

Added congestion

Overwhelming local opposition

TATE ACTION GROUP
TAG

Gridlock on the bridge again

Does this look like brownfield to you?

**TAG - THORP ARCH TRADING ESTATE ACTION GROUP
OBJECTION TO PLANNING APPLICATION 16/05226/OT**

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VOLUME 4

**PUBLIC TRANSPORT
COMPARISON**

**Objection to Planning Application 16/05226 for 874 dwellings etc.
Volume 4**

Objection to PUBLIC TRANSPORT COMPARISONS

Executive Summary:

- The PA is totally misleading.... only one regular bus service (770/771) is nearby
- Even that service is a minimum 1km walking distance from proposed housing
- Diversion of service into TATE would cost £150k pa
- 770 travel times and costs prohibitive
- No usage to sustain it once financial support withdrawn
- Travel patterns will be established by the time diverted service starts
- It fails LCC Core Strategy
- Local surveys show virtually ZERO commuting bus use

1. Background

- 1.1 Thorp Arch Trading Estate (TATE) is located in the Outer North East (ONE) area of Leeds City Council. It is not in the Settlement Hierarchy
- 1.2 It is about as far from Leeds centre as it is possible to get within the Leeds district. Harrogate is 18.4km to the north west. York is about 20km to the east and Leeds is 24.3km to the south west.
- 1.3 Rocksprings agents do not seem to know where the site is. It is variously described as being 2km from Wetherby, 3.2km from Wetherby, and 4.5km from Wetherby. The latter figure is correct.
- 1.4 They certainly do not know the site or its environs.
- 1.5 AECOM in its Environmental Sustainability Statement refers to 'Church Causeway Bus and Coach station.... it is located c.200m north west of the site'. The previous planning application was riddled with inaccuracies and it would appear this new submission is following suit. Despite extensive searches we have been unable to find this bus station. The reason is simple :
IT DOES NOT EXIST !
- 1.6 AECOM are based in Hampshire. One is forced to wonder if they have actually visited the site or just carried out a 'desk-top' survey.
- 1.7 Their analysis of bus services is just as flawed.

2. The Proposal – a myth.

- 2.1 The Applicant lists the current bus services to the site and proposes to divert the 770/771 service into the development. There

will be no increase in services above the current half hourly offering. No indicative costings are given. The previous (withdrawn) application costed this as £1.5m (over 10 yrs) . Diversion will also add to the already lengthy journey times to Leeds (and Harrogate) – extending it more than an hour.

2.2 The current services to TATE are described as follows :

Wakefield to Wetherby (174) – every 2 hrs.

Wetherby to York (412) – every hour.

Leeds to Harrogate (770) – every half hour.

Otley to Tadcaster (923) – 6 times a day.

2.3 They conclude that ‘the level of frequency of bus services means that the site is fairly well located for travel by bus and there are numerous services all within easy walking distance of the site’. They also claim that this means ‘giving people a real choice about how they travel’.

2.4 A Transport Co-ordinator is to be appointed to promote sustainable travel. It is unclear as to who will bear the cost, given multiple developers on site.

3. The Reality

3.1 Existing public transport services to TATE are poor. The applicant makes no mention of proximity to rail services, perhaps not surprisingly. The nearest railway stations York and Leeds are 11km and 13km away, making any thoughts of rail travel a non-starter.

3.2 Likewise bus services do not stand close scrutiny when looking at accessibility criteria. The main service (the 770/771), links TATE to Harrogate and Leeds but journey times are lengthy and expensive. The service runs every half hour Mon-Sat, and hourly on Sundays. Currently only 3 buses in the morning and evening peak hours pass into the site, but only as far as the British Library. All others just run on Church Causeway. The proposal is unclear as to the proposed penetration of the diverted services. Are they part of the current planning application? Do they go to all parts of the housing development? If the former there will be lengthy walks to bus stops for the residents, exceeding 1km. If the latter there will be increased journey times, necessitating additional vehicles.

3.3 The 174 Wakefield to Wetherby service is claimed by the applicant to run every 2hrs. It does. But NOT to Thorp Arch. There is one bus from Wakefield to TATE at 5.47am arriving at 7.25am and one in the afternoon. Likewise there is one from TATE to Wakefield at 7.29am and one in the afternoon. The Saturday service does not serve Thorp Arch and there is no service on Sundays or bank holidays.

- 3.4 The 412 Wetherby to York service: the applicant claims it runs every hour to TATE. It doesn't. There is one service to Wetherby in the morning and one service to York in the evening that calls at the estate. There is no service on Saturdays, Sundays or bank holidays. One can imagine a resident standing at the bus stop for a bus to York at 9am. The real time travel information proposed at the stop will inform the prospective traveller that the next service will be in eight and a half hours. Unless it is Saturday, in which case it will advise the next service as being in 53 hrs !
- 3.5 The 923 Otley to Tadcaster service: the applicant claims the service runs 6 times a day. It doesn't. There are 2 services from Tadcaster to TATE in the morning and one from TATE to Tadcaster in the afternoon. There is no service on Saturdays, Sundays or bank holidays.
- 3.6 The application talks of 4 buses per hour giving the impression of a 15 minute service. There isn't. There are two 770/771 buses per hour to Leeds or to Harrogate.
- 3.7 The applicant's map of Walk Catchment Areas shows ten bus stop locations within the site, giving the (false) impression of a reasonable service. The actual timings shown above refute this. In addition observations have shown that the 923 and 412 buses do NOT always go round the Estate. They only go as far as the British Library. (The reason may be due to congestion with vehicles trying to leave the site.)
- 3.8 This means that the LCC requirement of 400m to a bus stop is not met. Likewise bus stops on Church Causeway fail this requirement.
- 3.9 The applicant's analysis of existing services is thus shown to be seriously flawed, with material reasons why the planning application should not be granted.

3. The UDP Inspector's Report

- 4.1 The original planning application (for 1500 houses) was dismissed by the Inspector at the UDP review. His findings are rejected by the applicant on the basis that there have been material changes in planning considerations. His conclusions, however, remain valid .
- 4.2 Regarding the original Travel Plan it stated.... 'The beneficial effects (of a reduction in car trips) could not be guaranteed, nor would they be likely to be on such a scale as to overcome the inherent unsustainability of the location'. This is certainly the case with Rockspring's latest submission.
- 4.3 NB. The original UDP scheme proposed increased services, a new service to York, AND a bus interchange station.

4. Conclusions

- 5.1 TATE is a remote, rural site with an inadequate road infrastructure
- 5.2 There is no train service
- 5.3 The bus transport offerings are not capable of supporting a development of this size.
- 5.4 The site is too small to be sustainable. It will be a car dependant commuter dormitory.
- 5.5 It conflicts with Leeds Core Strategy, most specifically’requirement of a 15 minute service to MPTI’..... ‘ensure new developments take place in locations that will be accessible by a choice of means of transport’ ‘secure development which has regard to its impact on the local environment’.....’ ensure development is supported by appropriate levels of infrastructure’. .. ‘deliver housing in sustainable locations related to the Settlement Hierarchy’
- 5.6 This proposal completely fails the requirements of the Leeds Core Strategy, appendix 3, Accessibility Standards for smaller settlements and other rural areas. The current distances to bus stops are over two times the criteria, and the frequency half that required.

MPTI = Main Public Transport Interchange – Wetherby does not qualify