



**TRANSPORT STATEMENT
PROPOSED OVER 55's APARTMENTS
St Paul's Road, Mirfield**

November 2019

Connect Housing

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1. INTRODUCTION

Introduction

1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Connect Housing to prepare a Transport Statement to accompany a planning application to provide 13 retirement apartments on the former Kirklees Council maintenance depot at St Paul's Road, Mirfield.

Development Proposals

1.2 The site is located in Mirfield town centre and takes access from St Paul's Road on the eastern boundary of the site. It is bound to the north by Ings Grove Park, to the east by residential dwellings, whilst to the west and south the site is bound by a mixture of retail, commercial and residential uses which form Mirfield town centre. The site is currently occupied by a Kirklees Council depot.

1.3 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

1.4 The development proposals seek to replace the existing maintenance depot and provide 13 retirement apartments (8no. 1-bedroom and 5no. 2-bedroom). A total of 11 car parking spaces will be provided to support the proposed apartments.



Report Structure

1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 considers the road safety implications of the development proposals, with reference to the historic road safety records in the vicinity of the site;

Section 5 summarises the anticipated vehicle trip generation associated with the development proposals;

Section 6 considers parking and servicing arrangements at the site; and

Section 7 offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

- 2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.3 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 109). Whilst Paragraph 110 sets out that development proposals should seek to:
- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles.



- 2.4 This Transport Statement demonstrates that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a severe traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

Local Policy

West Yorkshire Combined Authority (WYCA) – Transport Strategy 2040

- 2.5 The WYCA Transport Strategy 2040 sets out the ambitions of WYCA, and its partners, for a transport system, that serves the needs of businesses and residents, alongside enhancing prosperity, health and wellbeing for people and places across West Yorkshire. The vision of the Strategy is:

“To enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable”

- 2.6 A number of objectives are set out, in order to achieve the vision of the Strategy, these are:

- **Economy:** Create a more reliable, less congested, better connected transport network;
- **Environment:** Have a positive impact on our built and natural environment; and
- **People and Place:** Put people first to create a strong sense of place.

- 2.7 Of the policies provided within the Strategy, the most relevant to the development proposals is Policy 34, which seeks to ensure new developments are accessible and that walking, cycling and public transport use is positively promoted.

- 2.8 The development proposals will contribute towards the policy aspirations of the Transport Strategy, in particular Policy 34, by providing a new retirement residential development in a highly accessible location, which offers opportunities for future residents to walk, cycle or travel by public transport to a wide range of local amenities.

Kirklees Council, Local Plan Strategies and Policies – Adopted February 2019

- 2.9 The Kirklees Local Plan is the statutory development plan for the Kirklees District and its purpose is to set out the policies necessary to achieve the strategy with regards to the scale and location of new development in the district. The policies and strategies outlined in the Local Plan, cover the period between 2013 – 2031.



2.10 The Local Plan also includes the statement vision for the Kirklees District, which states that by 2031, Kirklees *“will be a great place to live, work and invest in, delivered through an integrated approach to housing and employment. Development will have taken place in a sustainable way (balancing economic, social and environmental priorities) and by making efficient and effective use of land and buildings supported by necessary infrastructure and with minimal effect on the environment”*.

2.11 The following policies have been acknowledged as of relevance to the development proposals:

- **Policy LP 20 – Sustainable Travel**

- *“New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car; and*
- *The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.”*

- **Policy LP 22 – Parking:** The provision of parking will be based on a number of principles, the most relevant to the development proposals, is as follows:

- *“Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development.”*

2.12 This Transport Statement demonstrates that the development will be fully accessible by all modes of transport and can be accommodated on the highway network without negatively impacting on the operation of the highway, without introducing a road safety issue.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage future residents at the site to walk, cycle or use public transport, rather than travel by car.

Active Travel Options

Pedestrian Access

- 3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below

Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Elsewhere
Desirable	200m	400m
Acceptable	400m	800m
Preferred Maximum	800m	1200m

(Source: IHT)

- 3.3 As can be seen in **Table 3.1**, the preferred maximum walking distance to access a 'Town Centre' is 800m, this would encompass the entirety of Mirfield town centre. Footways are provided on both sides of St Paul's Road, facilitating safe pedestrian movement towards Mirfield town centre to the southwest of the site and towards the surrounding residential areas.
- 3.4 There are signalised pedestrian crossings across each approach to the A644 Huddersfield Road / St Paul's Road / Newgate junction to the south of the site. Tactile paving and dropped kerbs are provided at each crossing, with pedestrian guard railing in the vicinity of the western A644 Huddersfield Road crossing point.
- 3.5 There are further signalised pedestrian crossing points located along the A644 Huddersfield Road through Mirfield town centre. Approximately 170m east of the site, in the vicinity of the Co-op, there is a signalised crossing, which facilitates a safe pedestrian movement across the A644 Huddersfield Road.

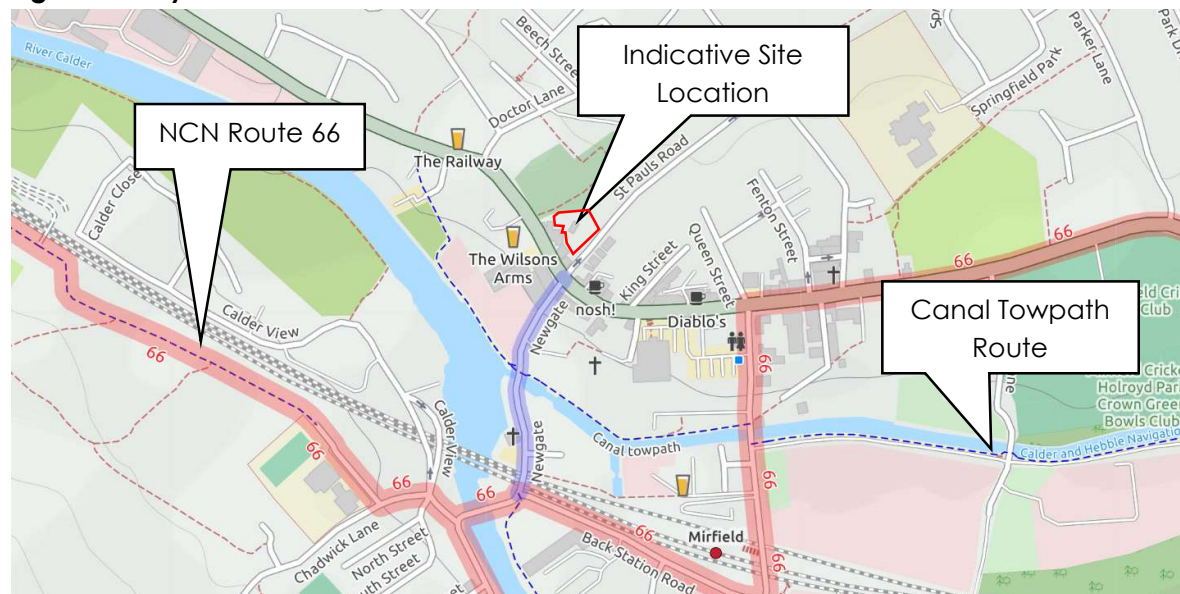


- 3.6 Signalised pedestrian crossing points are provided across each approach to the A644 Huddersfield Road / Queen Street / Station Road signalised crossroads, 260m west of the site.
- 3.7 In addition to the signalised pedestrian crossing points, an uncontrolled crossing point is located approximately 180m west of the site across the A644 Huddersfield Road, in the vicinity of the Mirfield Health Centre. The uncontrolled crossing benefits from dropped kerbs and a pedestrian refuge island.
- 3.8 Owing to the close proximity of Mirfield town centre to the site, there are a number of local amenities and services located within a short walk of the. Details of these local amenities and services located within walking distance of the site, are detailed at Paragraph 3.23.

Cycle Access

- 3.9 In addition to the wide range of key destinations found within the immediate vicinity of the site and, therefore, readily accessible on foot, the site is well located to access the wider area by bike. It was stated within PPG13 (as the most recent relevant guidance) that *“Cycling has the potential to substitute for short car trips, particularly those under 5 kilometres, and for part of a longer journey by public transport”*. A 5km cycling catchment of the site, includes all of Mirfield as well as; Heckmondwike, Liversage, Dewsbury and northeastern Huddersfield.
- 3.10 In the immediate vicinity of the site, there are advance cycle stop lines at the signalised A644 Huddersfield Road / St Paul's Road / Newgate crossroads junction. Whilst the closest cycle route to the site is along the towpath of the Calder and Hebble Navigation canal, which can be accessed approximately 180m south of the site (1-minute cycle). This provides an east – west route between Mirfield, Ravensthorpe, Thornhill Lees and Horbury.
- 3.11 The closest major cycle route to the site is National Cycle Network (NCN) Route 66, located approximately 300m south of the site (2-minute cycle ride) via Newgate. NCN Route 66 runs from the centre of Manchester to Spurnhead via Bradford, Leeds, York, Beverley and Kingston upon Hull, whilst more locally it provides links between Huddersfield, Heckmondwike, Liversage and Cleckheaton.
- 3.12 The location of the cycle routes in the vicinity of the site are shown in **Figure 3.1** overleaf.

Figure 3.1: Cycle Routes



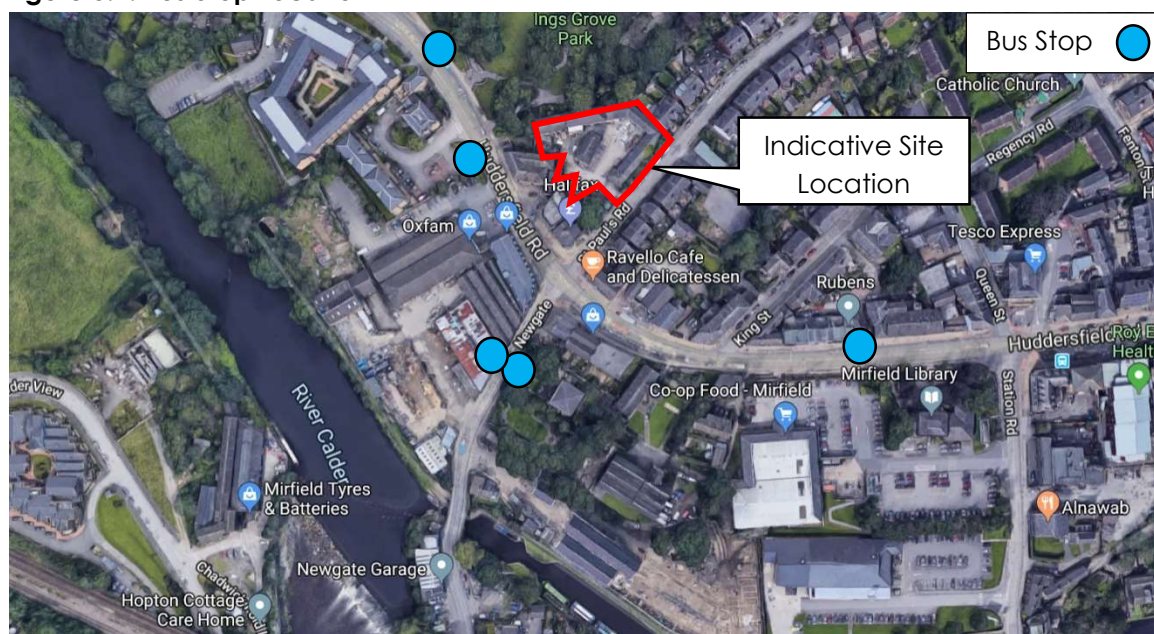
(Source: Open Street Map)

Public Transport

Bus Services

- 3.13 The closest bus stops to the site are located on Newgate, approximately 95m to the south of the site (1-minute walk). Both stops on Newgate benefit from a flag and timetable information. Further bus stops are located on A644 Huddersfield Road, with the westbound stop is located 100m west of the site, the eastbound stop is located 170m west of the site. The stops on A644 Huddersfield Road benefit from a shelter, timetable information, flags and raised kerbs.
- 3.14 The location of the bus stops on Newgate and A644 Huddersfield Road are shown in **Figure 3.2** overleaf. Details of the bus services which stop at these stops are summarised in **Table 3.2** below.

Figure 3.2: Bus Stop Location



(Source: Google Maps)

Table 3.2 Bus Services

Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
Newgate				
262	Huddersfield - Brighouse	60 mins	60 mins	60 mins
Huddersfield Road				
203	Leeds – Huddersfield	30 mins	30 mins	60 mins
205	Mirfield – Dewsbury	60 mins	60 mins	-
261	Cleckheaton – Mirfield	60 mins	60 mins	-
262	Huddersfield - Brighouse	60 mins	60 mins	60 mins
263	Bradford – Dewsbury	2 Services	-	-
564	Halifax – London	3 Services	3 Services	3 Services

(Source: Public Transport Operator Websites)

3.15 As can be seen, the site is well served by buses, with regular services passing the site Monday – Sunday which stop at a number of local and regional destinations including Huddersfield, Cleckheaton, Dewsbury and Leeds. Travel by bus would, therefore, serve as a viable travel option for future residents of the site.



Rail Services

- 3.16 Mirfield train station is located approximately 600m southeast of the site. Mirfield station is accessible within a 7-minute walk or in a 4-minute cycle ride. The station is located on the Huddersfield line, and is served by a number of rail operators, including: Northern, TransPennine Express and Grand Central. The station offers regular services to a number of stations, including Leeds, Huddersfield, Manchester Piccadilly, Manchester Airport, Wakefield Kirkgate, London Kings Cross and Liverpool Lime Street.
- 3.17 A number of facilities are available at Mirfield train station, including a 71-space car park, 24 cycle parking spaces, arrival boards, a ticket machine (westbound platform), seating and a shelter. The westbound platform at the station, Platform 3, also benefits from step-free access.

Local Amenities

- 3.18 Owing to the site location, in Mirfield town centre, there are a number amenities within a short walk of the site. The following provides a summary of local facilities which are available within the preferred maximum walking (2km) or cycling (5km) distances of the site.

Health Services

- 3.19 There are a number of health facilities within an acceptable distance of the site, these are summarised in **Table 3.3** below.

Table 3.3: Health Facilities

Amenity	Distance	Walk Time	Cycle Time
The Eye Pharmacy	75m	1 min	1 min
Boots Pharmacy	220m	3 mins	1 min
Mirfield Health Centre	270m	4 mins	1 min
Wood Dental	400m	5 mins	2 mins
Dental Care Centre	1.7km	23 mins	9 mins
Ravensthorpe Health Centre	2.6km	31 mins	9 mins
Kirkheaton Surgery	3.1km	44 mins	20 mins

(Source: Google Maps)

Retail and Leisure

- 3.20 There are a number of retail and leisure facilities located within an accessible distance of the site. **Table 3.4** details the location of these facilities in relation to the site.

**Table 3.4: Retail and Leisure Facilities**

Amenity	Distance	Walk Time	Cycle Time
Halifax Bank	60m	1 min	1 min
Ings Grove Park	80m	1 min	1 min
Mirfield High Street (Shops, Cafes, Services)	100m	1 min	1 min
Co-op Food and Post Office	160m	2 mins	2 mins
The Railway Pub	210m	3 mins	2 mins
Mirfield Library	230m	3 mins	2 mins
Tesco Express	280m	3 mins	2 mins
Roy Ellam's Premier Health Club	300m	4 mins	2 mins
Al Nawab Indian Restaurant	350m	4 mins	2 mins
Lidl Supermarket	400m	5 mins	3 mins
Moorlands Cricket Club / Mirfield Tennis Club	650m	8 mins	3 mins
Starbucks / Spar / Miller & Carter	2.5km	30 mins	8 mins

(Source: Google Maps)

Summary of Accessibility

- 3.21 As has been demonstrated, there are a wide range of local amenities located within a short walk or cycle ride of the site, particularly within Mirfield town centre. It is considered that future residents would not require the use of a car to access a many amenities. There are also a number of opportunities for travel by public transport, with bus stops along Huddersfield Road and Mirfield train station located a short walk from the site.

4. LOCAL HIGHWAY NETWORK

Introduction

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Local Highway Network



(Source: Google Maps)

St Paul's Road

- 4.3 The site takes access from an existing priority access junction with St Paul's Road, on the eastern boundary of the site. St Paul's Road is a one-way street, traffic is permitted to travel northeast only from A644 Huddersfield Road to Knowl Road. It is approximately 300m in length, 5.6m wide and subject to a 30mph speed limit.
- 4.4 Double yellow line restrictions, prohibiting stopping and waiting at all times, are in place on the western side of the carriageway for the first 50m of St Paul's Road from the A644 Huddersfield Road junction and for the first 20m on the eastern side of the carriageway. There are also double yellow lines, on both sides of St Paul's Road for 20m to the south of the



junction with Knowl Road. To the north of the double yellow lines, on the western side of St Paul's Road parking is permitted for residents with permits, with space for approximately 17 vehicles. The permit holder restriction is in place Monday – Saturday 08:00 – 18:00. On the eastern side of St Paul's Road, there is a single yellow line no waiting restriction between 08:00 – 18:00 Monday – Saturday.

- 4.5 St Paul's Road forms the northern approach at the signalised crossroads junction of the A644 Huddersfield Road / St Paul's Road / Newgate, which is located approximately 50m to the south of the site.

A644 Huddersfield Road

- 4.6 The A644 Huddersfield Road runs east – west through the centre of Mirfield. In the vicinity of the site, the A644 Huddersfield Road is approximately 7.8m wide and subject to a 30mph speed limit. For motorists travelling westbound, towards Huddersfield, Brighouse and Junction 25 of the M62, the speed limit increases to 40mph approximately 100m west of the A644 Huddersfield Road / Doctor Lane junction.

- 4.7 Double yellow lines, prohibiting stopping and waiting at all times, is in place on both sides of the carriageway on all approaches of the A644 Huddersfield Road / St Paul's Road / Newgate crossroads junction. This double yellow lining continues on the northern side of the A644 Huddersfield Road carriageway for approximately 250m to the east of the junction. On the southern side of A644 Huddersfield Road, to the east of the crossroads junction, on-street parking is permitted. A bay, some 65m in length is identified, with parking subject to a 1-hour, no return within 1-hour restriction Monday – Saturday between 08:00 – 18:00 restriction.

Newgate

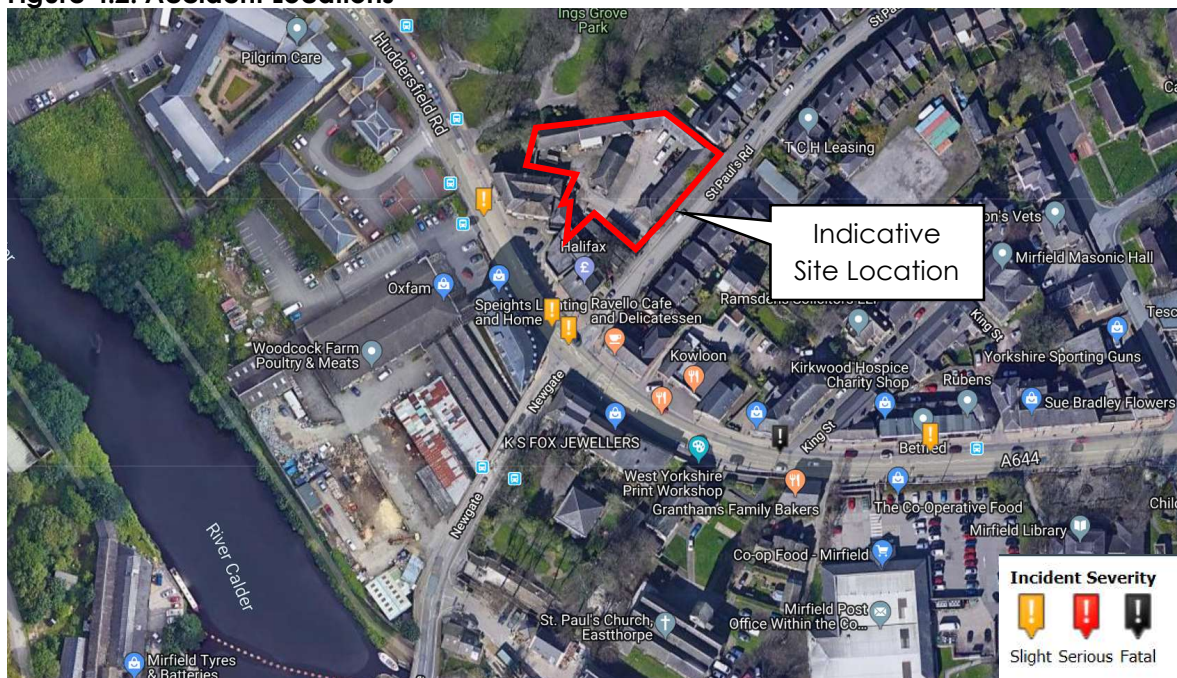
- 4.8 Newgate forms the southern approach to the A644 Huddersfield Road / St Paul's Road / Newgate signalised crossroad junction. It runs broadly north – south, between the A644 Huddersfield Road / St Paul's Road / Newgate crossroads to the north and Calder Road to the south. It is approximately 6.3m wide and subject to a 30mph speed limit.

- 4.9 There is a low bridge restriction, 21m to the south of the Newgate / Huddleston Close junction which prohibits vehicles above 3.8m as the road passes underneath the railway line. There is also a weight restriction, which prohibits vehicles above 7.5t travelling south on Newgate, except for access. Double yellow line restrictions, prohibiting stopping or waiting at any time, are in place along both sides of Newgate for approximately 140m to the south of the A644 Huddersfield Road / St Paul's Road / Newgate crossroads junction.

Road Safety

- 4.10 Accident data for the most recent 5-year period (2014 - 2018) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded in the vicinity of the site are shown in **Figure 4.2**.

Figure 4.2: Accident Locations



(Source: Crash Map)

- 4.11 As can be seen from **Figure 4.1**, a total of 5 accidents have been recorded in the vicinity of the site in the most recent 5-year period, this equates to an average of just 1 accident per year. **Table 4.2** summarises the year and severity of the accidents recorded in the vicinity of the site.

Table 4.2: Accidents by Year and Severity

Severity	2014	2015	2016	2017	2018	Total
Slight	1	0	2	1	0	4
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	1	1
Total	1	0	2	1	1	5

(Source: Crash Map)

- 4.12 As can be seen in **Table 4.2**, of the 5 accidents recorded, 4 were slight and 1 was fatal, no serious accidents were recorded. No accidents have been recorded in the vicinity of the existing site with St Paul's Road.



- 4.13 The accident report has been obtained from Crash Map for the fatal accident on A644 Huddersfield Road, this is provided at **Appendix B**. The report states that the accident occurred at 12:20 on Thursday 20th February 2018, when an elderly pedestrian was struck by a van on the nearside, when crossing the road away from a designated pedestrian crossing point. It is considered that, although fatal, the accident does not indicate a significant pre-existing road safety issue within the vicinity of the site, particularly with the low number of accidents recorded, and the remainder being slight in nature.
- 4.14 Furthermore, the level of vehicle trips associated with the development proposals is negligible, consequently there will not be a significant increase in traffic which could negatively impact upon road safety.



5. TRIP GENERATION

Introduction

5.1 This section of the Transport Statement sets out the likely level of vehicle trip generation associated with the proposed 13 retirement apartments at the site.

Trip Generation

Proposed Retirement Apartments

5.2 The TRICS database has been interrogated to identify appropriate vehicle trip rates associated with the development proposals, the following parameters have been selected:

- Land Use: Residential, Retirement Flats;
- Number of Dwellings: 25 – 50 Dwellings;
- Date Range: 01/01/2011 – 23/10/2018; and
- Location: Town Centre, Edge of Town Centre.

5.3 **Table 5.1** summarises the derived vehicle trip rates and resultant trip generation associated with the proposed 13 retirement apartments. The full TRICS output is provided at **Appendix C**.

Table 5.1: Proposed Apartments, Vehicle Trip Generation

	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.127	0.117	0.244	0.089	0.127	0.216
Trip Generation	2	2	4	1	2	3

(Source: TRICS)

5.4 As can be seen in **Table 5.1**, the proposed 13 retirement apartments are anticipated to generate just 4 two-way vehicle trips in the AM peak hour and 3 two-way vehicle trips in the PM peak hour. This level of vehicle trip generation is not considered to be severe, therefore, no further assessment has been undertaken.

5.5 Indeed, as has been discussed previously, the site is currently occupied by a Kirklees Council maintenance depot which would have had a level of vehicle trip generation associated with it. Whilst the level of vehicle trip associated with the depot has not been quantified it would serve to further minimise the impact of the development proposals.



6. PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers the parking and servicing arrangements for the site.

Parking

Car Parking

- 6.2 Maximum residential car parking standards are set out in Appendix 2 of Kirklees Council's Unitary Development Plan (UDP). There is not a specific parking standard for retirement dwellings, therefore, car parking standards for standard residential development and sheltered housing are summarised in **Table 6.1** below.

Table 6.1: Kirklees Council Residential Car Parking Standards

Land Use	Car Parking Standard	Cycle Parking Standard
1-bedroom flat	1 space per dwelling	1 space per dwelling
2-bedroom flat	1.5 space per dwelling	1 space per dwelling
Sheltered Housing	0.25 spaces per unit, plus 1 space per residential staff	1 space per dwelling

(Source: Kirklees Council)

- 6.3 As can be seen in **Table 6.1**, if the development proposals were for traditional residential accommodation (8 1-bed and 5 2-bed apartments) a maximum of 16 car parking spaces would be permitted. Similarly, if the proposals were considered as sheltered housing, a maximum of 3 car parking spaces would be permitted for residents.
- 6.4 However, as has been established, the development proposals comprise 13 retirement apartments (8 1-bedroom and 5 2-bedroom). Therefore, it is considered reasonable that a parking provision would fall between the 3-16 car parking spaces identified above. As can be seen on the proposed site layout, provided at **Appendix A**, 11 car parking spaces will be provided.
- 6.5 As discussed in **Section 2**, Kirklees Council's parking policy is provided in Policy LP22 of the Local Plan. The parking policy states that "Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of development, local car ownership levels and the type, mix and use of the development".



6.6 Taking each of these in turn:

- *Public Transport* - As discussed in **Section 3**, the site benefits from proximity to a number of frequent bus services to a wide range of local destinations that can be accessed from bus stops on Newgate and the A644 Huddersfield Road. Furthermore, Mirfield train station is located just 600m to the south east of the site, where a range of train services to local and national destinations can be accessed.
- *Accessibility* – **Section 3** considered the accessibility of the site. It has been identified that there is excellent pedestrian connectivity with wide footways provided on Huddersfield Road, through the town centre, with a number of signal controlled pedestrian crossings. Cycle routes can also be accessed from the site, providing on and off road cycle options for residents.
- *Location of Development* – The proposed site is located within Mirfield town centre, as a consequence there are many local services and amenities within a short walk or cycle from the site which would allow future residents to reach local amenities and a number of destinations without needing to own or travel by car.
- *Local Car Ownership* - 2011 Census data for 'Car or Van Availability by Age and Sex' for the Kirklees area has been obtained from NOMIS, the proportion of Kirklees residents who will not have a car or van, ages 55 – 64 and 65+, are summarised in **Table 6.2**.

Table 6.2: Car or Van Availability by Age, Kirklees

	50 – 64-year olds	Over 65s	Average
No cars or vans in household	14%	32%	23%

(Source: NOMIS)

6.7 As can be seen in **Table 6.2**, there is a correlation between increasing age and decreasing car ownership levels. It is, therefore, reasonable that the parking provision for residential development that caters for retirees may be lower than traditional residential development.

6.8 Based on the data provided in **Table 6.2**, applied to the proposed 13 apartments, three households (23% of 13) would not own a car or van, and consequently would not require a parking space. Therefore the provision of 10 parking spaces would be appropriate, as has been discussed, 11 spaces will be provided. It is anticipated that parking will be allocated at the site, with 3 of the 13 retirement apartments being sold / let without car parking.



Servicing

General Servicing

- 6.9 General servicing and deliveries will take place within the site, with servicing vehicles accessing and egressing via the site from St Paul's Road.

Refuse Collection

- 6.10 As can be seen on the proposed site layout plan, provided at **Appendix A**, the bin store for the site is located to the immediate west of the site access. Refuse collection will take place from the roadside reflecting the current waste collection for residential properties on St Paul's Road.

Fire Appliance Access

- 6.11 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 of the document sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site from St Paul's Road, to demonstrate the suitability of the site layout a swept path analysis showing a 9.3 m fire tender, entering and egressing the site is provided at **Appendix D**.



7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a planning application for 13 retirement apartments at St Paul's Road, Mirfield. The following summarises the key findings:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from excellent connectivity with the facilities and amenities in Mirfield town centre, with numerous opportunities for residents to travel by non-car modes;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- The proposed apartments are likely to generate 4 two-way vehicle trips in the AM peak hour and 3 two-way vehicle trips in the PM peak hour. This level of vehicle trip generation is negligible, and therefore, no further assessment has been undertaken;
- The proposed level of parking provision has considered the principles stated within Kirklees Council's parking policy (LP22), parking is provided at a level reflective of the location of the development and likely car ownership amongst future residents; and
- The servicing arrangements for the site have been considered.

Conclusion

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Indicative Site Layout

TPS Project Number: P1384
TPS Project Name: Proposed Retirement Apartments, St Paul's Road, Mirfield
Date: November 2019



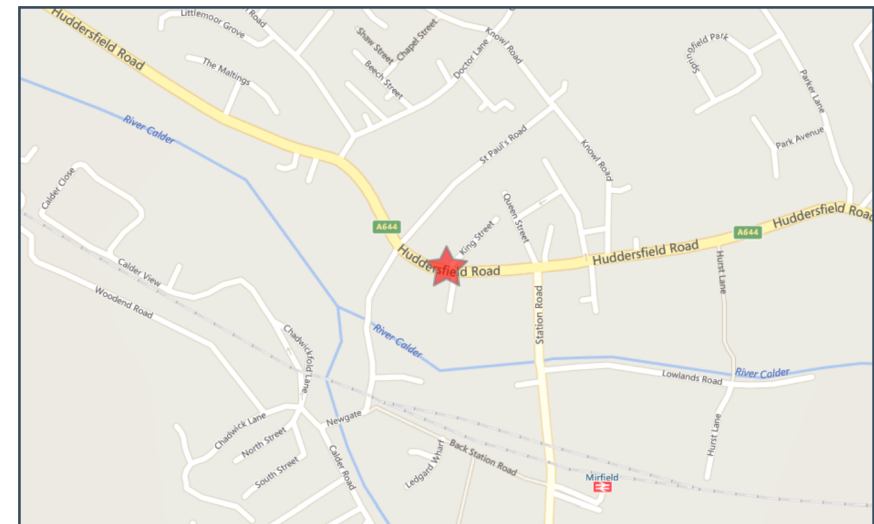
Appendix B

Fatal Accident Report



Crash Date: Tuesday, February 20, 2018 **Time of Crash:** 12:20:00 PM **Crash Reference:** 20181352K0699

Highest Injury Severity:	Fatal	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	1
Local Authority:	Kirklees			OS Grid Reference:	420248 419764
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:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	Over 75	In carriageway, crossing elsewhere	Crossing from driver's nearside

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

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Appendix C

TRICS Output

Calculation Reference: AUDIT-640801-191121-1142

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	1 days
12	CONNAUGHT	
	GA GALWAY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 25 to 47 (units:)
 Range Selected by User: 25 to 50 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 23/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-N-01 HOBSON STREET MACCLESFIELD	RETIREMENT FLATS		CHESHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings:		33	
	<i>Survey date: FRIDAY</i>		<i>16/09/16</i>	<i>Survey Type: MANUAL</i>
2	EB-03-N-01 POLWARTH GARDENS EDINBURGH MERCHISTON	RETIREMENT FLATS		CITY OF EDINBURGH
	Edge of Town Centre Residential Zone Total Number of dwellings:		33	
	<i>Survey date: FRIDAY</i>		<i>22/05/15</i>	<i>Survey Type: MANUAL</i>
3	FI-03-N-01 ST MARGARET STREET DUNFERMLINE	RETIREMENT FLATS		FIFE
	Edge of Town Centre No Sub Category Total Number of dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>21/03/16</i>	<i>Survey Type: MANUAL</i>
4	GA-03-N-01 BRIDGESTREET BALLINASLOE	RETIREMENT VILLAGE		GALWAY
	Edge of Town Centre Residential Zone Total Number of dwellings:		37	
	<i>Survey date: THURSDAY</i>		<i>27/10/16</i>	<i>Survey Type: MANUAL</i>
5	NF-03-N-01 RECORDER ROAD NORWICH	RETIREMENT FLATS		NORFOLK
	Town Centre Built-Up Zone Total Number of dwellings:		38	
	<i>Survey date: WEDNESDAY</i>		<i>17/10/12</i>	<i>Survey Type: MANUAL</i>
6	WM-03-N-01 SHORT STREET STOURBRIDGE	RETIREMENT BUNGALOWS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings:		25	
	<i>Survey date: TUESDAY</i>		<i>21/11/17</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	36	0.042	6	36	0.019	6	36	0.061
08:00 - 09:00	6	36	0.075	6	36	0.070	6	36	0.145
09:00 - 10:00	6	36	0.127	6	36	0.117	6	36	0.244
10:00 - 11:00	6	36	0.113	6	36	0.094	6	36	0.207
11:00 - 12:00	6	36	0.099	6	36	0.099	6	36	0.198
12:00 - 13:00	6	36	0.089	6	36	0.122	6	36	0.211
13:00 - 14:00	6	36	0.141	6	36	0.108	6	36	0.249
14:00 - 15:00	6	36	0.113	6	36	0.127	6	36	0.240
15:00 - 16:00	6	36	0.122	6	36	0.136	6	36	0.258
16:00 - 17:00	6	36	0.117	6	36	0.099	6	36	0.216
17:00 - 18:00	6	36	0.089	6	36	0.127	6	36	0.216
18:00 - 19:00	6	36	0.085	6	36	0.066	6	36	0.151
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.212			1.184			2.396

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

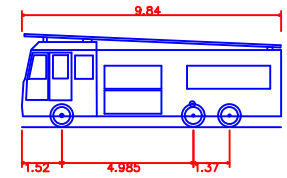
Trip rate parameter range selected: 25 - 47 (units:)
Survey date range: 01/01/11 - 23/10/18
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix D

Swept Path Analysis



Fire Tender
 Overall Length 9.840m
 Overall Width 2.550m
 Overall Body Height 3.532m
 Min Body Ground Clearance 0.417m
 Track Width 2.495m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 8.500m



SCHEME		
St Paul's Road, Mirfield		
ON BEHALF OF		
Connect Housing		
DRAWING TITLE		
Fire Tender – Swept Path Analysis		
SCALE @ A3	DRAWN BY	CHECKED BY
1/250	GH	CG
DRAWING REFERENCE		REVISION
P1384_ATK0001		A
DATE CREATED		
November 2019		