



PARAGON HIGHWAYS



New Mill Road

Holmfirth

Technical Note

Sept 2018

Project 811(B)

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Quality Management

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Appendix A – Proposed Access Arrangements – Signage etc.

Appendix B -Accidents Data

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been requested to prepare this technical note to provide information to the Local Highway Authority on the proposals to vary condition no.10 of the planning approval ref: 2013/93645/W regarding the formation of separate access / egress points and a mechanism to physically prevent egress from the approved entrance i.e. one-way flaps for the site off New Mill Road, Holmfirth.
- 1.1.2 New Mill Road itself is a class 1 highway (A635). The A635 provides a high-quality link to the centre of Holmfirth and New Mill where further routes to the large town of Huddersfield are easily accessible. It is moderately trafficked during the day with a noticeable increase during the network peaks and it is also bus route. There is a 30mph speed limit operative as it passes the development site.
- 1.1.3 The A635 is a two-way single carriageway which has a width of 7.6 metres in this location with two running lanes and central hatching, is lit to an appropriate standard and has no traffic regulation orders restricting on street parking or waiting on the site frontage.
- 1.1.4 The accident data available on the Department for Transport's website - CrashMap confirms that there have been 1no. recorded injury accident within 500 metres of the site within the last 5 years up to December 2017. This was classified as slight and occurred in November 2015 at 09.39 hrs and involved a car hitting a pedestrian walking in the carriageway. See Appendix B for the relevant data.
- 1.1.5 Notwithstanding this incident, which was classified as slight as mentioned above, which occurred close to the site, this does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development.

2 PROPOSED VARIATION

- 2.1.1 The proposed variation of condition no. 10 relates to the removal of one-way flaps within the scheme to control traffic movements through the access and egress points and their replacement with signage and lining.

3 CURRENT PROPOSALS

- 3.1.1 The developer has had representatives of the providers and installers for the traffic control plates on site and they have advised that the positioning of the plates should be such that vehicles should only approach the plates head on, and not at an angle. Suitable road signs should also be erected to advise road users that plates are in use, advising of slow speeds.
- 3.1.2 They have also advised that separate pedestrian provision into the site should be provided by-passing the control plates due to the number of personal injury claims that are made by pedestrians tripping over the plates. The control plates are also difficult for the blind and partially sighted to negotiate.
- 3.1.3 As mentioned above the installers / providers of the control plates also recommend that signage is also erected to warn drivers of the presence of the plates.
- 3.1.4 Given the internal layout of the site, drivers will have difficulty in aligning with the access point "head on" especially so when accessing the site from the New Mill direction.
- 3.1.5 In this case it is proposed to provide signage and road markings (all located within the site not on the public highway) only, and as shown on the attached drawing 811/01 which is an extract from the approved layout drawing prepared by Neil Bowen Architects.

4 CONCLUSIONS

- 4.1.1 Condition no.10 requires the provision of control plates (one-way flaps). The installers of the control plates raise valid safety issues in respect of alignment of vehicles entering and leaving the site and safe access for pedestrians particularly the blind and partially sighted.
- 4.1.2 The control plate installers also recommend that signage is erected warning drivers of the presence of the control plates.
- 4.1.3 In this case given the concerns raised by the manufactures and installers of the control plates and the potential problems that the residents of the properties could face in the future if they are installed, then it is proposed to erect signage and lining indicating the access and egress points for all users of the site in place of the one-way flaps.

Appendix A

Proposed Signage and Lining

Appendix B

Accident Data