

Qualitative Assessment of Pedestrian Routes



Project: Dobroyd Mill, Jackson Bridge / Hepworth,
West Yorkshire

20 November 2017

Introduction

This report has been written in response to the additional consultation comments dated 24th October 2017 made by Kirklees Metropolitan Council's (KMC) Highways Officers on planning application reference 2017 / 90620. In that document KMC asked that a qualitative assessment of the pedestrian infrastructure / linkages be carried out.

This assessment has taken the form of a site survey of the pedestrian infrastructure surrounding the site with particular regard to access to public transport facilities.

Bus Routes

An examination of the West Yorkshire website shows that there are no services which run along the A616 south of its junction with Bank Street. All the local services either enter / leave the settlement via Bank Street or Scholes Road. An extract of the South Kirklees Bus Route Map is attached.

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There are stops on Bank Street, Hepworth Road and Scholes Road to the north of the site and further stops on Butt Lane to the south of the site. All these stops are within 400m walking distance of the development and can be reached by either the proposed new spine road junction with Hepworth Road or the right of way on to Butt Lane.

Butt Lane

The present access to the upper level of Dobroyd Mill from Butt Lane will be retained for use by pedestrians and cyclists. This provides a convenient and relatively level route to and from the bus stops on Butt Lane located less than 50m from the access point. There is a footway with dropped kerbs along Butt Lane which links the site access to the bus stop locations.

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Photograph 1 - View of footway linking to bus stops on Butt Lane

Hepworth Road

As part of the provision of the main site access on to Hepworth Road a new footway will be provided along the site frontage. This will link to the existing footway provision on the western side of Hepworth Road and to the bus stop and shelter located on that footway. 2



Photograph 2 - View of footway linking to bus stop on Hepworth Road

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The above footway continues to the cross roads junction with Scholes Road, Bank Street and East Street where there are dropped kerbs to allow use by people with perambulators and wheelchairs.

Scholes Road

There are footways to both sides of East Street over the bridge over the beck. A footway then continues on the northernmost side up Scholes Road. There is a bus stop located on the northern footway adjacent to the bridge which can be seen in Photograph 3 below.



Photograph 3 - View of footway provision on Scholes Road

East Street

As stated earlier there are no bus stops on the A616 south of its junction with Bank Street but there is a footway along its western (Jackson Bridge) side. This can be reached by the existing footway provision along East Street which starts on its south side and then after a short distance one on the north side is provided. After the terrace of houses on the south side the footway in front stops with the northern footway continuing up to the bend in the road. Dropped kerbs are provided for each footway. There is a public footpath (HOL / 203 / 10) from the north side of East Street linking up to the A616 near to the public house.

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Traffic volumes on East Street are very low (around 20 vehicles per hour so significantly less than 100 vehicles per hour as quoted in Manual for Streets) so some shared use of the carriageway does not appear to cause any difficulties or issues.



Photograph 4 - View of southern footway on East Street looking towards Hepworth Road junction.

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Photograph 5 - View of northern footway, start of PROW and southern footway (behind van). Shared section starts beyond white cars.

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Photograph 7 - View of shared section of East Street uphill of footway provision.

Bank Street

Aside from a short length between East Street and the bus stop / shelter there are no other footways along Bank Street. There is, however, an edge of carriageway line along the eastern side which is offset by between 1.0 – 1.5m from the adjacent boundaries to provide space for pedestrians to walk along.

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Photograph 8 - View of Bank Street.

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Summary

This qualitative assessment of the pedestrian infrastructure / linkages in the vicinity of the development site shows that the level of provision is typical of a village environment. Having said that the linkages to adjacent bus stops are considered to be good with a footway with dropped kerbing being provided in all cases.

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Attachments

1 – South Kirklees Bus Map

