



PARAGON HIGHWAYS



Bradford Road, Birkenshaw

Addendum to Transport Statement

Sept 2017

Project 1371

Paragon Highways

Unit 2 The Office Campus
Paragon Business Park, Red Hall Court
Wakefield, WF1 2UY

 01924 291536

 mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	First Draft			
Date	Sept 2017			
Prepared by	PAH			
Checked by	MB			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Addendum to the original Transport Statement prepared by PSA Designs Ltd in August 2014 in support of an application for circa 30 residential dwellings on part of the site of the former West Yorkshire Fire and Rescue Service HQ at Bradford Road, Birkenshaw in the District of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The current proposals are to provide a similar size of residential development of 30 dwellings comprising of mostly detached properties plus 6no. affordable units. A new access arrangement onto the major road is to be provided in the same location as the previously approved outline scheme ref: 2014/60/93173/E. Appropriate infrastructure in terms of a right turn lane, new junction arrangement, hard surfacing, street lighting and drainage will be provided to generally comply with Kirklees Councils current road adoption requirements.
- 1.1.3 This Addendum considers such matters as access, sustainability, car parking and servicing and presents the current proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.
- 1.1.4 As mentioned above the site has outline planning approval ref: 2014/60/93173/E for 30 dwellings which was approved on the 30th November 2016.

2 EXISTING CONDITIONS

1.1 Site Description

- 2.1.1 The sites last known use was as part of the West Yorkshire Fire & Rescue Service HQ and contains 11 former houses which were used as offices and a mobilising and communications centre.
- 2.1.2 The site is located off the Bradford Road (A651) and gains access via a private road known as Oakroyd Drive. This private road takes access in the form of a simple priority junction off the A651 via a ghost island right turn lane leading to an extensive hard surfaced car parking and turning areas associated with the sites previous use.
- 2.1.3 The site is located within Birkenshaw and is approximately 6.3Km south east of the city of Bradford the nearest major town.

1.2 Local Highway Network

- 2.1.4 The development will be accessed from the Bradford Road (A651) which is a two-way single carriageway with street lighting to an appropriate standard and footways to both sides. At the point of access, it is the subject of a 30-mph speed limit. Along the route there are numerous right turn lanes, pedestrian refuges and signalised pedestrian crossing points.
- 2.1.5 Bradford Road provides access to individual properties numerous side road junctions and commercial / retail properties.
- 2.1.6 The site is located within easy reach of the bus services on both the Bradford Road and the Whitehall Road. Further details of the bus services available from the local fare stages are shown in section 2.3 below.

1.3 Transport Sustainability

2.1.7 The site is in a reasonably sustainable location being within a short walking distance of bus services and local shops and essential services, including the health centre within the Birkenshaw area.

2.1.8 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.

2.1.9 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.1.10 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

2.1.11 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed to for residents to walk to work at the local health centre, school and small industrial estates and the local amenities within Birkenshaw.

2.1.12 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site would include the additional settlements of Cleckheaton, Birstall, Gomersal, Drighlington and the eastern outskirts of Bradford. The majority of these locations contain service centres that contain local services, shops, and employment potential. Also Within cycling distance is the industrial / retail park at Stubs Beck Lane and the large retail complex known as the Junction 27 retail park.

2.1.13 Within a maximum distance of 300 metres from the site are the fare stages on the Bradford Road and the Whitehall Road. The information in table 2.0 below identifies the bus services that use these stops:

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
Bradford Road 253	Dewsbury – Mirfield – Cleckheaton – East Bierley – Bradford	60 mins	60 mins
259	Brighouse – Scholes – Cleckheaton – East Bierley	60 mins	-
Whitehall Road 254 / 255 Combined service	Cleckheaton – Gomersal – Drighlington – Leeds	15 mins	30 mins Sunday daytime

Table 2.0 – Local Bus Services

2.1.14 As can be identified from the above table, there are 3 bus services that operate from the nearest stops. These provide 4 buses per hour throughout the day to the city of Leeds and 6 buses per hour to the large town of Cleckheaton and an hourly service to Dewsbury and Bradford. The bus services are therefore considered to be of a good standard and will provide an alternative to the private car in line with current Government guidelines.

- 2.1.15 The site is considered to be in a sustainable location being within close proximity of the local bus stops which provide a regular connection to neighbouring settlements and the major city of Leeds. There are employment opportunities and health facilities all located within walking and cycling distance of the site. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

3 THE DEVELOPMENT PROPOSALS

1.4 Proposed Development

- 3.1.1 The development proposed is for a residential development consisting of 30 residential dwellings and the creation of a new access and right turn lane on the Bradford Road (A651). The development is therefore fully compatible in housing numbers terms to that previously approved by Kirklees Council.

1.5 Vehicular Access

- 3.1.2 The proposed means of access to the site will be to the same standard as previously approved in 2016 i.e. a designated right turn lane within existing road markings leading to a priority junction initially in the form of a traditional estate road design then leading to 2no. no informal culs-de-sac with suitable turning provision.

- 3.1.3 In terms of visibility from the site access, this will comply with the Manual for Streets guidance and provide a minimum of 2.4 x 43 metres in both directions.

1.6 Parking Provision

- 3.1.4 The level of parking provision on the site will be in accordance with the car parking standards outlined within the Councils current car parking guidelines.

1.7 Pedestrian and Cycle Provision

- 3.1.5 Pedestrian access will be made via the proposed new estate road leading to the shared surface streets.

- 3.1.6 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

1.8 Servicing

- 3.1.7 Turning arrangements within the site will be laid out to accommodate a Kirklees sized refuse vehicle.

3.2 Mitigation measures

- 3.2.1 Bus stop no. 14043 is required to be upgraded to one with a shelter as requested by METRO in the initial response from KMC Planning dated the 12th July 2017. The shelter is to include seating, lighting and bus information and at a maximum cost of £10,000 (including maintenance).
- 3.2.2 The proposals also include for a residential Metro Card scheme contribution of £14,272.50 – Scheme A to further encourage the use of public transport.

4 TRAFFIC IMPACT

1.9 Previously accepted traffic generations

- 4.1.1 The trip rates identified previously within the Transport Statement prepared by PSA Design Ltd were taken from the TRICs database which were a worse case assessment. This confirmed that the development has the potential to generate a maximum of 17 two-way trips during the peak hours.

1.10 Development Traffic

- 4.1.2 The proposed development is for the same number of dwelling as previously approved on this site in 2016. However, Kirklees Council currently consider that a more relevant trip generation rate is 0.7 per dwelling which would result in some 21 trips at the peak periods in this case. As this will only result in an additional 4 no. trips at the peak times this should not warrant any degree of concern from Kirklees Councils Highways Development Management.
- 4.1.3 Furthermore, it should be noted that given the close proximity of the good bus services available the actual trip rate could in fact be lower than that predicted by TRICS and the Local Authority.
- 4.1.4 Notwithstanding the above It has previously been accepted that the anticipated level of traffic generated by the proposed development in the peak periods (even with a trip generation rate of 0.7 per dwelling) will be a reduction in that currently experienced and would nonetheless not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any perceived congestion at the peak times on the local network.

- 4.1.5 With regard to accident data, since the last Transport Statement was prepared the information on the national road safety database website CrashMap has revealed that within the last 5 years (2012 – 2016) on the 1st March 2012 at 08.40 am there was an incident involving 3no. vehicles close to the proposed point of access to the site. This incident was classified as slight. This isolated incident therefore, indicates that the road network operates well and is not inherently unsafe.

5 CONCLUSIONS

- 5.1.1 This Addendum to the original Transport Statement prepared by PSA Design Ltd presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The current development proposals are then presented. The traffic impact of the development of 30 residential dwellings is also assessed, and compares the traffic generations, highway safety and access proposals with the previously approved development.
- 5.1.2 The site is considered to be in a sustainable location being within close proximity of the bus stops which provide a regular connection to neighbouring settlements and city of Leeds, that has a multitude of amenities, facilities and further transport opportunities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location. Mitigation measures are also proposed in the form of improvements to a nearby bus stop and the introduction of residential METRO cards.
- 5.1.3 The level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any perceived congestion at the peak times on the local network and should be acceptable for planning approval purposes.

Appendix A

Location plan



● SITE LOCATION

● BUS STOP LOCATION



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

Appendix B



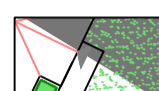



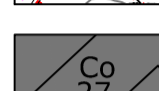





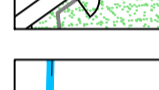
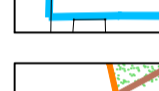
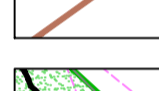




Catchment plan

Appendix C

Proposed Layout Plan

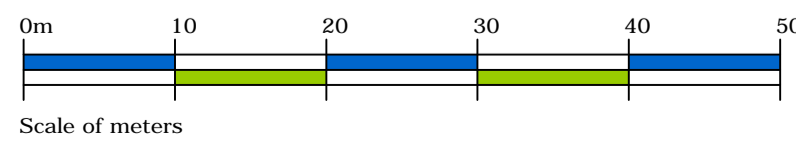


Key

-  Plot gate access.
-  Plot parking.
-  Plot front door and level access.
-  Plot rear access.
-  Private drive.
-  Red line submission boundary.
-  House type reference and plot number.
-  2m high screen wall.
-  1.8m high screen fence.
-  Existing 1.3m high drystone wall with 2.4m high Weldmesh fence behind.
-  Existing 2.4m high weldmesh fence with neighbours timber fence behind to be retained.
-  1.0m high metal railings and gates.
-  Min 2.2m high (from Brigade land) brick wall with piers and infill timber panels.
-  New 2.4m high Green Steel Weldmesh and timber acoustic fence.
-  New 2.4m Green Steel Weldmesh fence.
-  Existing neighbours post/timber fence and bushes retained.
-  New 0.45m knee rail fence to delineate protected private woodland.
-  Existing tree's retained with RPA zone.
-  Existing tree's to be removed.

Schedule.

TYPE ABB	TYPE NAME	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Tenure
			SQFT	SQM	SQFT	SQM	
St	Studley	4	1167	108.41	4,668	433.66	
Sh	Shelley	3	1600	148.64	4,800	445.92	
Ha	Harewood	2	1429	132.75	2,858	265.51	
Nu	Nunnington	4	1109	103.03	4,436	412.10	
Ny	Newby	1	1085	100.80	1,085	100.80	
No	Nostell	2	1500	139.35	3,000	278.70	
Ba	Bamburgh	3	2248	208.84	6,744	626.52	
In	Ingleton	2	1446	134.33	2,892	268.67	
Sa	Sandringham	2	1596	148.27	3,192	296.54	
Co	Collingham	2	1882	174.84	3,764	349.68	
Ry(a)	Ryedale A	1	902	83.80	902	83.80	
Ry(b)	Ryedale B	1	950	88.26	950	88.26	
Ry(C)	Ryedale C	1	965	89.65	965	89.65	
Affordable Units							
Be	Bedale	2	884	82.12	1,768	164.25	
		30			42,024	3904.03	



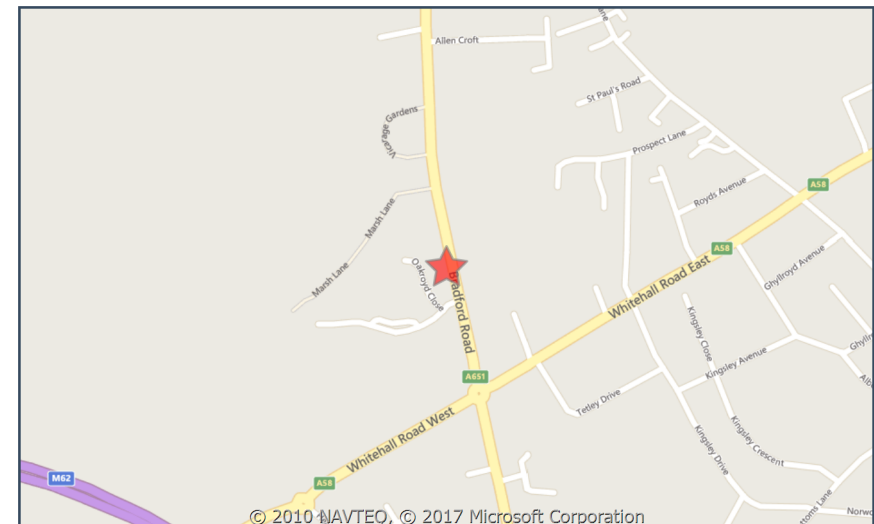
Appendix D

Accidents data



Crash Date: Thursday, March 01, 2012 **Time of Crash:** 8:40:00 AM **Crash Reference:** 2012130095053

Highest Injury Severity:	Slight	Road Number:	A651	Number of Casualties:	3
Highway Authority:	Kirklees			Number of Vehicles:	3
Local Authority:	Kirklees			OS Grid Reference:	420290 428040
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Taking pupil to/from school	None	None
2	Car (excluding private hire)	8	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None
3	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
3	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions