

TRANSPORT ASSESSMENT
TRAVEL PLAN
TRANSPORT STATEMENT
ROAD SAFETY AUDIT
HIGHWAY STATEMENT
TRAFFIC SURVEY



PROPOSED RESIDENTIAL DEVELOPMENT
GRANNY LANE, MIRFIELD, WEST YORKSHIRE
16026 / February 2016

HY
CONSULTING



**PROPOSED RESIDENTIAL DEVELOPMENT
GRANNY LANE, MIRFIELD, WEST YORKSHIRE**

TRANSPORT STATEMENT

16026 / February 2016

CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY.....	2
2.1	Transport Policy.....	2
3	EXISTING SITUATION	5
3.1	Site Description	5
3.2	Highway Network.....	6
3.3	Pedestrians and Cyclists	7
3.4	Public Transport Provision.....	8
3.5	Personal Injury Accidents	8
4	THE DEVELOPMENT PROPOSALS	9
4.1	Project Description	9
4.2	Access.....	9
4.3	Parking and Servicing Provision.....	10
4.4	Pedestrian and Cycle Provision.....	10
4.5	Traffic Impact.....	11
5	SUMMARY AND CONCLUSIONS	12

APPENDICES

Appendix A	Development Plans
Appendix B	Speed Survey Results

1 INTRODUCTION

- 1.1.1 HY Consulting has been appointed to prepare this Transport Statement in support of the development of a site off Granny Lane in Mirfield in West Yorkshire. The proposals are to demolish the existing house (No 18) on the site and replace it with two smaller dwellings, closing the existing access point off Gregory Springs Lane and forming a new access directly on to Granny Lane with improved visibility splays. The architects drawing in Appendix A shows the site location in relation to the local highway network.
- 1.1.2 This Transport Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

2 PLANNING POLICY

2.1 Transport Policy

2.1.1 The structure of this Transport Statement is based on transport policy relating to new developments. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

2.1.2 Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

2.1.3 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.1.4 Paragraph 32 of the NPPF states that *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 2.1.5 The planning application for the proposed residential development is supported by this Transport Statement, which demonstrates that the proposal is not detrimental to road safety or the efficient operation of the highway network, large scale mitigation is not required and that is accessible by walking, cycling and public transport.
- 2.1.6 Paragraph 35 of the NPPF states that “developments should be located and designed *where practical to:*
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *consider the needs of people with disabilities by all modes of transport.*
- 2.1.7 The proposed residential development will comply with paragraph 35 of the NPPF. The proposal will also provide internal pedestrian routes which will connect in to the footways on Granny Lane.
- 2.1.8 Paragraph 36 of the NPPF goes on to say that “*a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*” As the proposals are for a net one additional dwelling then the increase in traffic is negligible and so a travel plan is not required.

Local Transport Plan

- 2.1.9 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2016. The key objectives of the LTP3 include:
- *To improve access to jobs, education and other key services for everyone;*
 - *To reduce delays to the movement of people and goods;*
 - *To improve safety for all highway users;*
 - *To limit transport emissions of air pollutants, greenhouse gases and noise;*
 - *To improve the condition of the highway infrastructure.*
- 2.1.10 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.
- 2.1.11 The LTP also sets out a bus strategy West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

Local Policies and Strategies

- 2.1.12 Local transport policy is set out in the Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process. The consistent objectives across all these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.
- 2.1.13 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than the single occupancy private car trips.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is located on land to the south of Granny Lane and west of Gregory Springs Lane in Mirfield, West Yorkshire about 4.8km south west and 6.5m north east of Dewsbury and Huddersfield Town Centres respectively. The centre of Mirfield lies about 720m north of the site. The site currently accommodates a single dwelling with a vehicle access from a private road to the eastern boundary called Gregory Springs Lane. A pedestrian gate to the property provides access to Granny Lane close to its western boundary.
- 3.1.2 The site is bound by Granny Lane and Gregory Springs Lane to the north and east respectively and by other residential development to the south and west. The site is located in the middle of two bends in the alignment of Granny Lane about 120m east of the mini roundabout at the junction with Hopton New Road.
- 3.1.3 A survey of vehicle speeds in free flowing conditions was carried out in accordance with TA 22 / 81 "Vehicle Speed Measurement on All Purpose Roads" in order to determine the approach speed of traffic to the proposed development site. The speed readings can be found in Appendix B to this report which show that the 85th percentile wet weather design speeds were 24.35mph and 21.43mph when travelling towards the site from the east and west respectively.
- 3.1.4 The immediate area surrounding the site is characterised by residential uses with commercial premises lying to the north of the River Calder which runs generally parallel with Granny Lane.

3.2 Highway Network

- 3.2.1 Granny Lane is part of a traffic route which includes Steanard Lane and Hopton Lane to the east and west respectively. Steanard Lane forms a junction with the A644 about half way between the centres of Mirfield and Ravensthorpe. It provides direct access to a public house, a golf course and a commercial premises whereas the short section that is Granny Lane and Hopton Lane are both mainly residential in nature. A mini roundabout is located at the junction of the latter two roads with Hopton New Road.
- 3.2.2 Hopton lane passes through Lower and Upper Hopton to the west becoming Hollin Hall Lane and then Heaton Moor Road where it enters Kirkheaton. The route then continues generally westwards through Dalton towards Huddersfield.
- 3.2.3 Hopton New Road links Granny Lane to the A644 and the centre of Mirfield passing beneath the Leeds to Huddersfield rail line (and Mirfield Rail Station becoming Station Road. The latter provides access to a Lidl and a Coop supermarket whilst a Tesco Express is located in a former public house at the junction with the A644.
- 3.2.4 All these roads benefit from the provision of footways, street lighting and 30mph speed limits.
- 3.2.5 The A644 Huddersfield Road is a main traffic route between Dewsbury and Huddersfield Town Centres. The route benefits from the provision of pedestrian crossing facilities and refuges to aid crossing movements to local amenities and bus stops.

3.3 Pedestrians and Cyclists

3.3.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

3.3.2 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply. PPG13 stated that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km"*. The facilities within the preferred maximum walking distance of 2km include bus stops just off Hopton Lane (230m), Mirfield Rail Station, (460m) and the shops and commercial premises in the centre of Mirfield. Formal pedestrian crossing facilities are provided at all the signal controlled junctions nearby and pedestrian refuges are provided along Huddersfield Road which provides safe and convenient access on foot.

3.3.3 With regards to cycling, PPG 13: Transport stated that *"Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport"*. Many residential areas including Dewsbury, Heckmondwike, Ravensthorpe and parts of Huddersfield are all within 5km of the site, thus providing the opportunity for potential residents to travel to these from the site by cycle. The site can easily be reached on cycle from Mirfield railway stations allowing a cycle to form part of a multi-modal journey to the site.

3.3.4 The above demonstrates that there are significant residential and commercial areas within these catchments providing the potential for employees to travel safely and conveniently by foot or cycle.

3.4 Public Transport Provision

- 3.4.1 The closest bus stops to the site are found on Calder Road just off Hopton Lane. These stops lie within the acceptable walking distance of 400m from the site. These stops have flag signs and timetable cases and the southbound one also has high boarding kerbs to assist people with mobility problems and a shelter.
- 3.4.2 The 262 bus route serves these stops runs every 30 minutes during the day Monday to Saturday (hourly on Sunday) between Dewsbury, Mirfield, Hopton, Kirkheaton, Upper Heaton and Huddersfield.
- 3.4.3 The closest railway station to the site is Mirfield railway station, located approximately 460m from the site. This station is on the Huddersfield Line with four trains per hour at peak and three per hour during the day towards Leeds, two per hour towards Huddersfield and hourly to Wakefield. Services to many destinations are available from Leeds, Dewsbury and Huddersfield railway stations allowing the opportunity for travel over a wide area.
- 3.4.4 From the above it is evident that the site benefits from being in proximity to reasonably frequent and good quality public transport links for commuting to work from the site and for general travel over a wide area for a variety of purposes.

3.5 Personal Injury Accidents

- 3.5.1 A review of personal injury accidents for the five year period from January 2010 - December 2014 has taken place using www.crashmap.co.uk website. This shows that in the study period, there has been one recorded personal injury accident in the vicinity of the site at the junction of Granny Lane with Gregory Springs Lane.
- 3.5.2 The single recorded incident resulted in three slight injuries caused by the collision between two cars in July 2010. No other incidents have occurred within the study period within 50m of the site. Whilst any incident resulting in injury is regrettable, given the relatively good injury accident record on the adjacent highway network no further detailed analysis of the data is justified.

4 THE DEVELOPMENT PROPOSALS

4.1 Project Description

4.1.1 The applicant wishes to demolish the existing house (No 18) on the site and replace it with two smaller dwellings, closing the existing access point off Gregory Springs Lane and forming a new access directly on to Granny Lane with improved visibility splays. The proposals include for the setting back of the boundary walls to provide the visibility splays for the new access and the provision for the parking and turning of cars within the site.

4.1.2 Provision will be made to ensure that all vehicles can enter and leave the site in a forward gear. The proposals are shown on the architect's drawings in Appendix A.

4.2 Access

4.2.1 The existing access to the site from Granny Lane via Gregory Springs Lane will be closed and a new access will be formed directly on to Granny Lane. This new access is approximately 33.2m from the apexes of the bends to the west and east.

4.2.2 From the speed survey results it can be determined that visibility splays of 2.4 x 32.15m and 2.4 x 27.2m would be required to the east and west respectively for the new access location in accordance with the guidance in Manual for Streets. Therefore a visibility splay of 32.2m is proposed to the east which will be achieved by setting back the already low stone boundary wall. To the west the bend in Granny Lane means that the visibility splay of 2.4 x tangential is required and this is also achieved by setting back the already low stone boundary wall.

4.2.3 The new access on to Granny Lane is intended to be used as the entrance and exit for the site. This replaces the current access on to Gregory Springs Lane which has poor visibility to the east. If a large saloon car stopped even a couple of metres short of the centre line of the proposed access then a stopping sight distance of some 32m can be achieved ($29.6 + 2.4$ bonnet length from driver to the rear bumper of the stopped saloon car). This distance is 4.8m greater than the minimum required from the speed surveys (27.2m).

4.2.4 The proposals are shown on the drawings in Appendix A.

4.3 Parking and Servicing Provision

4.3.1 The Kirklees Unitary Development Plan (UDP) as retained in the Local Development framework process sets out the maximum parking standards for new developments. A garage with ample space in front for further vehicles and turning for each unit within a shared space are proposed.

4.3.2 The site is situated in a sustainable location in terms of distance from local facilities, the centre of Mirfield and has a reasonable availability of public transport. This provision is considered to be acceptable and compliant with local policy, with no foreseeable road safety, traffic management, or environmental implications.

4.4 Pedestrian and Cycle Provision

4.4.1 Pedestrian and cycle access to the site will be provided via the proposed access off Granny Lane. Footways are provided on both sides of the roads in the vicinity of the site and there are formal crossing facilities at signal controlled junctions nearby and pedestrian refuges are provided along Huddersfield Road allowing pedestrians to cross in two halves.

4.4.2 Secure cycle parking will be provided within the proposed garages.

4.4.3 It is considered that the proposals will adequately cater for the occupiers of the new dwelling and therefore comply with the requirements of the UDP.

4.5 Traffic Impact

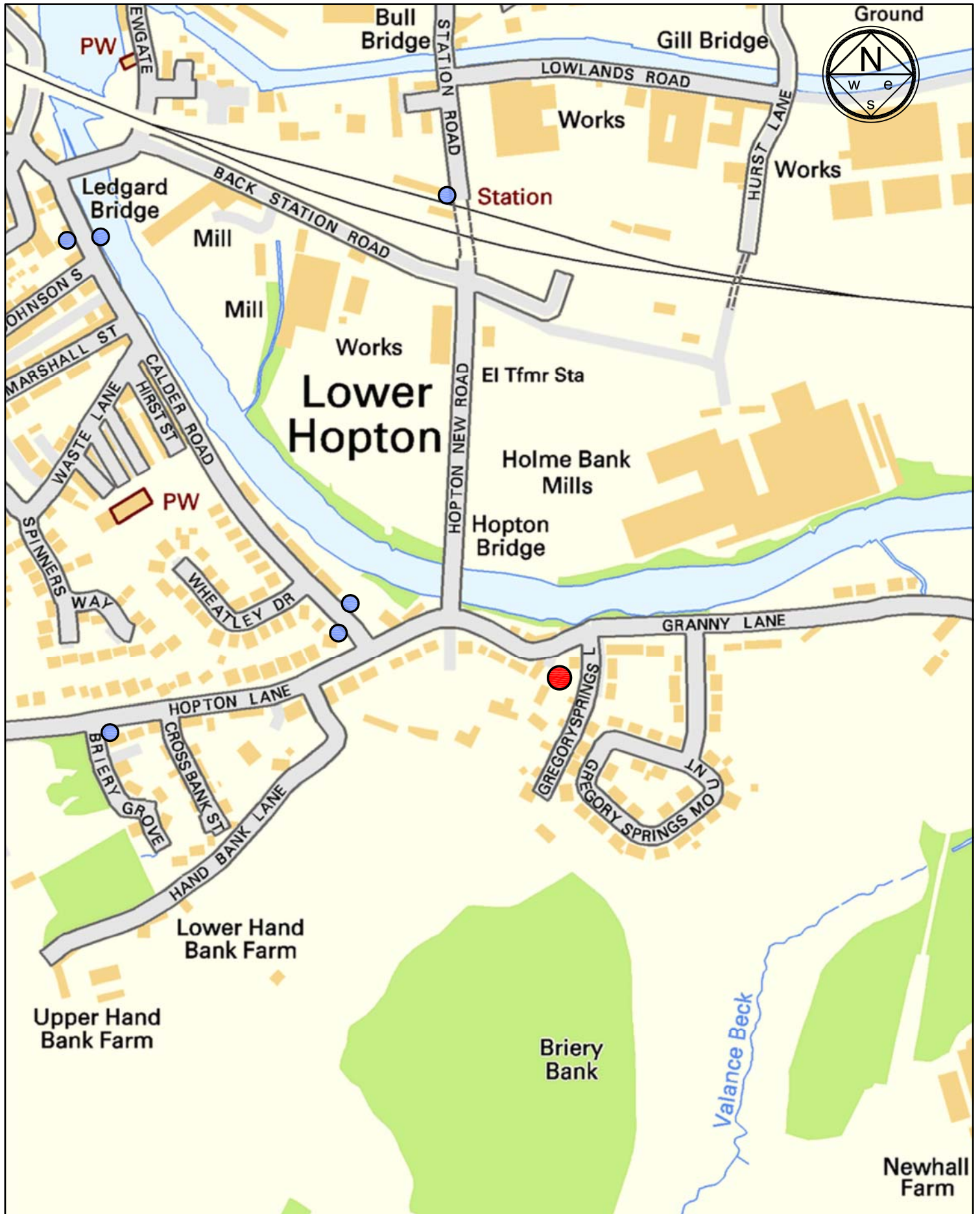
- 4.5.1 The applicant wishes to demolish the existing house (No 18) on the site and replace it with two smaller dwellings. The TRICS database does not differentiate between sizes of houses in terms of traffic generation however it is reasonable to assume that two smaller dwellings will generate a few more vehicle trips per day than the existing unit although visits by the postman and refuse collection would remain constant.
- 4.5.2 Therefore it is considered that the traffic impact of the development would be minimal and certainly not severe which is the test in Paragraph 32 of the NPPF. As such no further detailed junction assessments have been carried out.
- 4.5.3 In addition the proposed new access will provide a significantly improved visibility splay to the east when compared to the existing access route via Gregory Springs Lane. This will benefit highway safety.

5 SUMMARY AND CONCLUSIONS

- 5.1.1 This Transport Statement presents the existing traffic characteristics and highway infrastructure in the surrounding area of the development. The development, infrastructure improvements and measures are then presented. The traffic impact of the development has been assessed against the current use of the site.
- 5.1.2 The assessments carried out in preparing this transport statement indicate that whilst the proposals could potentially generate slightly more traffic than the existing dwelling the new access on to Granny Lane with visibility splays compliant with Manual for Streets will have a beneficial impact on the surrounding network.
- 5.1.3 The development location in proximity to local commercial areas and good level of public transport provision are considered to be compliant with national and local transport policy for new developments.
- 5.1.4 This report concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

APPENDICES

APPENDIX A DEVELOPMENT PLANS

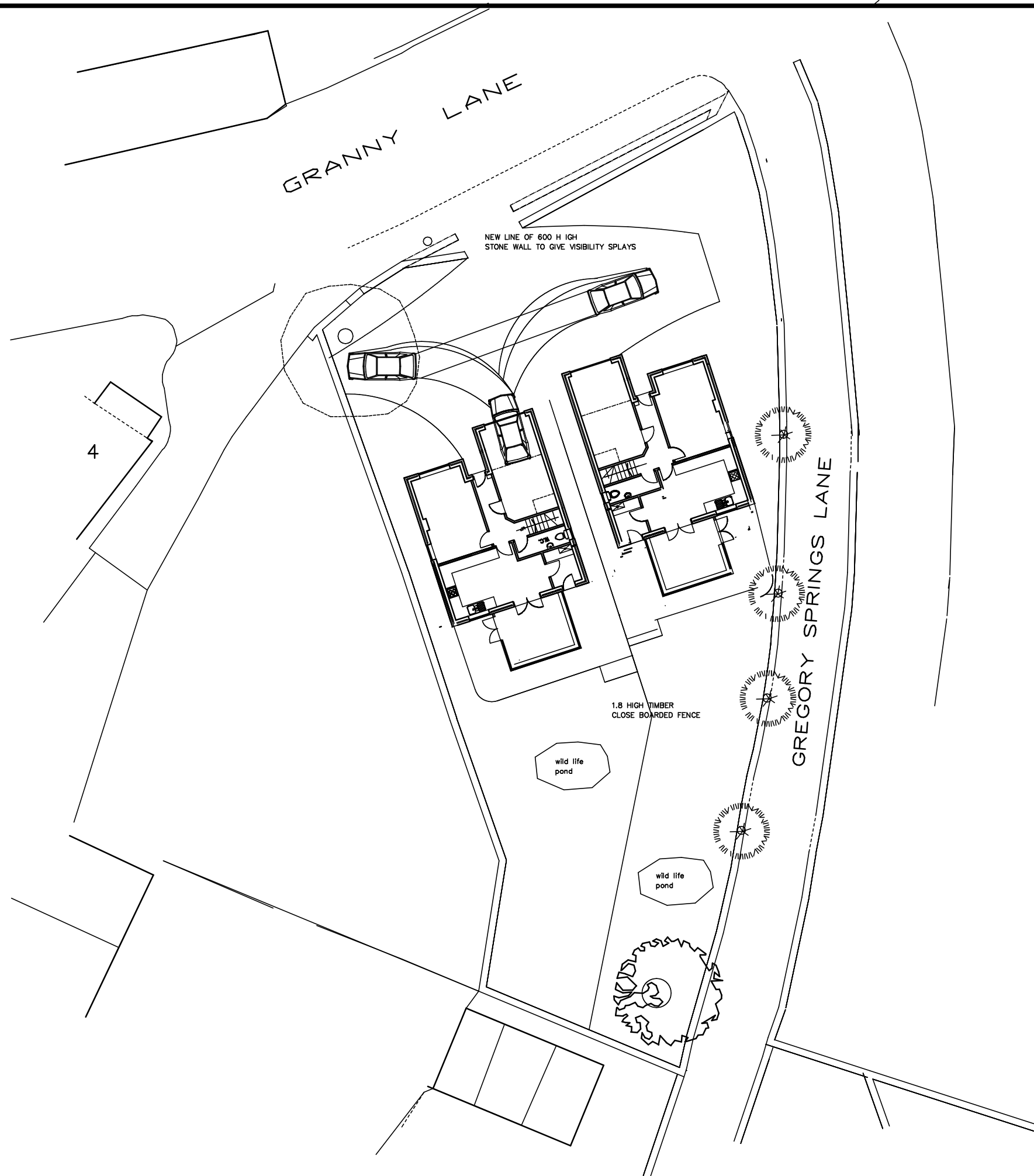


- SITE LOCATION
- BUS STOPS

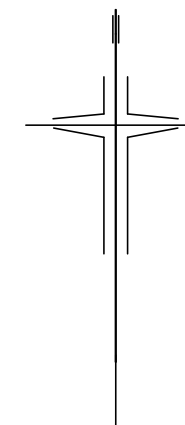


FIGURE 1
LOCATION PLAN

SCALE: NTS @A4



NORTH



MALLALIEU ARCHITECTS

WREN COTTAGE, STRINGER HOUSE LANE,
EMLEY. HUDDERSFIELD. HD8 9SU.

01924 848334
07971 041016

JOB TITLE
MRS BURROWS
18, GRANNY LANE,
LOWER HOPTON
MIRFIELD WF14 8LA

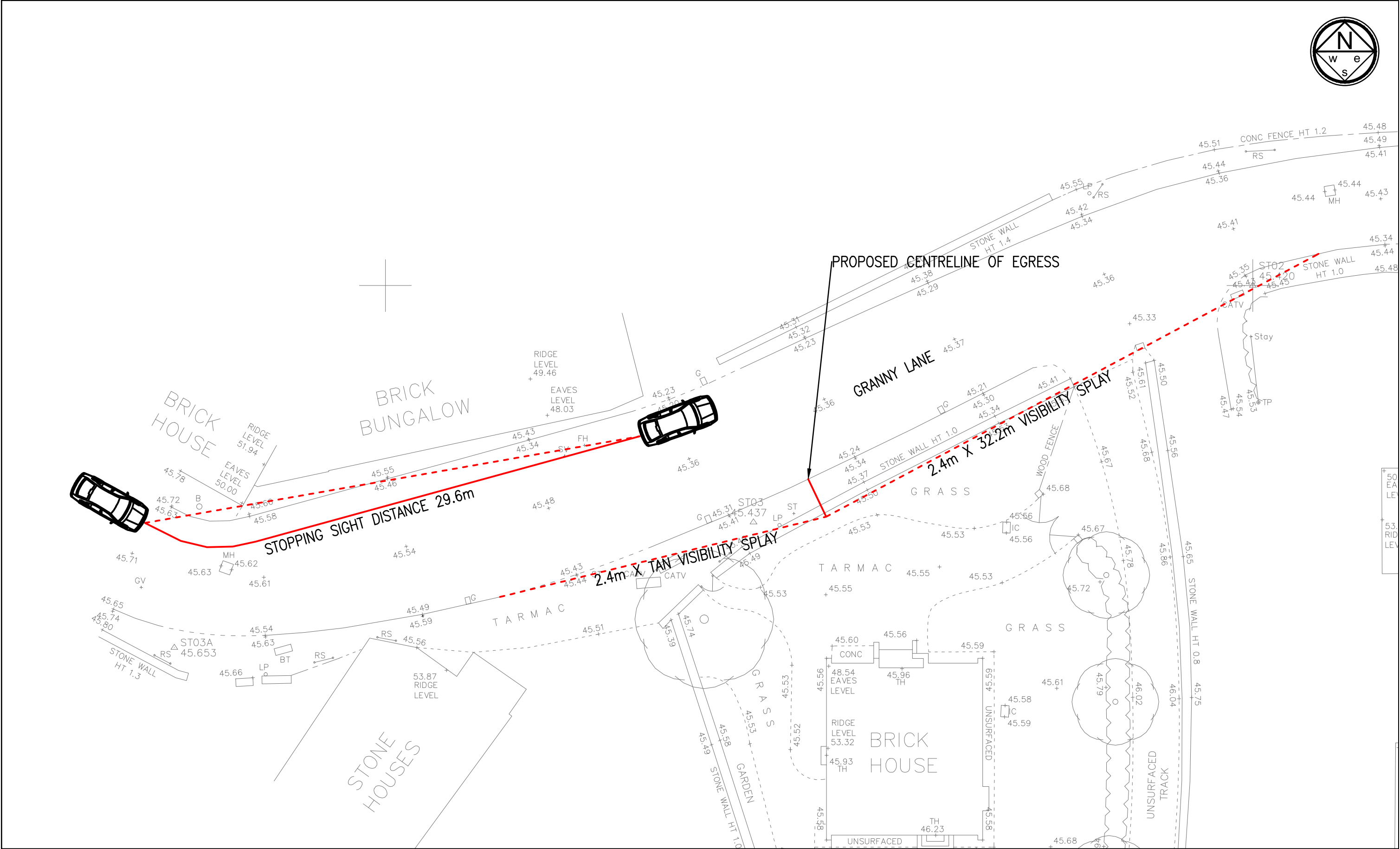
RESIDENTIAL DEVELOPMENT

DRAWING
SITE AS PROPOSED

NUMBER
3080/2/A

SCALE
1:250

DATE
DECEMBER 2015



THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

REV	AMENDMENTS	DATE



HY CONSULTING Ltd

UNIT 2 THE OFFICE CAMPUS
RED HALL COURT
PARAGON BUSINESS VILLAGE
WAKEFIELD WF1 2UY

tel: 01924 291536
email: mail@hyconsulting.com

PROPOSED EGRESS VISIBILITY

GRANNY LANE, MIRFIELD

SCALE: 1/200 @ A3

DATE: FEB 2016

DRAWING No: 1602601

APPENDIX B
SPEED SURVEY RESULTS



Car Counters

27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY

Location Granny Lane

Direction of Travel Towards Station Road roundabout

Job Number 14145

Date of Survey 14/01/15

Start Time 10:30

Finish Time 12:00

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	8	51		76	
2		27	5	52		77	
3		28	3	53		78	
4		29	2	54		79	
5		30	2	55		80	
6		31	2	56		81	
7		32		57		82	
8		33	1	58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15		40		65		90	
16	2	41		66		91	
17	1	42		67		92	
18	6	43		68		93	
19	1	44		69		94	
20	9	45		70		95	
21	9	46		71		96	
22	10	47		72		97	
23	12	48		73		98	
24	8	49		74		99	
25	19	50		75		100	

Number of Readings = 100

Dual C'way Y/N? N

Mean Speed = 23.48

Single C'way Y/N? Y

Standard Deviation = 3.3529122

Wet Road Surface Y/N? N

85 Percentile Speed = 26.832912

85 Percentile Wet Weather Speed = 24.347912 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.



Car Counters
27 Viewlands Rise, Menston, Ilkley, LS29 6BQ

SPEED SURVEY

Location Granny Lane
Direction of Travel From Station Road roundabout

Job Number 14145
Date of Survey 14/01/15
Start Time 10:30
Finish Time 12:00

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	4	51		76	
2		27	3	52		77	
3		28		53		78	
4		29		54		79	
5		30		55		80	
6		31	1	56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12		37		62		87	
13		38		63		88	
14		39		64		89	
15		40		65		90	
16	1	41		66		91	
17	9	42		67		92	
18	9	43		68		93	
19	13	44		69		94	
20	17	45		70		95	
21	9	46		71		96	
22	14	47		72		97	
23	11	48		73		98	
24	3	49		74		99	
25	6	50		75		100	

Number of Readings = 100

Dual C'way Y/N? N

Mean Speed = 21.06

Single C'way Y/N? Y

Standard Deviation = 2.8562177

Wet Road Surface Y/N? N

85 Percentile Speed = 23.916218

85 Percentile Wet Weather Speed = 21.431218 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.