



PARAGON
HIGHWAYS

East Bierley Playing Fields, Hunsworth Lane, East Bierley

Transport Statement

February 2021

Project 1924

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1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to prepare this Transport Statement relating to the proposed redevelopment of the existing playing fields on land located off Hunsworth Lane, East Bierley within the Metropolitan Borough of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to redevelop the site to include a new club house, changing block and improved playing fields, including renovation of the existing football pitch, renovation of the existing rugby pitch to provide a synthetic football pitch, an additional small grass pitch and a 5 a side pitch. The proposals will also formalise the car parking at the site along with suitable servicing provision. Parking and turning spaces within the site are proposed to allow all vehicles to enter and exit the site in a forward gear.
- 1.1.3 This Transport Statement considers such matters as access, sustainability, car parking, accident statistics and servicing, and presents the proposals in relation to current guidance and data. The traffic impact is also presented.
- 1.1.4 The proposals compliance with current policy relating to transport sustainability for new developments is then assessed.

2.0 Existing Conditions

2.1 Site Description

2.1.1 The site is located off Hunsworth Lane within the settlement of East Bierley to the immediate northwest of the village of Birkenshaw. The site is situated around 4.9km southeast of Bradford City Centre. The site location is shown on the plan at Appendix A.

2.1.2 The application site currently consists of playing fields that consist of a grass football pitch and grass rugby pitch and is operated by the EBCSA (East Bierley Community Sports Association). The site includes changing rooms and a car park to the north of the site, and a car park overspill located to the northwest of the site adjacent to the entry point for all traffic.



Photograph 1 – Existing Playing Fields

2.1.3 There is some planning history at the site including the changing facilities building (planning applications 2011/91558, 2014/91130 and 2016/92978), which were all approved.

2.1.4 The site contains car parking located within the hardstanding to the north of the football field. This hardstanding can accommodate around 60 to 70 vehicles and contains a compacted stone surface (see photograph below).



Photograph 2 – Existing Main Car Parking Area

- 2.1.5 The site also contains an overspill parking area located on the northwest corner of the site that can accommodate a further 40 to 50 spaces, although this is seldom required. These areas provide around 120 parking spaces, with other areas also available within the site that can accommodate a further 30 parking spaces. The existing site can therefore accommodate around 150 vehicles (albeit only 60 to 70 of these are accommodated formally within the hard standing parking area).
- 2.1.6 To the immediate north of the changing facilities building there is a bin storage area adjacent to a turning facility to the west of the football pitch.
- 2.1.7 The site is accessed from an unmade track from Hunsworth Lane containing a compacted stone surface along some areas, which is single width for the majority of its length at around 3.8m wide. The track is approximately 120m in length and widens out as it meets Hunsworth Lane for the initial 50m, ranging in width between 5m and 15m (see photograph 3 below). Beyond the first 50m there is a gated access for the sports fields and the track then becomes single width (see photographs 4 and 5 below). The access track generally serves the playing fields although it also provides access to an adjacent field along the west side of the track that contains a gated vehicular access and a stables access located on the east side of the track. Given the properties served from the access road, it is subject to very few vehicular and pedestrian movements throughout the day.



Photograph 3 – Access Track (Initial Section)



Photograph 4 – Access Track (Gated)



Photograph 5 – Access Track (Playing Fields Access)

- 2.1.8 The access road meets Hunsworth Lane via an elongated dropped crossing arrangement. The access widens to 15m and easily allows for simultaneous two way travel within the mouth of the junction. The junction onto Hunsworth Lane provides visibility splays of at least 2.4m x 43m in both directions along the road in accordance with the SSD requirements for 30mph speed limit roads contained within Manual for Streets.
- 2.1.9 It should be noted that to the east of the existing access track there is a planning application for 46 new dwellings on the field between the track and Soureby Cross Way (planning application number 2019/93616). As part of this application, it is proposed to provide a vehicular access off the track and to subsequently upgrade the access track between Hunsworth Lane and the southern most boundary of the residential application site (totalling around 90m). As part of this planning application the improvements proposed include widening the track to provide a 5.5m carriageway with 2m wide footways on both sides to meet the Councils adoptable standards in terms of layout and construction.

- 2.1.10 From the improved section of the track leading to the playing fields access, there will be a section some 30m that cannot be upgraded either in width or construction as this falls outside the control of the applicant. However, suitable intervisibility would be provided at either end of this narrow section so that reversing manoeuvres can be avoided should two opposing vehicles meet when accessing the site.

2.2 Local Highway Network

- 2.2.1 The site is accessed from Hunsworth Lane, which is a local distributor road that links with East Bierley to the north with the settlement of Hunsworth to the south and subsequently connecting to the A58 via a signalised junction arrangement.
- 2.2.2 Hunsworth Lane provides access to a number of residential and commercial access roads along with individually served residential properties. Subsequently, it is subject to moderate traffic volumes during the normally accepted peak periods (between 8am to 9am and 5pm to 6pm).
- 2.2.3 Within the vicinity of the site access Hunsworth Lane is a two way single carriageway with footways provided on both sides to the southwest of the site access. To the northeast of the site access there is a footway provided on the northwest side of the road and a grass verge along the southeast side. The carriageway is around 7.5m in width, and the footways range between 2.75m and 1.5m. Overall the condition of the footways and carriageway appear to be suitable for their day to day use and provide suitable connections to the nearest bus stops on Hunsworth Lane.
- 2.2.4 Hunsworth Lane contains street lighting to a suitable standard and is subject to a 30mph speed limit. To the north of the site access the road is subject to traffic calming measures in the form of speed cushions and speed tables at its junction with South View Road adjacent to East Bierley Primary School. There are no traffic regulation orders in the vicinity of the site, with the nearest restrictions located adjacent to the primary school preventing stopping on the school zig zag markings during the opening and closing times of the school.
- 2.2.5 Hunsworth Lane meets Whitehall Road A58 some 2.5km to the south via a signalised junction arrangement with push button crossing facilities provided on both roads. This section of the A58 is a principal route linking the M62/ M606 motorway junction to the west with the settlements of Birkenshaw, Drighlington, Gildersome and Leeds City Centre to the east. The A58 provides access to other principal roads and other residential, commercial and distributor roads. Subsequently, the A58 is subject to heavy traffic volumes throughout the day.

- 2.2.6 The A58 Whitehall Road contains footways on both sides and a central reserve separating the main carriageway with the minor access road serving the residential properties located on the south side of the road. The width and condition of the carriageway and footway network appears suitable for their day to day use with a staggered signalised crossing on Whitehall Road integrated with the B6121.
- 2.2.7 Given the status of the A58 it is subject to heavy traffic volumes throughout the day. The A58 is subject to a 40mph speed limit and contains street lighting to main road standards.

2.3 Road Traffic Accidents

- 2.3.1 The personal injury accident record for the last five years up to December 2019 within the vicinity of the site have been obtained from the Crash Map website (crashmap.co.uk). The data used is provide by the Department for Transport which is based upon records provided to them by the Local Police Forces.
- 2.3.2 The study area includes the unmade access road leading to the site, its junction with Hunsworth Lane and around a 200m section of Hunsworth Lane (100m in each direction of the site access). The accident search area can be found at Appendix B.
- 2.3.3 As can be seen from the accident study there has been one police reported injury accident along the highway network during the 5-year study period.
- 2.3.4 This collision was classified as slight and occurred around a 100m northeast of the site access junction on Hunsworth Lane. The collision occurred in March 2016 during daylight hours and with fine weather conditions and a dry road surface. This collision involved a car colliding with a pedestrian and was not attributed to turning movements to and from the existing access.
- 2.3.5 The accident data 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 flows as a result of the development proposals.

2.4 Transport Sustainability

- 2.4.1 The application site is located towards the south edge of the settlement of East Bierley. There are fare stages along Hunsworth Lane to the west and The Green and South View Lane to the north, all of which are within the recommended walking distance of 2km.

- 2.4.2 There are numerous facilities within walking distance of the development site, and the residential areas of Birkenshaw and East Bierley.
- 2.4.3 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. It recommends 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 significant. Within this context, applications for development, with regards to Transport, should:

Considerations	Sustainability
Consider the potential impacts of development on the transport network	This matter will be dealt with as part of Sections 3 & 4
Provide opportunities to promote cycling, walking and public transport use are identified	The internal layout of the site and access will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site

- 2.4.4 The former guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Plan still apply.
- 2.4.5 With reference to pedestrians, there are continuous footways on both sides of the carriageway from the west travelling towards the site. Continuing east, there is a single footway on the northern edge of the carriageway. Street lighting is to a good standard and dropped crossings are provided at regular intervals along the route towards the site.
- 2.4.6 With regards to cycling, the former guidance in PPG 13: Transport states that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." The 5km cycle catchment area from the site includes the settlements of Gildersome, Drighlington, Birstall, Gomersal, Hightown, Cleckheaton, Scholes, Wyke, Oakenshaw, Low Moor, Bierley, Holme Wood, Broomfields and Thornbury. Additionally, the settlements of Birkenshaw and Drub can be accessed on foot. The catchment plan is shown at Appendix C.

2.4.7 In relation to local bus facilities, there are stops on Hunsworth Lane, The Green and South View Lane, all within 463.8 metres away. All the stops have the benefit of flagpole and timetable cases, with the northbound stop on South View Lane and the southbound stop on The Green also possessing a wooden bench for waiting passengers. The table below identifies the bus services available from these stops.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Lates & Sundays
256 (First Bradford)	Hunsworth Lane, The Green, South View Lane	Bradford Interchange, Dudley Hill, East Bierley, Hunsworth, Cleckheaton Bus Station, Birkenshaw, Cleckheaton, Scholes, Hightown, Clifton, Brighouse Bus Station	2 x services per day at 07.47 and 16.28 No Saturday service	N/A N/A
256 (Arriva Yorkshire)	Hunsworth Lane, The Green, South View Lane	Bradford Interchange, East Bierley, Hunsworth, Cleckheaton Bus Station, Scholes, Peep Green, Clifton, Brighouse Bus Station	2 x services per day at 06.54 and 17.38	N/A N/A
AL6	Hunsworth Lane, The Green	Hunsworth, East Bierley, Birkenshaw, Birstall, Gomersal, Heckmondwike, Westborough High School Dewsbury	1 x service per day at 08.11	N/A N/A
259	Hunsworth Lane, The Green	Brighouse Bus Station, Clifton, Peep Green, Scholes, Cleckheaton, Cleckheaton Bus Station, Cleckheaton Tesco, Hunsworth, East Bierley,	2 x services per day at 10.49 and 13.49 2 x services on a Saturday at 09.49 and 16.49	N/A N/A
263	South View Road	Dewsbury Bus Station, Scout Hill, Mirfield, Roberttown, Hightown, Cleckheaton Bus Station, Gomersal, East Bierley and Bradford Interchange	1 x service per day at 16.11 N/A	N/A N/A
283	South View Road	Dewsbury Bus Station, Batley, Birstall, East Bierley, Bradford Interchange	30 mins	Last service at 22.20 60 mins

Table 1: Bus Services

- 2.4.8 As can be identified from the above table, there are six bus services that operate from the nearest stops, including services to Bradford Interchange and bus stations in Cleckheaton, Brighouse and Dewsbury. All of these services provide links to nearby settlements and large towns and provide the opportunity for multimodal journeys.
- 2.4.9 From the above it is evident that the site is considered to be in a sustainable location, with reference to its numerous local fare stages which provide connections to nearby settlements, large towns and the city of Bradford. There are also many amenities and facilities in the local area. Therefore, the site generally conforms to Government directives for ensuring developments are located in a sustainable location.

3.0 The Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to redevelop the site to improve the facilities by creating multi-sport pitches from the existing football and rugby pitch. The proposals also include the creation of a new club house and a new changing block. The access will be via the existing arrangements off Hunsworth Lane and the proposals also include a more formal carparking arrangement. The proposals can be found at Appendix D.

3.1.2 The site currently contains full size football and rugby pitches. It is proposed to improve the pitches by replacing the existing pitches with a full size football pitch in grass and a full size synthetic football pitch. As part of the development, it is also proposed to provide a 28m x 19m 5-a-side pitch along with a 64m x 36m grass pitch. Therefore, the proposals provide an overall increase of 2437sqm in pitch size when compared to the existing site due to the introduction of the 2 small pitches.

3.1.3 Due to the additional 2 small football pitches, it is proposed to provide an additional 250 sqm changing block, and a 590 sqm club house with function room that can accommodate up to 70 people. This club house and function room would be available to all guests and not just for users of the pitches.

3.2 Vehicular Access / Servicing

3.2.1 Access to the site will be along the track that connects the site with Hunsworth Lane. The track falls outside the control of the applicant and does not provide the opportunity to allow for improvements by the operators of the site.

3.2.2 The existing access contains suitable visibility at its junction with Hunsworth Lane providing visibility splays of 2.4m x 43m in both directions in accordance with the SSD requirements contained within Manual for Streets for 30mph speed limit roads. The junction also provides suitable width for simultaneous two way traffic flow, allowing all users to completely manoeuvre off Hunsworth Lane should a vehicle be waiting to emerge from the access. The existing access is largely of single width, although there is sufficient carriageway space to allow for a vehicle to pass a pedestrian using the access.

- 3.2.3 However, it should be noted that to the east of the existing access track there is a planning application for 46 new dwellings on the field between the track and Soureby Cross Way (planning application number 2019/93616). As part of this application, it is proposed to provide a vehicular access off the track and to subsequently upgrade the access track between Hunsworth Lane and the southern most boundary of the residential application site (totalling around 90m). As part of this planning application the improvements proposed include widening the track to provide a 5.5m carriageway with 2m wide footways on both sides to meet the Councils adoptable standards in terms of layout and construction. From the improved section of the track leading to the playing fields access there will be a section some 30m in length that remains of single width, which is well within the normal passing place distance. However, suitable intervisibility is provided at either end of this section so that reversing manoeuvres can be avoided should two opposing vehicles meet when travelling to and from the site.
- 3.2.4 The existing access including its junction with Hunsworth Lane will continue to operate safely given the accident study providing within this report.
- 3.2.5 The application site provides a convenient compound located to the immediate north of the 5-a-side pitch that would house the refuse bins. Suitable turning provision is made for a large refuse collection vehicle to enter and leave the site in a forward gear. Similarly, the turning facilities can be used for any other deliveries associated with the operation of the club house and function room.
- 3.2.6 Therefore, site servicing and deliveries can be adequately catered for.

3.3 Parking Provision

- 3.3.1 The proposals include the formalisation of the existing parking provision and overspill areas to provide a total of 150 car parking spaces. At present the 2 full size pitches are accommodated with up to 70 formal car parking spaces to the far north of the site, with a seldom used unmade overspill parking area located on the northwest side of the site. The proposals provide an additional 2 small pitches (one being 5-a-side).

- 3.3.2 To ascertain the likely parking demand for the 2 small additional pitches it has been necessary to interrogate the ONS data from the NOMIS website to find the probable modal split on how visitors are likely to travel to the site. The ONS output is based on the 2011 Census and is shown at Appendix E. As can be seen from the ONS data, based on the method of travel to work for this area of Kirklees (area code Kirklees 001 E02002271) around 66.5% of people would choose to drive to the site rather than use alternative forms of transport. Based on this output 10 players for the 5-a-side and 22 players for the small 64m x 36.6m pitch (as a worse case) would attract 32 players, which equates to 21 vehicles accessing the site and an increased parking demand of 21 spaces over the existing provision within the main car park. It should be noted that some of the players would also car share, reducing the parking demand further.
- 3.3.3 Similarly, the proposed club house and function room would potentially accommodate up to 70 guests. It is envisaged that the majority of people would use taxis (for any late evening functions). However, based on the ONS output and methodology above, the parking demand for 70 guests based on 66.5% travelling by car would provide any overall demand of 46 spaces.
- 3.3.4 Therefore, as a worse case that all the pitches are being used at the same time of maximum occupancy at the club house, then the proposals would provide an additional demand of 67 parking spaces over the current situation. The overall demand would therefore be 137 parking spaces considering that the proposed large pitches are of a same/ similar size as the current ones and that these pitches could require the full use of the existing 70 space car park (which they don't). The proposals to provide 150 formal car parking spaces would easily cater for the parking demands at the site.
- 3.3.5 The proposals also include 3 disabled spaces conveniently located close to the club house and changing block.
- 3.3.6 Given the location of the site the proposed parking area would be laid out in a compacted stone surface, together with timber edging or similar to formally mark out the parking areas that is sympathetic to the area.
- 3.3.7 Space for mini buses is also provided within the car parking area should there be a demand for it, with 4 mini bus parking spaces located on the west side of the car park.
- 3.3.8 Cycle storage facilities are to be provided, the type and location are to be agreed with the LPA.

4.0 Traffic Impact

4.1.1 Development Traffic

4.1.2 The proposals are to improve the existing large multi sport pitches and to provide 2 additional small pitches to the site including a 28m x 19m 5-a-side football pitch and a small 64m x 36m football pitch.

4.1.3 To determine the traffic generation for the proposed 5-a-side pitch the national TRICS database has been used. The TRICS output can be found at Appendix F and is summarised below showing the AM peak and PM peak periods (between 8am and 9am and between 5pm and 6pm). It should be noted for the 64m x 36m football pitch it is assumed that as a worse case this would attract 11-a-side and as such the trip rate for the 5-a-side pitch has been multiplied by 2.2 as it would attract around double the vehicle trips.

	Trip Rates (per pitch 5-a-side)			Traffic Generations (adjusted for the larger of the 2 pitches)		
	ARR	DEP	Two Way	ARR	DEP	Two Way
AM Peak	0.824	0.412	1.236	3	1	4
PM Peak	2.826	1.391	4.217	9	5	14
Peak 6pm to 7pm	3.870	2.000	5.870	12	6	18

Table 2: Trip Rates and Generations (5-a-side)

4.1.4 As can be seen from the table above the proposed pitches would generate between 4 and 14 trips during the network peak hours and during the overall peak (between 6pm and 7pm) generate up to 18 trips.

4.1.5 With regard to the club house and function room, this would total a floor area of around 590 sqm accommodating a maximum of 70 people. It is envisaged that the majority of people would use taxis for any late evening functions. Based on the ONS output and methodology used for assessing the likely car parking demand, of the 70 visitors 66.5% would travel to the site by car, equating to 46 people using the car to access the site. The times of the functions are envisaged to be late evenings or at weekends, and subsequently out of the network peak hours.

- 4.1.6 From the above the proposed development would provide a net increase of between 4 and 14 vehicle movement during the am and pm peak periods respectively, with a worse case net increase of one vehicle movement per 4 minutes on average, which should not be noticeable along the adjacent highway. With the improvements to the access from Hunsworth Lane, the likely traffic demands can be accommodated.
- 4.1.7 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 4.1.8 The development proposals suitable car parking internally so that no overspill parking is likely to occur. The junction with Hunsworth Lane provides suitable visibility splays in accordance with Manual for Streets, and allows all traffic anticipated to access the site regularly to do so safely.
- 4.1.9 The accident data does not indicate a road safety problem along the local highway network or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in flows as a result of the development proposals.

5.0 Transport Policy

- 5.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes including public transport, cycling, and walking. This policy therefore sets out the framework for this Transport Statement and the projects compliance with the policy objectives. Further details of the relevant policy documents are set out below.

5.2 National Planning Policy Framework - Promoting Sustainable Transport

- 5.2.1 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. It recommends 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 significant:
- 5.2.2 Paragraph 109 of the NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

5.3 Local Transport Plan

- 5.3.1 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period of 2011 to 2026. The key objectives of the LPT3 include:
- To improve access to jobs, education and other key services for everyone;
 - To reduce delays to the movement of people and goods;
 - To improve safety for all highway users;
 - To limit transport emissions of air pollutants, greenhouse gases and noise;
 - To improve the condition of the transport infrastructure.

5.3.2 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to 'ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security, and environmental quality.

5.3.3 The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the private car.

5.4 Kirklees Council Local Plan

5.4.1 The Kirklees Local Plan covers the period 2013 – 2031 and Policy LP21 specifically relates to highways and access.

- Proposed shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.
- New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.
- Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impact on the Strategic Road Network.
- All proposals shall ensure the safe and efficient flow of traffic within the development and on the surrounding highway network.
- Where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles.
- Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions.

- Take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport.
- Take onto account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely.
- Take into account access for emergency, refuse collection and service vehicles.
- Provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

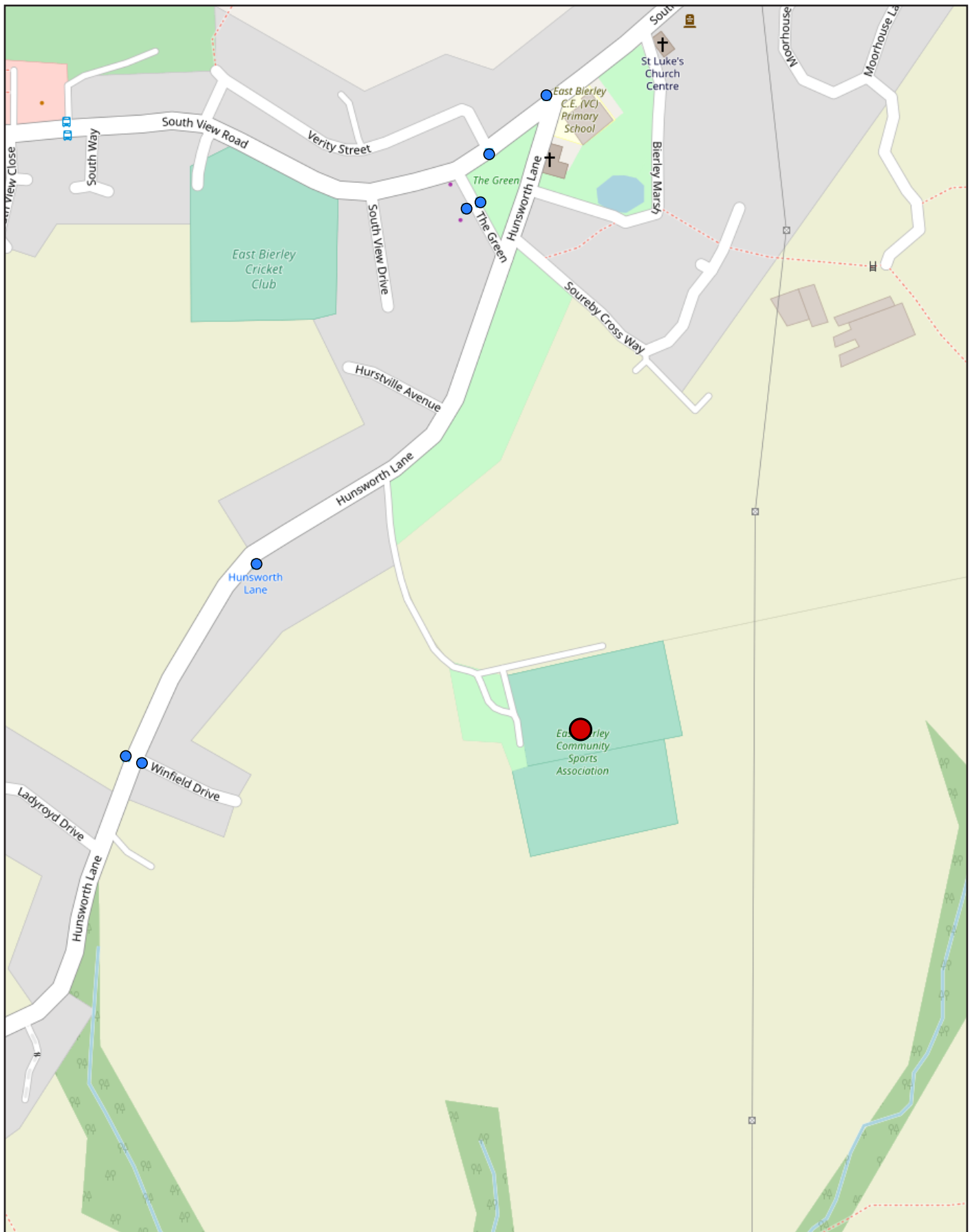
5.4.2 It is considered that the proposed development complies with the transport related policies above, and current national policies relating to transport.

6.0 Conclusion

- 6.1.1 This Transport Statement considers such matters as access, sustainability, car parking, accident statistics and servicing, and presents the proposals in relation to current guidance and data. The traffic impact in relation to peak hour trips associated with the development is also presented.
- 6.1.2 The site is situated in a sustainable location, evident from the fact that visitors can walk, cycle, and use the public transport options within close proximity which provide good connections to residential areas within neighbouring towns and villages. Therefore, the site generally conforms to current Government directives and local planning policies for ensuring developments are located in sustainable locations.
- 6.1.3 The development provides suitable levels of car parking that can easily accommodate the proposed use so that all car parking demands can be managed and would not overspill on to the adjacent access road or highway network.
- 6.1.4 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. The level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 6.1.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Site Location

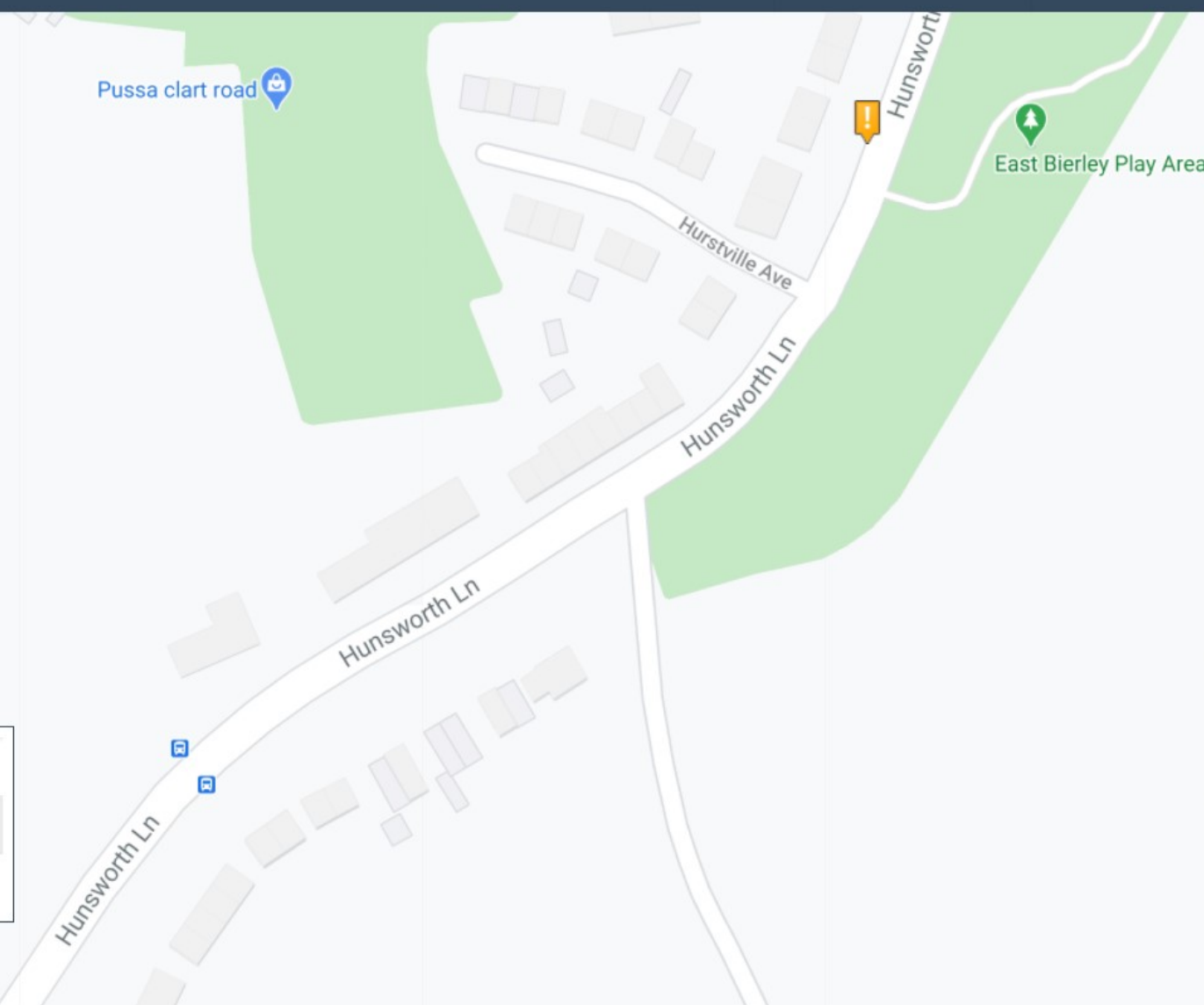


Legend:

-  Site Location
-  Closest Unique Bus Stops

Appendix B

Accident Data



Incident Severity

Slight Serious Fatal

1 results found

[^ Hide](#)

Location:

Years

5 of 21 years selected

Severity	
Fatal	☒
Serious	☒
Slight	☒

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

[Search](#)

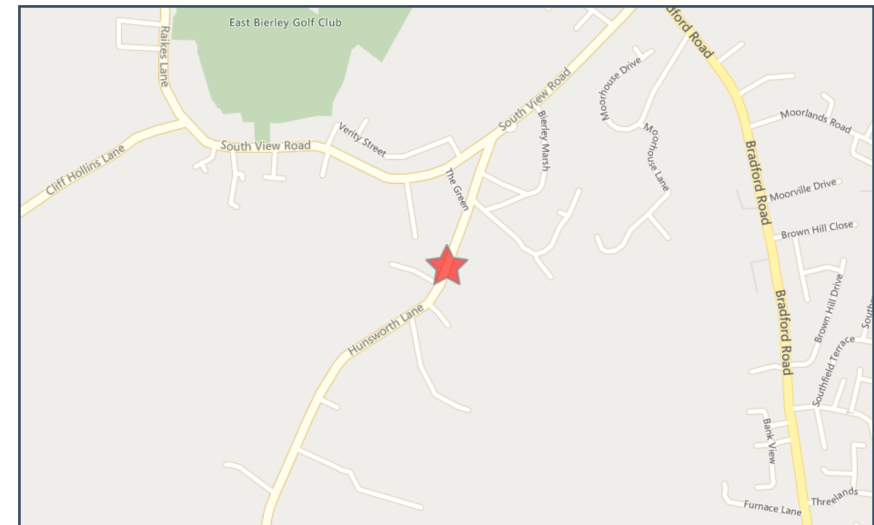


crashmap.co.uk

No

Crash Date: Sunday, March 13, 2016 **Time of Crash:** 8:29:00 AM **Crash Reference:** 20161333D0428

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	1
Local Authority:	Kirklees			OS Grid Reference:	419697 428995
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/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

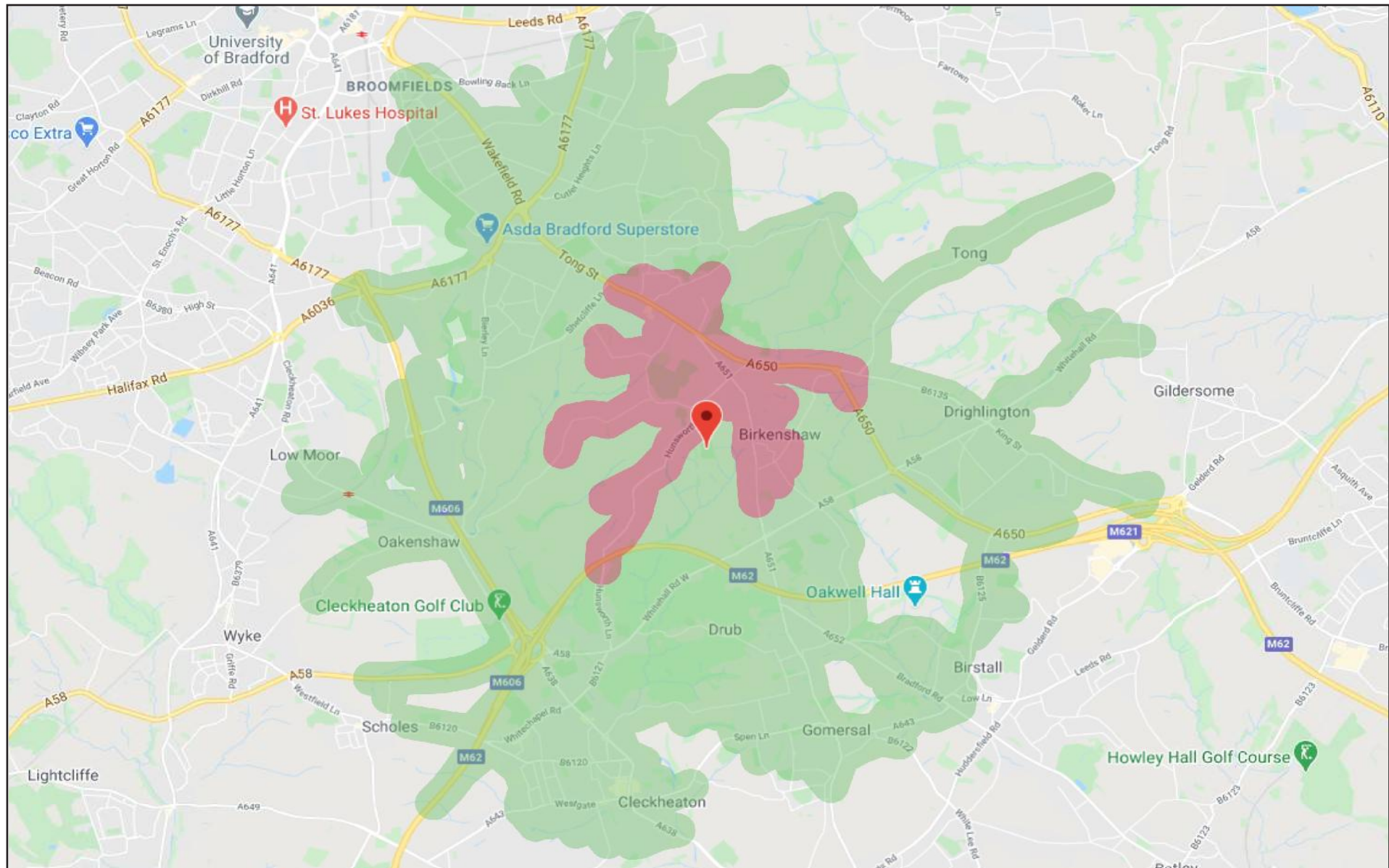
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	In carriageway, crossing elsewhere	Unknown or other

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

Appendix C

Pedestrian & Cycle Catchment

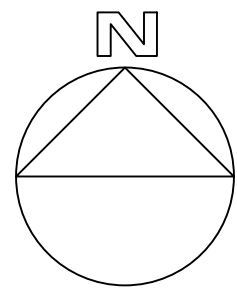


Legend:

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

Appendix D

Proposed Layout



4x 9m x 3m
minibus spaces

6.33

0.823.7

Mini Bus

Overall Length 6.330m

Overall Width 2.192m

Overall Body Height 2.601m

Min Body Ground Clearance 0.374m

Track Width 2.192m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 6.450m

11.85

1.8155.2951.385

Kirklees 11.85m Refuse Vehicle

Overall Length 11.850m

Overall Width 2.500m

Overall Body Height 3.205m

Min Body Ground Clearance 0.410m

Track Width 2.500m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 8.940m

GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

REV	DATE	DESCRIPTION
PROJECT		
EAST BIERLEY PLAYING FIELDS, HUNSWORTH LANE		
TITLE		
SERVICING AND VEHICLE TRACKING		
SCALE		
1:200 @ A1		
DRAWING		
1924-101		
DATE		
05.02.2021		

Appendix E

ONS Output

WP7101EW - Method of travel to work by age (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 4 February 2021]

population
units
area type
area name
age

All usual residents aged 16 to 74 in employment in the area the week before the census
Persons
2011 super output areas - middle layer
E02002271 : Kirklees 001
All categories: Age 16 to 74

Method of travel to work (2001 specification)	2011	%
Work mainly at or from home	379	20.1
Train, underground, metro, light rail, tram, bus, minibuss or coach	82	4.4
Driving a car or van	1,251	66.5
Bicycle	37	2
On foot	131	7
Total	1,880	100

Appendix F

TRICS Data

Calculation Reference: AUDIT-742101-210204-0236

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Primary 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 pitches
 Actual Range: 6 to 10 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 14/07/18

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:

Wednesday	2 days
Saturday	1 days

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

Selected survey types:

Manual count	3 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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:

Industrial Zone	1
Residential Zone	2

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:

D2	3 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-07-L-01	GOALS		DEVON
	OUTLAND ROAD			
	PLYMOUTH			
	CENTRAL PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pitches:	10		
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL	
2	NT-07-L-01	ASTRO KINGS		NOTTINGHAMSHIRE
	WIGMAN ROAD			
	NOTTINGHAM			
	BILBOROUGH			
	Edge of Town			
	Residential Zone			
	Total Number of pitches:	6		
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL	
3	WM-07-L-01	POWERLEAGUE		WEST MIDLANDS
	PARK ROAD			
	HALESOWEN			
	Edge of Town			
	Industrial Zone			
	Total Number of pitches:	7		
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL	

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 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	2	9	0.824	2	9	0.412	2	9	1.236
09:00 - 10:00	2	9	0.588	2	9	0.471	2	9	1.059
10:00 - 11:00	3	8	1.739	3	8	0.609	3	8	2.348
11:00 - 12:00	3	8	2.000	3	8	1.826	3	8	3.826
12:00 - 13:00	3	8	1.478	3	8	1.391	3	8	2.869
13:00 - 14:00	3	8	1.783	3	8	1.696	3	8	3.479
14:00 - 15:00	3	8	1.826	3	8	1.304	3	8	3.130
15:00 - 16:00	3	8	1.087	3	8	1.826	3	8	2.913
16:00 - 17:00	3	8	1.435	3	8	1.087	3	8	2.522
17:00 - 18:00	3	8	2.826	3	8	1.391	3	8	4.217
18:00 - 19:00	3	8	3.870	3	8	2.000	3	8	5.870
19:00 - 20:00	3	8	2.652	3	8	2.609	3	8	5.261
20:00 - 21:00	3	8	1.000	3	8	3.870	3	8	4.870
21:00 - 22:00	3	8	0.217	3	8	2.609	3	8	2.826
22:00 - 23:00	2	9	0.000	2	9	0.294	2	9	0.294
23:00 - 24:00	2	9	0.000	2	9	0.000	2	9	0.000
Total Rates:			23.325			23.395			46.720

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:	6 - 10 (units:)
Survey date range:	01/01/12 - 14/07/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
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.