

Bradford Local Plan

Core Strategy Examination

Matter 6c: Wharfedale Sub Area

Further Statement on Transport (A65)

Date: 17th March 2015

Venue: Victoria Hall, Saltaire

- 1.1 The following reflects the verbal statement made by the council in response to highways issues on the A65 in the Wharfedale sub-area session on 17/3/15.
- 1.2 The council are aware of the issues on the A65, however to put it in context, all key transport corridors within the district have congestion issues at peak times. This is reflected by the schemes that are being taken forward through the WY+TF to address constraints across the network.
- 1.3 Compared with other 'A' roads in the district the A65 is less of a concern. Data from the Department for Transport published on their website shows that the A65 eastbound average speed is 31mph westbound is 32mph (morning peak 7-10am) and there has been improvement going towards Leeds since 2013. Comparing this with other key transport corridors in the district, A657 averages 11mph, the A650 averages 21mph and speeds on Bradford's outer ring road (A6181) average 12.7mph. (Figures taken from <https://www.gov.uk/government/statistics/congestion-on-local-a-roads-england-october-to-december-2014>)
- 1.4 The Transport study in support of the core strategy (document EB/039 pg 80) highlighted the corridor as having congestion problems with the level of development proposed at the time. The potential problems highlighted included increases in delay at junctions in Ilkley, Menston and Guisley. However it must be noted that, the highways modelling undertaken for the study, was based on 3600 dwellings in Wharfedale. This is more than is proposed in the Core Strategy publication draft at 1600, and still more than the 2500 in the housing distributions paper circulated on 11/3/15. So the impact of current proposed development is likely to be less significant than outlined in the study.
- 1.5 The transport study recommends undertaking a further more detailed corridor study to identify the specific problems (hotspots) and any proposed mitigating measures that would be required. This study will be undertaken once the level of development is ascertained through the adopted core strategy along with the locations of development through the allocations DPD process.
- 1.6 In terms of delivering any required highways improvements, we are now working as a WY combined authority on strategic and cross boundary transport issues (including Craven through the Leeds City Region). The new working arrangements with Government, through delegated powers and the WY+ Transport Fund provide opportunities to deliver necessary transport improvements. The WY+TF core principle is to deliver Investment to overcome evidenced based transport constraints, targeted at land use development priorities. Within the fund the A65 is highlighted on the Highway Efficiency and Bus package as a key transport corridor and work is planned to identify major pinch points and associated scheme proposals across the network.