

Craven Local Plan Examination Note:

Air Quality and Traffic Flow Data from Craven DC and Harrogate BC and Natural England's Response

This note presents information on the necessary air quality data received from both Jacobs Consultants (for Craven District Council) and from Harrogate Borough Council. It is an extract from the Habitat Regulations Assessment accompanying the local plan. Also included is the response from Natural England to this information, which was received by e-mail on 28/11/2018.

Appendix X: Air Quality and Traffic Flow Data

Part 1: (a) Flows at the strategic locations on the A65, A59 and A6068 with and without local plan traffic (Source: Jacobs Engineering Group Consultants for Craven District Council)

Road Name	Location	PM Peak - 2 Way Flow				Approx. AADT (Based on 10%) - 2 Way Flow			
		Baseline	Local Plan	Difference	% Difference	Baseline	Local Plan	Difference	% Difference
A59	Clapham	287	285	-2	-1%	2,870	2,850	-20	-1%
A65	West of Glusburn	1,444	1,447	3	0%	14,440	14,470	30	0.2%
	Glusburn to Broughton	997	1,002	5	1%	9,970	10,020	50	1%
	Broughton to Skipton	2,053	2,083	30	1%	20,530	20,830	300	1%
	East of Skipton	2,053	2,083	30	1%	20,530	20,830	300	1%
	Bolton Abbey	1,123	1,153	30	3%	11,230	11,530	300	3%
A6068	West of Nelson	446	447	1	0%	4,460	4,470	10	0.2%
	Colne	1,280	1,267	-13	-1%	12,800	12,670	-130	-1%
	Cowling	1,099	1,105	6	1%	10,990	11,050	60	1%
	West of Crosshills	1,330	1,326	-4	0%	13,300	13,260	-40	-0.3%

(b) Traffic flows on the selected roads, showing AM and PM differences (Source: Harrogate Borough Council)

Location	AM DM	AM LP	Difference	PM DM	PM LP	Difference
B6164 near Kirk Deighton	574	1095	521	774	1284	510
A59 Blubberhouses	720	738	18	1058	1094	36
B6265	104	110	6	72	76	4
Ox Moor Lane and Cattal Street at Cattal	120	153	33	159	201	42
A658 Knaresborough	1927	2310	383	1946	1909	-37
Duck Street Lane, Greenhow	104	110	6	72	76	4
The road from Glasshouses to Laverton/ Kirkby Malzeard	183	185	2	172	204	32

(c) Traffic flows of HGVs on the selected roads, showing AM and PM differences (Source: Jacobs Engineering Group Consultants for Craven District Council)

Road Name	Location	PM Peak - 2 Way Flow				Approx. AADT (Based on 10%) - 2 Way Flow			
		Baseline	Local Plan	Difference	% Difference	Baseline	Local Plan	Difference	% Difference
A59	Clapham	4	4	0	0.0%	40	40	0	0.0%
A65	West of Glusburn	25	25	0	0.0%	250	250	0	0.0%
	Glusburn to Broughton	51	51	0	0.0%	510	510	0	0.0%
	Broughton to Skipton	55	56	1	1.8%	550	560	10	1.8%
	East of Skipton	21	21	0	0.0%	210	210	0	0.0%
	Bolton Abbey	22	23	1	4.5%	220	230	10	4.5%
A6068	West of Nelson	4	4	0	0.0%	40	40	0	0.0%
	Colne	18	18	0	0.0%	180	180	0	0.0%
	Cowling	18	18	0	0.0%	180	180	0	0.0%
	West of Crosshills	20	19	-1	-5.0%	200	190	-10	-5.0%

(d) Traffic flows of HGVs on the selected roads, showing AM and PM differences (Source: Harrogate Borough Council)

Class Report NYCC_TEMPORARY 000140045_02 2015-01-18 to 2015-02-02															
Site Name	000140045_02				Setup:	000140045_02				Time Period:	1 hour				
Site ID	000140045_02				Channel:	Each Direction				Exclude data:	Holidays & Events				
Grid	417532455282				Show daily:	Average									
Description	(near Hopper Lane Hotel)														
All directions															
	Average Flow	Motor Cycle	Car	Car + Trailer	2 Axle Truck	3 Axle Truck	4 Axle Truck	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	HGV + Trailer	HGV + 2 Trailers	Invalid Reading	%HGV
00:00:00	28	0	23	0	2	0	0	0	0	1	1	0	0	0	9.8
01:00:00	14	0	10	0	1	0	0	0	1	1	0	0	0	0	18.3
02:00:00	10	0	7	0	1	0	0	0	0	1	1	0	0	0	24
03:00:00	12	0	6	0	2	1	0	0	1	2	1	0	0	0	33.5
04:00:00	29	0	13	0	7	3	0	0	2	2	2	0	0	0	28.2
05:00:00	77	1	47	1	12	2	0	0	5	4	5	0	0	0	21.5
06:00:00	194	3	144	1	26	4	0	0	1	5	9	0	0	0	10.1
07:00:00	518	4	441	4	44	5	1	0	2	6	11	0	0	0	4.9
08:00:00	593	4	523	5	42	4	0	0	2	4	8	1	0	0	3.3
09:00:00	481	4	403	6	46	4	0	0	2	6	8	0	0	0	4.3
10:00:00	521	5	440	5	44	4	0	0	2	9	11	0	0	0	5.3
11:00:00	533	4	454	5	44	3	0	0	3	10	8	0	0	0	4.8
12:00:00	506	3	439	6	36	2	1	0	4	8	6	0	0	0	4.3
13:00:00	519	5	445	6	41	3	0	0	4	8	6	0	0	0	4.3
14:00:00	545	4	471	5	41	4	0	1	4	8	6	0	0	0	4.3
15:00:00	596	4	529	4	39	4	1	0	2	6	7	0	0	0	3.4
16:00:00	634	4	572	4	36	3	1	1	3	6	6	0	0	0	2.9
17:00:00	582	1	541	4	23	2	0	0	2	4	4	0	0	0	2.1
18:00:00	392	1	366	2	13	1	0	0	1	3	3	0	0	0	2.2
19:00:00	206	0	186	1	10	1	0	0	1	2	4	0	0	0	4.1
20:00:00	120	0	110	0	6	0	0	0	0	1	1	0	0	0	2.9
21:00:00	75	0	66	0	5	0	0	0	1	2	1	0	0	0	5.2
22:00:00	60	0	54	0	2	0	0	0	1	2	1	0	0	0	6.4
23:00:00	40	0	36	0	2	0	0	0	0	1	1	0	0	0	5

07-19	6421	44	5625	56	448	39	5	4	31	78	85	3	3	0	3.8
06-22	7015	48	6132	59	494	45	5	4	35	88	99	3	4	0	4
06-24	7115	48	6222	59	498	46	5	4	35	91	100	3	4	0	4.1
00-24	7286	51	6326	60	524	52	5	4	43	103	109	3	4	0	4.5
am Peak	08:00:00	10:00:00	08:00:00	09:00:00	09:00:00	07:00:00	07:00:00	11:00:00	05:00:00	11:00:00	07:00:00	08:00:00	08:00:00		08:00:00
Peak Volume	593	5	523	6	46	5	1	0	5	10	11	1	0		0
pm Peak	16:00:00	13:00:00	16:00:00	13:00:00	14:00:00	15:00:00	16:00:00	14:00:00	12:00:00	14:00:00	15:00:00	12:00:00	12:00:00		12:00:00
Peak Volume	634	5	572	6	41	4	1	1	4	8	7	0	0		0

The summary table above is based on the spreadsheet from a traffic survey in Harrogate from 2015. It includes a percentage column for HGVs so the reader can use this percentage for the peak times (08:00 and 16:00) to calculate the impact of the Harrogate Local Plan's site allocations. The percentages are AM peak (row 23) 3.3% and PM peak (row 31) 2.9%. If one uses the larger of the two percentages, the table below is obtained:

Location	AM DM	AM LP	Difference	PM DM	PM LP	Difference
A59 Blubberhouses	720	738	18	1058	1094	36
3.3% HGV	24	24	0	35	36	1

Response from Natural England:

“Air Quality Natural England welcomes the additional figures and analysis provided in the HGV Flows Along the A59, 65 and A6068 spreadsheet, Harrogate Traffic Flow Data Spreadsheet and HGV Traffic Flows Along The A59: Analysis of the Traffic Modelling Tables document which illustrate the conclusions reached in the Habitats Regulations Assessment. Based on the figures provided we concur with the conclusion of no adverse effects on the integrity of the Ingleborough Complex Special Area of Conservation (SAC), North Pennine Moors SAC and North Pennine Moors Special Protection Area. However as noted in our previous advice we advise that you ensure that the traffic modelling methodology is in line with the industry standard.”