

Matter 19 – Transport Policies

Does the Plan set out positively prepared policies for delivering growth and sustainable development, which are justified, effective and consistent with national policy?

We submit the transport infrastructure assessments made for specific sites, focussed on the existence of public transport and not on the capacity of public transport to effectively move commuters during rush hours. Hence growth in vehicle use from developments not within walking distance of significant employment sites has been underestimated with impacts on congestion, increased air pollution, public health and climate change.

Additionally there appeared to be no effort to prioritise development along rail corridors (although the possibly indefinite delays in improvements to the Trans Pennine rail line have also not been considered.

The effects on traffic flow from multiple developments within a single area have not been addressed since they have not been aggregated into a single larger development, which should have been done for strategic purposes. In particular well over 1000 new houses are proposed within the Penistone Rd corridor, which feeds into the bottleneck on Wakefield Rd at Waterloo. This corridor does not appear to feature in the strategic transport corridor assessment. Further delays at this junction will add significantly to local pollution and public health in an already densely populated area.

We see no evidence that the proposed closure of Huddersfield Royal in it's present form, with loss of local A & E services and hence greatly increased vehicle journeys both by ambulances and private vehicles has been included in transport infrastructure planning.

We submit the Council has failed to provide a policy to support sustainable travel, as it's policies will be ineffective and are inconsistent with the NPPF.