

## **Matter 1: Key Public transport corridors**

Policy GS2 states that the need for new homes and jobs will be met as far as possible in those settlements that are well related to the “key public transport corridor”, which are identified in para 3.13 as including the following bus routes:

- Ripon to Harrogate and on to Leeds
- Harrogate to Knaresborough
- Harrogate to Boroughbridge
- Harrogate to Pateley Bridge
- Harrogate to Bradford via Leeds Bradford airport
- Harrogate to Wetherby

In classifying bus routes, the Council distinguishes between two tiers of bus services:

- “Top tier” bus services have a broadly hourly frequency throughout the day and must have access to a key settlement (Harrogate, Ripon, Knaresborough, Leeds, York or Bradford) in both morning and evening to enable travel to work. The thresholds used for these timings are 08:00-09:30 and 16:45-18:30 for morning and evening respectively.
- The second tier of bus services are those that offer that offer basic access in the morning and evening to a key settlement as above but without the hourly supporting frequency throughout the day.

For the purposes of Policy GS2, a bus route was considered to be a “key public transport corridor” if it was a “top tier” bus route.

At the time of drawing up the plan, the Harrogate to Pateley Bridge service (that runs through Hampsthwaite) and the Harrogate to Boroughbridge route both met the criteria for a top tier bus service and were therefore identified as key corridors. In both cases, these services no longer meet the criteria to be considered a top tier bus service. They would both now fall into the second tier.

In light of this the Council considers that paragraph 3.13 of the Local Plan should be amended to delete both of these routes and amend the key diagram to reflect this change.