

## **MIQ response per Friends of Upper Ribblesdale 030918 re Matter 11**

Regarding **Matter 11 – Transport (Suggested Policy INF7, Policy INF4 and ENV12) Issue 1 – Transport – Suggested Draft Policy INF7**

**Q3. The Council’s response to the Inspector’s Initial Questions also confirmed that it has commissioned “some high level traffic modelling for Bentham and Settle...” What are the reasons for this, and what does the further modelling show? What effect will the allocations and policies in the Plan have on the highway network in and around Bentham and Settle? If mitigation is necessary, how will this be delivered?**

Friends of Upper Ribblesdale (FOUR) disagree fundamentally with the assessment made in the section of the plan covering Town Centres in Craven (page 198) regarding Settle in the Key Settlement Specific Challenges (page 201). The analysis indicates in the table that Settle has no challenge with respect to 'Environmental quality suffers from traffic movements and road layout.'

Settle has a major issue with Heavy Goods Vehicle movements. The independent Settle town study published by START in 2012 and the petition of over 600 signatures collected by FOUR clearly demonstrate that the volume and nature of traffic through Settle Town Centre (a conservation area) is detrimental to the local visitor economy. There is also a detrimental effect on buildings through chemical erosion of stonework from vehicle emissions and undermining of foundations caused by repeated vibration.

This issue is best mitigated, we believe, by the creation of a HGV free zone (except for access/off-loading) in Settle. To be clear, this mitigation is needed on the basis of the current situation in and around Settle and is not contingent on any future development identified in the plan.

The attached short video indicates the nature of the problem. The original purpose of the video was to promote the use of rail rather than road to move aggregate from the quarries in upper Ribblesdale. Nevertheless it demonstrates the blight of HGV movements through Settle which would be alleviated by the use of an alternative route (via Buckhaw Brow) around the town.

This issue was raised by FOUR in the July 2016 hearings for the Yorkshire Dales National Park Local Plan 2015-2030. The inspector, Simon Berkeley, visited Settle to witness the scale of the issue and was, we believe, sympathetic to our concerns but since the Park Authority had no jurisdiction over this town outside of the Park boundary he was unable to make any recommendation.

This CDC Local Plan provides the opportunity to reduce the blight and environmental impact of HGVs through this charming market town which has the potential to grow as a visitor attraction and improve the economics well-being of the area.

<https://www.youtube.com/watch?v=Qm855IGVuzs>