

A64 Park and Ride response from Barwick in Elmet and Scholes Parish Council

Introduction

Barwick in Elmet and Scholes Parish Council (BIESPC) has considered the consultation presentation issued by Leeds City Council (LCC) concerning the highway improvements to the A64 from Marsh Lane to Whinmoor. It has also considered the invitation to comment on a proposed Park and Ride on the A64 near Scholes although it is noted that further consultation on this proposal will be sought later in the year.

BIESPC welcomes the proposed improvements to the A64 and has no further comments to make about them. The remainder of this note seeks to address the park and ride proposals and respond to the issues raised about the likely level of demand and who would use it. In turn it raises issues associated with the proposal which BIESPC would like to see addressed by LCC when it comes to the further consultation later in the year.

BIESPC have set out this consultation on its website and invited comments from residents and details accompany this note. It appears that around 60% of those responding are against the proposals with around 40% in favour.

The Strategic need for the facility

BIESPC noted that there is already an established park and ride at Temple Green on the A63 and traffic approaching Leeds via the A1 or A64 from York are currently directed towards that facility.

It was recently announced that government funding would be available for a new station at Thorpe Park which would have a substantial car park alongside. Further the new East Leeds Orbital Route (ELOR) is due to open in 2022 which would give good access from the A64 to this new facility.

Given these facilities, it is unclear from where demand will come from for a new facility located on the A64 by Langlands Garden Centre. It is recognised that the East Leeds Extension will add a further 15,000 people to the area but this is located west of ELOR and would require visitors to the facility to drive away from Leeds to come back in. If these are the target customers then the facility should be located within the new development west of ELOR. If the facility is aimed at commuters from Wetherby and York then it could equally be located at the A1/A64 junction so as to serve all these towns instead of just Leeds.

If existing bus services continue, or at least the No.64 continues then it would seem unlikely residents would drive to the new facility as it would not be any faster. Only residents at the northern end of Scholes who could walk to the facility are likely to use it locally. LCC would need to set out what additional infrastructure may be provided to make the facility more accessible for non car users to make it attractive.

Planning

The favoured site is located in the green belt. It is located in a sensitive part of the green belt which separates the village of Scholes from the urban edge of Leeds. The green belt here functions to prevent the unrestricted sprawl of Leeds, prevent the merger of Scholes with this urban edge and safeguards the countryside from encroachment. Development should only be allowed on this land in

very special circumstances. A park and ride facility is not recognised in the NPPF as appropriate development in the green belt.

BIESPC are not aware of any very special circumstances which require this facility to be located in the green belt. Indeed whether it is serving the East Leeds Extension or traffic from York there are locations for it to be built which are not in the green belt either west of ELOR or at the A1/A64 junction.

BIESPC note that this proposal is being promoted and funded by the West Yorkshire Combined Authority. The preferred location is land owned by LCC and this seems to have been the main factor in determining its selection, which is irrelevant for planning purposes.

If, notwithstanding these representations the next round of consultations continues to promote this site BIESPC request that the issues raised above are addressed in any consultation material. In addition, BIESPC would expect to see full details of the proposals including any supporting infrastructure to improve access both on the surrounding highway network, the A64 and the cycle network.