Qualitative Assessment of Pedestrian Routes

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

15 December 2017

Introduction

This report has been written in response to the additional consultation comments dated 24th October and 7th December 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.

Pedestrian Generation

KMC have asked that the level of potential pedestrian usage including those using public transport be quantified in this qualitative assessment. We have considered the modal split of journeys to work from the 2011 Census Data using the Lower Layer Super Output areas of 059A, 059C, 059D and 059E. This shows that 6.44% are made on foot and 6.75% use public transport compared to about 86% who would use a vehicle. Using the predicted peak hour vehicle flows (88 vehicles) then it can be calculated that the proposed development might generate a maximum of 14 pedestrian (on foot and public transport) movements during the same period. These movements would be split over the two access points (Hepworth Road and Butt Lane).

Therefore, predicted pedestrian movements using the existing footways in the settlement are likely to add about 7 trips per hour which is neither material nor significant.

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. The only stop which has high boarding kerbs is the southbound one on 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 1.65 – 2.0m footway with dropped kerbs along the north side of Butt Lane which links the site access to the bus stop locations. The footway at the bus stop on the south side is 1.4m wide. The carriageway width of Butt Lane is about 5.9m. Footway surfacing is in good condition with signs of some weed growth in places. Lighting units along Butt Lane between the site and bus stops have modern lanterns.

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

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Hepworth Road

As part of the provision of the main site access on to Hepworth Road a new 2.0m wide footway will be provided along the site frontage. This will link to the existing 1.24m wide footway provision on the western side of Hepworth Road and to the bus stop and shelter located on that footway.

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

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. Footway surfacing is in reasonable condition with signs of some weed growth in places. As shown in photograph 2 above there is no footway along the east side of Hepworth Road with the terraced properties having direct access on to the carriageway. These residents park their cars on the road in front of their properties on a carriageway with a width around 7.5m. Street lighting along the site frontage and to the cross roads is provided by modern steel columns with new optics (some of which are LED's).

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Scholes Road

There are 1.2m wide footways to both sides of Scholes Road 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. Street lighting is provided by modern steel columns with new optics (some of which are LED's).

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. These footways are between 1.0 to 1.2m wide and in good condition with some weed / moss growth. The carriageway width is about 6.4m and on street parking occurs along it. 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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Street lighting is provided by a mixture of concrete columns with new sleeves and more modern steel columns with new optics (most of which are LED's).

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.

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 6 - 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. The latter extends for the majority of the length of Bank Street. Street lighting is provided by concrete columns with new sleeves and new optics (most of which are LED's).

Photograph 7 - View of Bank Street – footway provision on right.

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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 in terms of widths and condition.

The development proposals are only likely to add about 7 pedestrian movements on to any of the footways within the vicinity of the site during peak hours (and lower volumes the rest of the day). This negligible increase is on top of the already low pedestrian movements that have been observed.

The carriageway widths are such that there is no real scope to widen any of the footways without compromising the safe movement of large vehicles. Having said that the linkages to adjacent bus stops are considered to be good with footways of reasonable width and capacity with dropped kerbing being provided in all cases.

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Attachments

1 – South Kirklees Bus Map

2 – Census Modal Split

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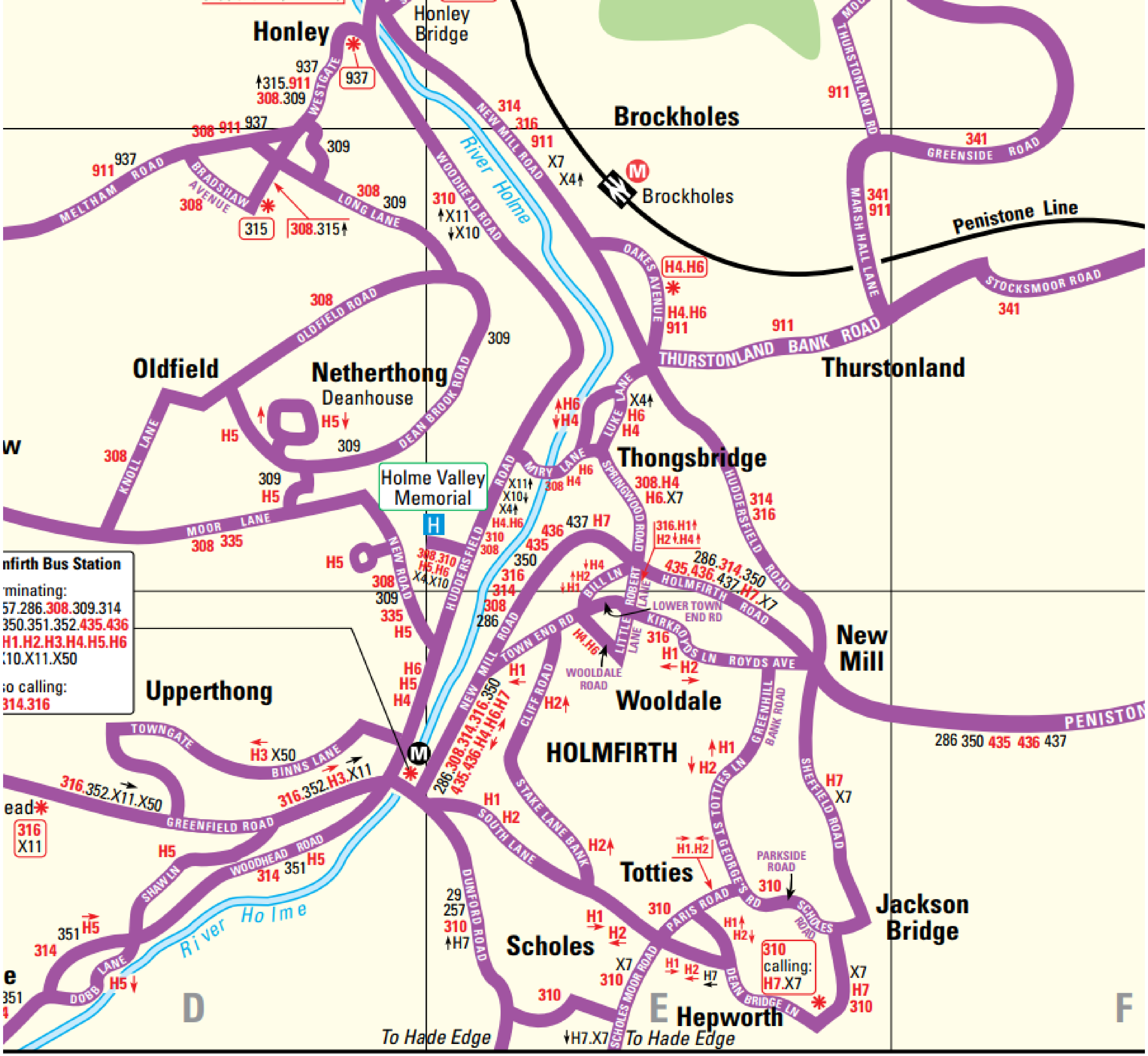
Honley
Honley Bridge
Brockholes
Brockholes
Penistone Line
Oldfield
Netherthong
Deanhouse
Thurstonland
Thongsbridge
Holme Valley Memorial
New Mill
Upperthong
Wooldale
HOLMFIRTH
Totties
Jackson Bridge
Scholes
Hepworth
To Hade Edge
To Hade Edge
River Holme
River Holme
MELTHAM ROAD
BRADSHAW AVENUE
WESTGATE
LONG LANE
WOODHEAD ROAD
NEW MILL ROAD
OLDFIELD ROAD
DEAN BROOK ROAD
KNOLL LANE
MOOR LANE
NEW ROAD
HUDDERSFIELD ROAD
MARY LANE
LUKE LANE
OAKES AVENUE
THURSTONLAND BANK ROAD
THURSTONLAND RD
GREENSIDE ROAD
MARSH HALL LANE
STOCKSMOOR ROAD
SPRINGWOOD ROAD
HUDDERSFIELD ROAD
HOLMFIRTH ROAD
ROBERT LANE
BILL LN
LOWER TOWN END RD
KIRKROYDS LN
ROYDS AVE
LITTLE LANE
WOOLDALE ROAD
TOWN END RD
CLIFF ROAD
GREENHILL BANK ROAD
SHEFFIELD ROAD
TOTTIES LN
ST GEORGE'S RD
PARKSIDE ROAD
SCHOLES ROAD
PARIS ROAD
STAKE LANE BANK
SOUTH LANE
DUNFORD ROAD
SCHOLES MOOR ROAD
DEAN BRIDGE LN
TOWNGATE
BINNS LANE
GREENFIELD ROAD
WOODHEAD ROAD
SHAW LN
DOBB LANE
PENISTONE
Holmfirth Bus Station
Terminating:
257.286.308.309.314
350.351.352.435.436
H1.H2.H3.H4.H5.H6
X10.X11.X50
Also calling:
314.316
310 calling: H7.X7
286 350 435 436 437
D
E
F

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E01011179 : Kirklees 059A	E01011183 : Kirklees 059C	E01011184 : Kirklees 059D	E01011185 : Kirklees 059E		
Underground, r	1	1	2	1	5	0.15%
Train	12	16	13	10	51	1.58%
Bus, minibus o	35	31	49	47	162	5.02%
Taxi	1	0	3	0	4	0.12%
Motorcycle, sc	6	7	5	6	24	0.74%
Driving a car o	745	834	426	572	2,577	79.78%
Passenger in a	45	55	37	38	175	5.42%
Bicycle	3	12	4	5	24	0.74%
On foot	36	56	73	43	208	6.44%
					3,230	100.00%

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