North Yorkshire to set up a Community Speed Watch. All members of the group agreed to take part in Speed Watch duty. Hill Foot Lane as a possible location at end of Daw Cross Rise (private Road but only 3 households which shouldn't present a problem.)

Impose a weight limit on certain roads.

Any proposals will have to be passed by referendum by the whole village. Over 50%? Proposals must be feasible.

David Evans left the meeting at 8.00pm but sent some very comprehensive notes following the meeting – see below.

The meeting ended at 8.20pm

### **Action Plan**

Other ideas to Howard by 27<sup>th</sup> April

Howard to investigate possible relocation of electronic speed sign possibly to Hill Foot Lane

## Policy intention items

TTT1: improved walking, horse riding and cycling provision - as per our discussions, Church Lane (lower half), Yew Tree Lane (the bends) and Hill Foot Lane require better footpaths facility. I'd add that there's a balance between being too demanding about improving these (and other) roads and actually encouraging less-considerate driving and additional traffic as a result of the improved roads. Agree Agree

TTT2: car parking standards for new developments – no brainer. Agree Agree

TTT3: new car parking provision (Rail station and Park & Stride) – we discussed the P&S at some length in the meeting, and I tend to agree with John about the likely cost-benefit argument. Perhaps we should flip the idea and ask Pannal Sports JFC and the Leeds Rd Nursery (both of which have the space and the LRN already has the hard-core parking in place) whether they could provide P&S at key times, with a bridge over the stream linking their site with walking access to the school. Agree. My concern here is that the cost of P&S will be significant and that the money may better be used for a range of other improvements, which in my view, will have more impact overall. As I said in the meeting, the school parking issue causes some inconvenience for a couple of hours a day, during term time; and that perversely, the resulting congestion improves road safety for pedestrians at those times and also deters other 'rat run' traffic.

Re the station, this depends somewhat on the aftermath of CV-19 and return to work. Perhaps the lobby should be for the removal of the carparking tariff for day-commuters (to ensure full use of the current car park) and lobby for a bus service connection from those parts of Harrogate where Pannal commuters live. Agree, I commuted to London weekly from Harrogate/Pannal for 4 years and never saw any parking difficulties at the station (v early train?) The problem seemed to arise when charging was introduced? Currently free at Hornbeam

TTT4: highway improvement schemes – nothing further to add. Agree

## Non-Planning Community Actions – DE input – JN input – SR input

ACTION	Comment	Perceived priority (1 = high; 3 = less high)
Introduce Pannal School scheme to discourage Main Street parking.	In principle, yes; but what does it really mean? – an information campaign to parents? Street ‘monitors’ at peak times?	3
Encourage increased walking to school.	Yes, of course! But how? And it will only apply to the c.50% of kids in the P&BB locale.	2
Lobby for double yellow lines at Main Street and Crimple Meadows.	I think ,a say, 30 min Permit Parking scheme would be better – to deter the Station users from Parking all day. Also easier and cheaper to implement.	1
Lobby for Main Street zebra crossing relocation.	Yes, but where to? – further up the hill or down toward the church? If the latter, this might encroach on the Crimple Meadows exit traffic. The Crossing is poorly sited, no doubt. However, this is primarily a problem at school times, and a Crossing Warden may be a simpler and cheaper alternative at these times?	2
Introduce ‘lollipop person’ or other crossing control mechanism at zebra crossing at school start / end times.	Not sure how this helps with traffic / transport issues ... not a bad idea otherwise. Agree good idea – Brackenfield has one and it works well	3
Lobby for peak time traffic flow optimisation at A61 intersections.	In the form of sequenced traffic lights and better-defined traffic lanes, presumably.	1
Lobby for parish-wide ‘in transit’ HGV ban and signage relocation.	Great idea; I suspect difficult to gain support for outside the parish.	1
Investigate feasibility of HGV access approval by parish council	Ditto	1
Pursue highway improvement schemes to alleviate traffic congestion in west Harrogate, with reference to as-yet unpublished HBC Parameters Plan.	Fundamental.	1
Lobby for traffic calming measures, including two digital speed signs at Pannal village entry points.	As we discussed on TTT1, there are several pinch-points that require traffic-calming mechanisms. I believe extensive use of Traffic Calming measures will achieve a great deal in terms of improved safety AND a deterrent to ‘casual’ users of our roads. Definitely a v high priority.	1
Implement measures to discourage parking outside of specified parking	Where would the specified areas be? Who would determine where and when they were effective? Who would enforce this? – good idea but practically fraught with challenges. Extension of a Permit Parking scheme	3

ACTION	Comment	Perceived priority (1 = high; 3 = less high)
areas, including a 'Parking Watch' scheme.	to other areas (to those mentioned previously, could be a better solution? I'm not sure that Parking, other than for Station and School Pickup/Drop offs, is a huge problem?	
Initiate a rail utilisation study / survey.	For what reason and outcomes? Outside the realms of our remit (the Rail companies will have done this? (or will do)	?
Lobby regarding updated rolling stock.	I thought this was happening as part of the award of the latest rail franchise? – it's a no-brainer, though. Agree, but Again, outside our remit	3
Lobby regarding more frequent trains and increased capacity.	I think this is linked to the aftermath of CV-19 – will the station become as busy as it was? Latest research shows only 25% of workers want to return to the Office full time	3
Lobby regarding improved station facilities, including better disabled access.	Ditto, although disabled access is an issue – it exists but is probably not as good as it could be. What more could be done practically and cost-effectively?	3
Introduce 'park and stride' permit scheme.	Yes, but it depends on whether P&S can be introduced (see TTT2)	?
Introduce a parish council school form prize for reduced car usage.	An annual school project to come up with workable new ideas? – yes.	1
Investigate local demand for a community bus service.	For which segment of our community? Run by whom? Dovetailing with which current bus services? With what frequency? Yes, a good idea in principle, but what is the real demand? Agree, and isn't there a 'on-demand' bus service in place already?	3
Consider the idea of parish autonomous vehicles.	No brainer – should be done. Question: who should be doing it? And funded how? The Churches, the Scouts, the Village Hall, the Coop and the Rail franchisee could be lobbied to offer space in their car parks / on their property for re-charging points and / or vehicle-collection points. What else could be done to support electric and autonomous cars? This is key for the future but in the short/medium term we can focus time and resources better 'closer to home'. Wont everyone resident who buys an Electric Car, also get a Home Charge point? Who will the 'communal' facility be used by?	3

Other ideas:

- Better cycle storage at Pannal Station for commuters Very important. More cycling to the Station will of course reduce Traffic and Parking problems also Priority 1
- Better bridleway access / management so that horse riders do not need to be on the roads as frequently

- A Boris-bike scheme within the parish Limited interest/usage in my view.
- Cycling and Walking to be encouraged more across the community. Joint-use pathways?: “Cyclists Please Dismount” would be a far more inclusive and effective sign at either end of the ginnel, rather than “NO Cycling” for example. - Agree
- More effective promotion of our activities to cut down speeding and bad driving generally – Stray Ferret etc
- Notwithstanding the difficulties in positioning of Speed detector devices, the one on Burn Bridge Road (before/after the Speed Humps) should be (re) moved asap. The data it is producing does not reflect the realities of speeding along that road generally and is indeed counter-productive to getting enhanced Police activity.
- Not especially a ‘Transport’ Group issue, but the Littering from Cars needs addressing. We could start by approaching Costa and the Co-op for funding, as most of the rubbish seems to emanate originally from them? = Agree
- The Euro Parts etc vans are a constant source of bad driving locally. We should approach their HO to register our concerns and ask that they take action – Agree – one of the main groups of speeders on HFL
- More ‘Please Drive Carefully’ ‘Don’t Drive & Text’ e ‘Pannal & Burn Bridge Welcomes safe & respectful Cyclist’ etc type signage to be introduced, throughout the Parish
- Peak flow traffic lights on Burn Bridge, would be a very sensible idea. (Only in use during the morning and evening rush hours) - Agree
- Look at speed restrictions on Hill Foot Lane – goes from 30 – 40 – 15 – 40. In my opinion 15 mph signs not large enough