

Comments on the Harrogate Relief Road –Development Update

I would like to refer to para 3.6 of the update: “Setting the scene is very focussed on understanding the current situation and confirming all the issues that currently exist or may exist in the future.”

Last time I spoke to you about the difficulty in predicting the future number of vehicles on roads, when the application of technology to vehicle design could result in a reduction of vehicle numbers. I hope this will be taken into account when considering the future.

As regards understanding the current situation I would like to look at it using present day traffic flow data. The predictions you make for changes in traffic volumes are shown on the variance map on your web site, which says that the Inner Relief Road options provide the highest benefit, with a predicted reduction of flows between 20% (blue route IN) and 40% (green route IS) on Skipton Road.

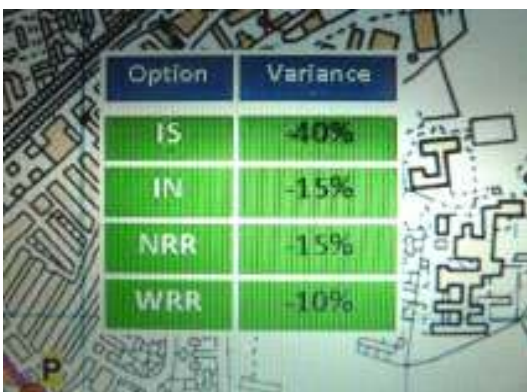
The Department for Transport web site gives the total traffic flow on Skipton Road as about 17000 vehicles per day and you predict that the green route will reduce this by 40% to about 10000.

Now compare this with the traffic on Ripon Road. The inner southern green relief road gives an **increase of 20%** which increases The Department for Transport figure of about 21000 vehicles per day, to about 25000!

We now have the situation that the green relief road will reduce the number of vehicles on Skipton Road to 10000 per day while increasing the number on Ripon Road to 25000. Can Ripon Road cope with this volume? Is it above its maximum capacity?

May I request that when figures showing reductions in vehicle traffic are quoted in the future, the actual vehicle volumes are given as well as the percentages, and that equal weight is given to the roads with an increase in traffic as those with a decrease to give a true picture of the effect of building a relief road.

Extracts from Variance Map: IS is the inner southern (green) relief road.



Option	Variance
IS	-40%
IN	-15%
NRR	-15%
WRR	-10%

Skipton Road



Option	Variance
IS	+20%
IN	+5%
NRR	+5%
WRR	-15%

Ripon Road

Ref:1 Relief Road Variance Map: (www.northyorks.gov.uk/hrr).

2. Department for Transport web site www.dft.gov.uk/traffic-counts which gives 2015 estimated total traffic flow for Skipton Road of 16945 and Ripon Road 20956.

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