



WHARFE BRIDGE, BOSTON SPA

## BOSTON SPA PARISH COUNCIL

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Leeds City Council Development Department  
Plans Processing Unit  
The Leonardo Building  
2 Rossington Street  
Leeds  
LS2 8HD

22<sup>nd</sup> January 2018

Dear Sirs

### **17/07970/OT NE Development Thorp Arch with implications for Boston Spa**

**Boston Spa Parish Council strongly object to the above proposal**, in particular due to the detrimental impact the proposal would have on traffic flow on Bridge Road and across the river bridge. We note that the applicant recognises this problem and proposes a scheme to mitigate the impact. We have major objections to the mitigation scheme in that it is totally impractical, would lead to serious safety issues and be detrimental to pedestrians and residents. A detailed examination of the proposed mitigation scheme is set out in the second section below.

### **To reiterate we object to the proposal both Without the Traffic Mitigation scheme and With the Traffic Mitigation scheme**

Our objections are as follows:

#### **1.0 Effects on Boston Spa village and facilities**

- 1.1 The application does not in any way reference the Neighbourhood Plan for Boston Spa and in particular makes no response to Community Action CAPFV1 where the Parish Council will encourage the development of a "People Friendly Village Centre", which is aimed at reducing traffic and traffic speeds through the village centre around the junction with Bridge Road. In addition, Community Action CACW3 requires the Parish Council to ensure that safe and accessible environments are maintained.
- 1.2 Recent development locally has created pressures on the doctors' surgery, which have forced a redrawing of their catchment area. Our primary schools have also been over-subscribed due to increasing numbers of children from recent developments. These pressures on existing provision indicate the cumulative impact of developments surrounding the village, whose infrastructure is not adequate. The CIL monies associated with the proposed development do not come to Boston Spa to fund modifications that may be necessary despite the amenities of the village receiving all the rising demands of an increased local population.
- 1.3 Although the Planning Application has major proposals for road works in Boston Spa there have been no public notices to alert residents to this and therefore the population of Boston Spa is not aware of the proposals, nor able to make any objections. Public notices should have been placed

on Bridge Road.

- 1.4 The Parish Council is further concerned that this application is scheduled for a decision before the outcome of the TATE appeal. The possibility of even more traffic through our village if upheld would only add to the issues above.

## **2.0 Proposed Traffic Mitigation Scheme: Modifications to Bridge Road Boston Spa**

- 2.1 The following detailed examination should be read in conjunction with the map shown in Appendix A.
- 2.2 The intention to modify Bridge Road from Thorp Arch Bridge to the High Street by narrowing the walkway on the northern side is both impractical and dangerous. The length of road from the Boston Spa T-junction to the north of the bridge was demonstrated at the TATE public enquiry to act as one “complex”. This has not been possible to model, and so predictions of the effects of extra traffic are not possible. It is already clear that the “complex” is overloaded.
- 2.3 We have measured the walkway and the results are provided on an annotated version of the developers map.
  - Cross sectional points show that the walkway, once narrowed to accommodate the road width required, would range from as little as 0.9m at point A to 1.09m at point E. This is well below the standard required.
  - At section A the walkway width of 0.9m is also at the drop kerb crossing point for disabled pedestrians. There would not be sufficient room between the drop point and the wall to manoeuvre a wheelchair or a buggy and parent trying to cross the road. Indeed, larger vehicles regularly mount the kerb when turning left from High Street into Bridge Road further adding to the risk for pedestrians. Buses at this point require the full width of the road to make the turn. A reduction in the walkway at this point clearly creates an unacceptable health and safety risk.
  - At points between A and E vehicles regularly mount the pavement to create space for passing whilst standing traffic waits on the uphill section. Again, to encourage this manoeuvre with a small amount of added road space will further entice motorists to continue this dangerous practice.
  - At point E the placement of the CATV cabinet will reduce the walkway width to 0.6m and the cabinet door swing is 0.6m - an impossible width for pedestrians with buggies, children, wheelchairs, mobility scooters, etc.
  - The bus stop between points E and F presents further safety issues. A narrower walkway at this point increases the risk for those queuing for a bus. The data provided in Appendix 1 of the Bridge Road Survey Data is clearly untrue as on every school day up to a dozen school children wait at the bus stop for the school bus and these numbers are apparently not recorded. The position of the cameras could be giving false data at this point. The siting of cameras does not capture the use of pathways at the junction where both the north and south walkways have much greater use at the crossing and for people going to the car park using Bridge Road.
  - Below point G driveway access to Dovecote House, Dovecote Cottage and Littlecroft Cottages is already difficult when exiting right up the hill. Sight lines are only just adequate and require

cars to protrude onto the full width of the pavement to see traffic coming down the hill. A narrowing of the walkway will mean cars having to stick out into the carriageway to view the advancing downhill traffic. Indeed, sight lines from all roads and driveways on the north side will be reduced by a narrowing of the walkway.

- The width of the proposed parking bays at 2m on the south side is inadequate. The width of residents' cars parked there has been measured at 1.985m with wing mirrors retracted and 2.090m including wing mirrors. Clearly tolerances either side are inadequate.
- HGV's such as refuse collection lorries and buses cannot pass side by side in the 4.8m width proposed. A modern bus fleet is designed with a width of 3.1m which includes 230mm extrusion of rear view mirrors on both sides of the bus. Further, the danger to pedestrians of a strike from such mirrors is increased on a narrow pathway.
- During the build period of Dovecote House and Cottage four of the builders' cars were damaged whilst parked on the south side of the road by passing vehicles trying to squeeze through congested traffic. One car was written off by a car which damaged four in a row.
- The walkway on the southern side is already less than the standard required and overall no part of the walkways on either side meets current regulations so a further reduction is unacceptable.

2.4 The proposal to have all car park vehicles exiting onto the High Street is flawed and dangerous. Exiting at this point to the left would be directly into the controlled pedestrian crossing and any standing traffic would invariably cause pedestrians and cars to compete for the same pathway space. Turning right would require manoeuvres through standing traffic with consequent reduced sight lines in what can be a very congested area.

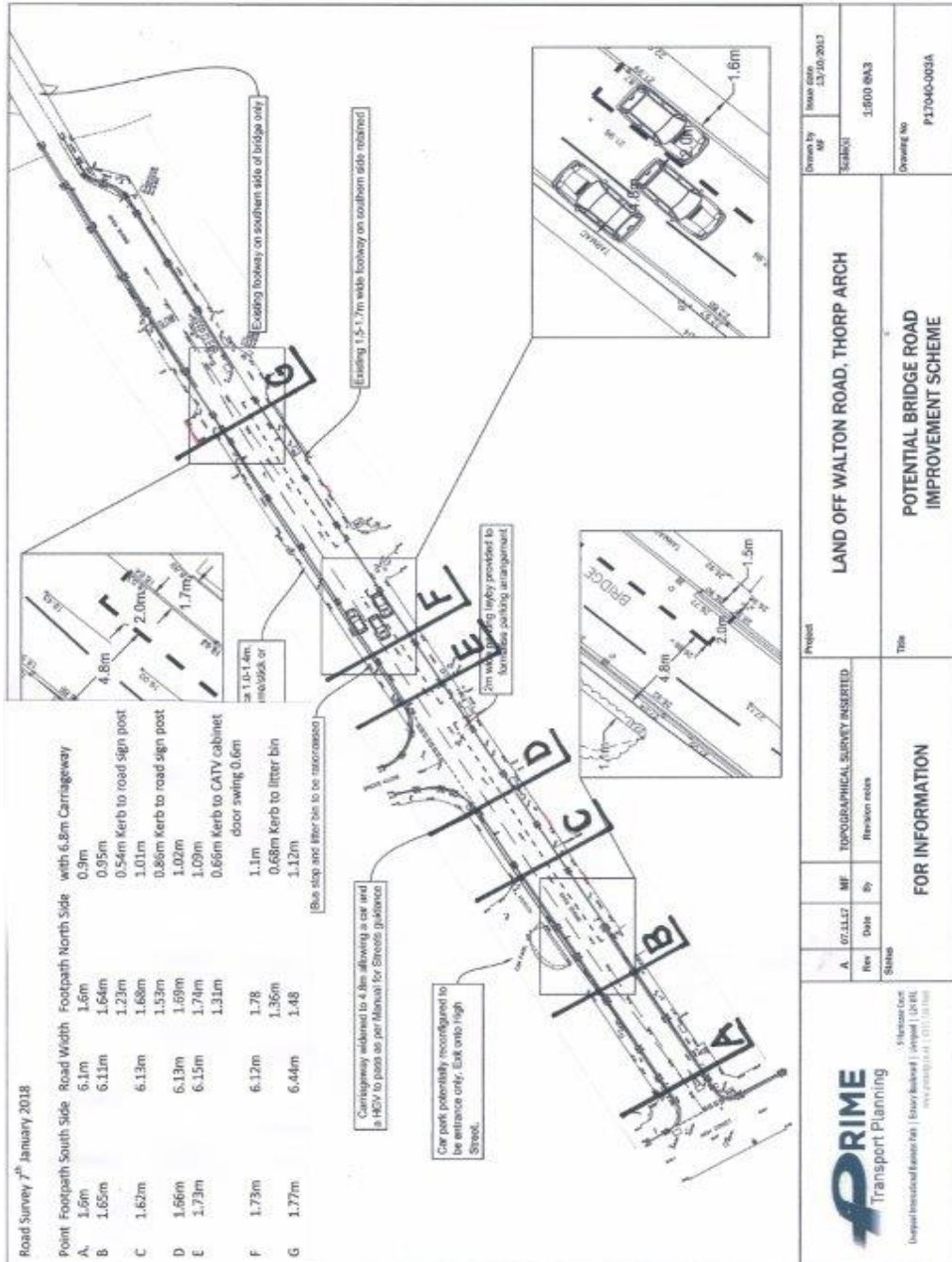
2.5 Traffic assessments do not take into account potential new developments around Boston Spa at Grove Road, Newton Kyme and the TATE proposal which is yet to be determined. Together the pressures on Boston Spa would become severe. Paragraph 6.8.18 of the Transport Assessment indicates that the junction of Bridge Road and the High Street is already slightly over capacity in the PM peak and therefore with the additional volumes from all new developments this would become severe.

**In summary Boston Spa Parish Council objects most strongly to the proposals in the application, both without and with traffic mitigation due to the extra pressures that will be places on services and village environment within Boston Spa. We consider the proposed traffic mitigation scheme both dangerous and impractical and is the antithesis of the People Friendly Village Centre sought by the Neighbourhood Plan.**

Yours sincerely

Val Hunter  
***Clerk to the Parish Council***

# APPENDIX A



Widened Carriageway  
 (Upper Intercourse Road) | Esplanade | Chapel | URB  
 www.primeplanning.co.uk | 01753 651100

Rev	Date	By	Revision notes
A	07.11.17	MF	TOPOGRAPHICAL SURVEY INSERTED

Project: **LAND OFF WALTON ROAD, THORP ARCH**  
 Title: **POTENTIAL BRIDGE ROAD IMPROVEMENT SCHEME**

Drawn by: MF  
 Issue date: 13.10.2017  
 Scheme: 1:500 IMA3  
 Drawing No: P17046-003A