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## TRANSPORT & INFRASTRUCTURE PLANNING

Kirklees Council

Proposed Allotments

Ravensthorpe Road, Dewsbury

### **Transport Statement**

## TRANSPORT & INFRASTRUCTURE PLANNING

Kirklees Council  
Proposed Allotments  
Ravensthorpe Road, Dewsbury

### Transport Statement

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## APPENDICES

Appendix A	Site Layout Plan
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## 1.0 INTRODUCTION

### Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Kirklees Council ("the Client") to prepare this Transport Statement (TS) report to support a planning application for 43 allotments at Ravensthorpe Road in Dewsbury (the "Site").

### Development Overview

- 1.2 The development proposals are for the replacement of the existing allotments with 43 allotments at Ravensthorpe Road. The existing allotments nearby with 24 large plots will be closed, and the proposed development plots will be made available for the existing users, as well as other residents who live in the vicinity.
- 1.3 The proposed site layout plan is included in **Appendix A** for reference.

### Report Structure

- 1.4 Following the introductory section, this TS report is therefore structured as follows:
- **Section 2: Existing Conditions** – describes the existing conditions within the vicinity of the site;
  - **Section 3: Proposed Development** – describes the facilities for Sustainable Travel;
  - **Section 4: Trip Generation and Impact** – determines the traffic impact of the proposals; and
  - **Section 5: Summary and Conclusions.**

## 2.0 EXISTING CONDITIONS

### Site Location

- 2.1 The site is located approximately 2.5km southwest of Dewsbury town centre. The indicative location of the site in relation to surrounding settlements and the highway network is shown in **Figure 1** below.

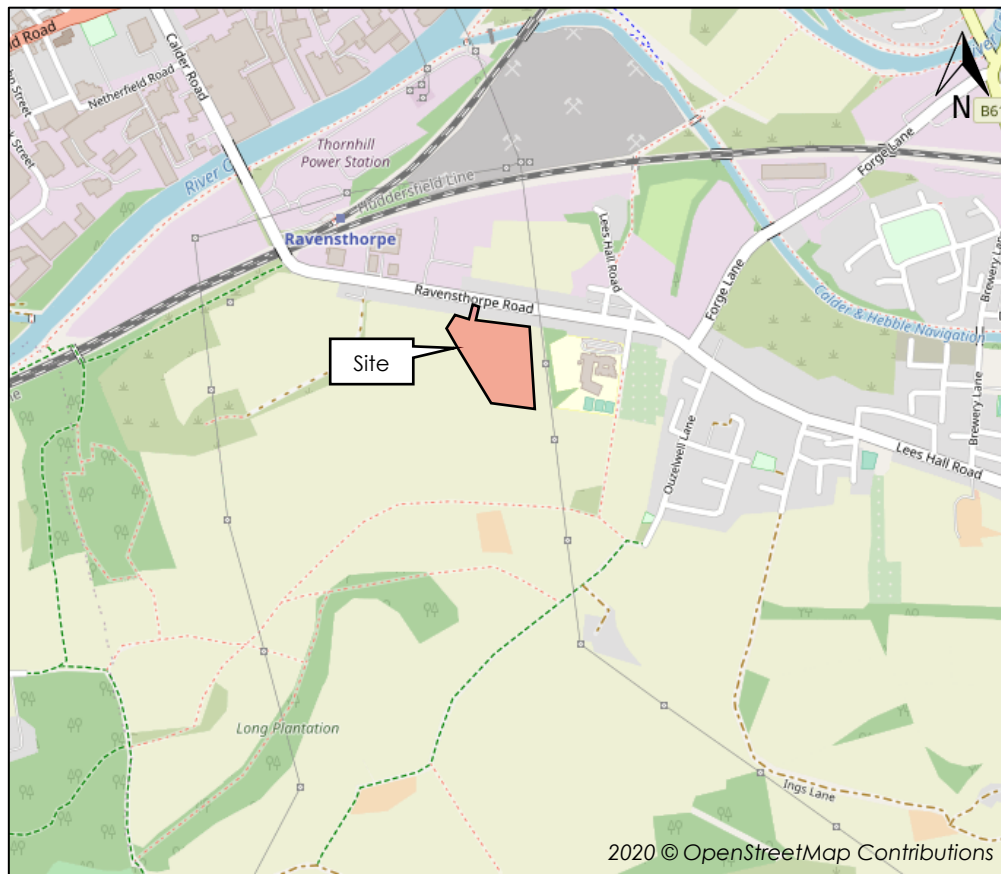


Figure 1: Site Location Plan

### The Site

- 2.2 It is currently a farmer's field with an unmade access directly off Ravensthorpe Road. This access is approximately 10.0m wide and widens to the south end to approximately 11.0m.
- 2.3 This access is part of the Definitive Map Modification Orders, 'apps/6920', which can be seen in **Figure 2** below.

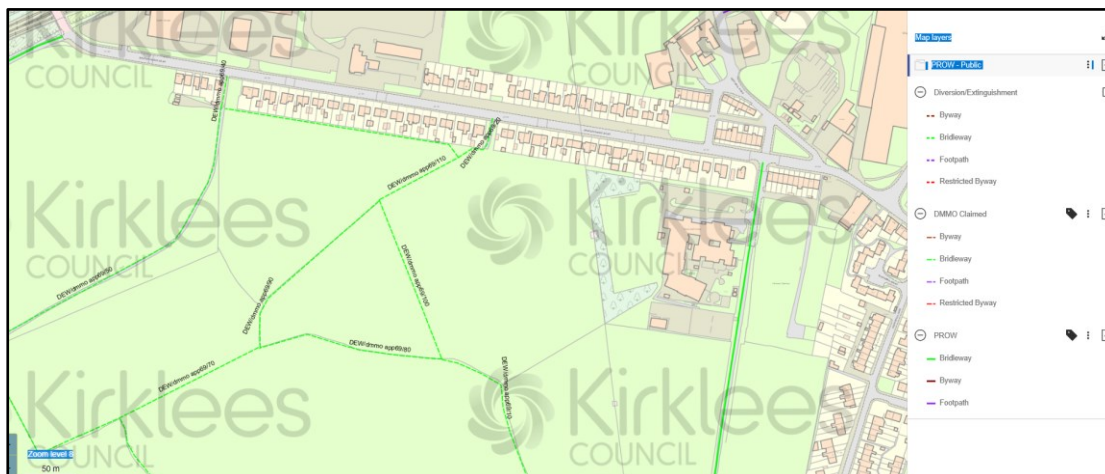


Figure 2: PROW

## Local Highway Network

- 2.4 Ravensthorpe Road is a single carriageway road running from Calder Road to the west and Lees Hall Road to the east. The road is approximately 8.0m wide with a 2.0m wide hatching along the centre of the carriageway and is subject to a 30mph speed limit throughout. It has 1.5m wide footways along both sides of the carriageway.

## Sustainable Travel Accessibility

### Pedestrian Accessibility

- 2.5 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes what are considered acceptable walking distances for pedestrians without mobility impairment. They suggest that journeys under 2.0 km walking distance has the potential to substitute short car trips.
- 2.6 The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1.0 km is an acceptable walking distance, and 2.0 km is the preferred maximum walking distance. **Figure 3** shows 0.5 km, 1 km and 2 km walking isochrones from the site.

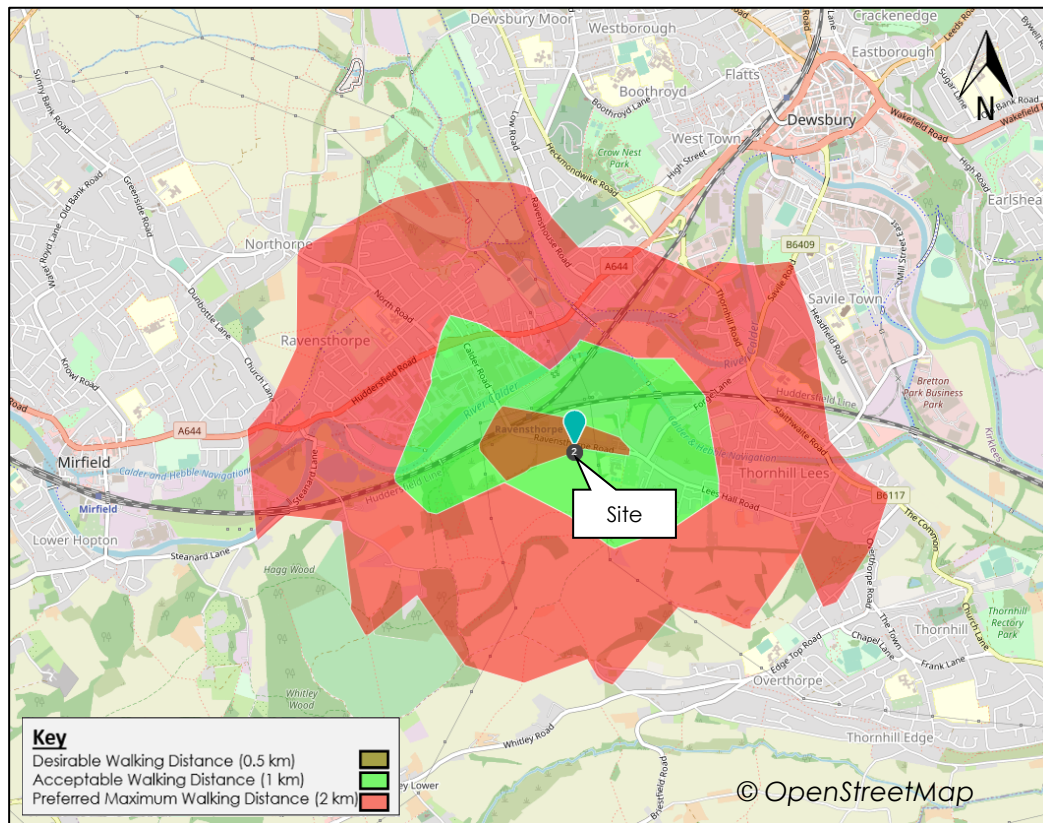
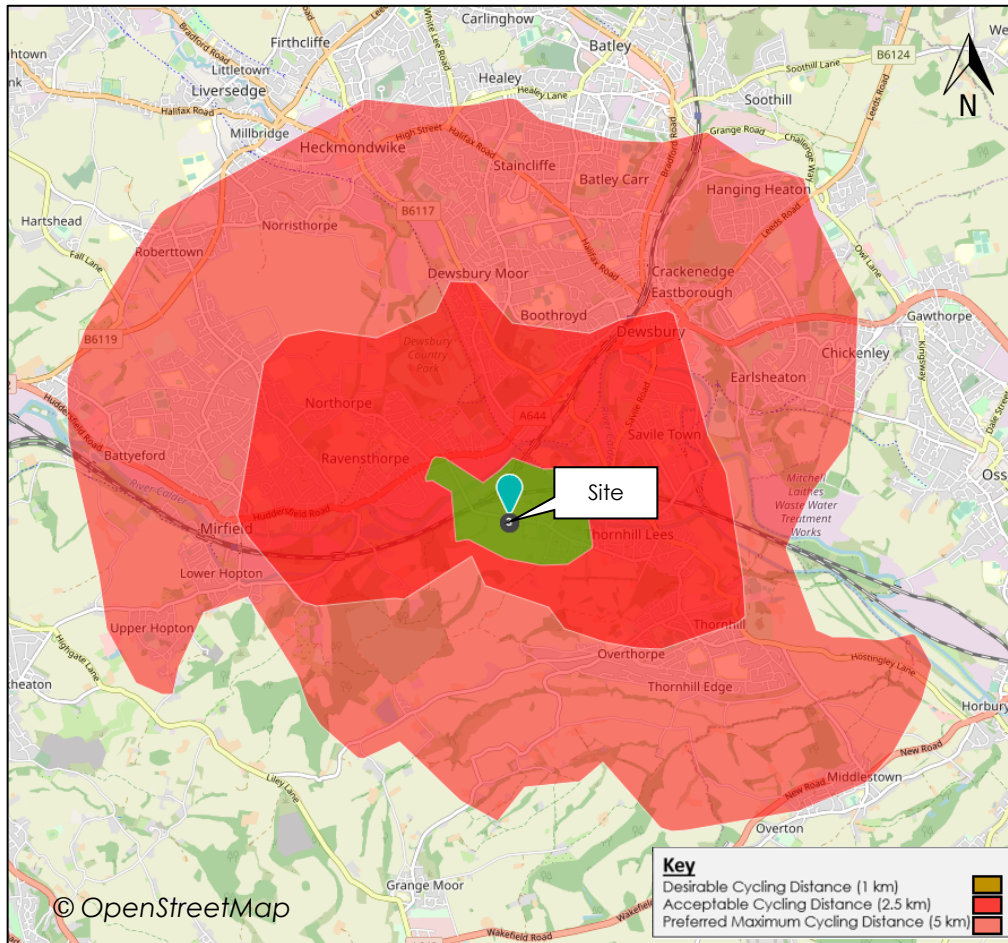


Figure 3: Walking Catchment

- 2.7 The 2km catchment shows that Ravensthorpe and Thornhill Lees are in walking distance of the proposed development, which includes Ravensthorpe train station.

### Cycling Accessibility

- 2.8 Local Transport Note 2/08- Cycle Infrastructure design (DfT, October 2008) states that 'many cycle journeys are under three miles (5km), although for commuter journeys, a trip distance of five miles (8km) or more is not uncommon'.
- 2.9 DfT Local Transport Note (LTN) 1/04 suggests that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters.
- 2.10 In relation to cycling, it is generally accepted that cycling has the potential to substitute short car trips, particularly those under 5 km, and to form part of a longer journey by public transport.
- 2.11 **Figure 4** illustrates a 5km catchment from the site, which shows that a sizeable residential catchment area is within acceptable cycling distance.



**Figure 4: Cycling Catchment**

2.12 As shown, the 5km catchment area includes Dewsbury town centre, Heckmondwike and parts of Batley.

**Bus Accessibility**

2.13 In relation to bus accessibility, the Chartered Institute of Highways and Transportation's (CIHT) 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.

2.14 The nearest bus stop to the site is located on Ouzelwell Lane, approximately 500m walking distance from the site. A summary of the local bus services from the Ouzelwell Lane bus stop is provided in **Table 1**.

**Table 1: Ouzelwell Lane Bus Services Summary**

Service	Route (two-way)	Time of Operation & Frequency		
		Weekday	Saturday	Sundays
128/128A	Wakefield – Thornhill Lees – Dewsbury	07:11-18:40 (every 60 minutes)	08:23-18:23 (every 60 minutes)	No Service

Sources: <http://www.arrivabus.co.uk>

- 2.15 As shown, the Ouzewell Lane bus stop is served by a bus on average every 60 minutes Monday-Saturday.

### Train Accessibility

- 2.16 Ravensthorpe train station is within 600m walking distance of the proposed development. The train station provides two-way journeys to Leeds and Huddersfield.

### Existing Personal Injury Collision Conditions

- 2.17 Personal Injury Collision (PIC) records for the local highway network have been obtained from Crashmap. The data covers the most recently available 5-year period inclusive of 2015-2019. The study area includes Ravensthorpe Road in the vicinity of the site.
- 2.18 In total, there were two PICs recorded across the study area between 2015 and 2019, of which both were of slight severity. The approximate locations of the accidents are shown in **Figure 5**.

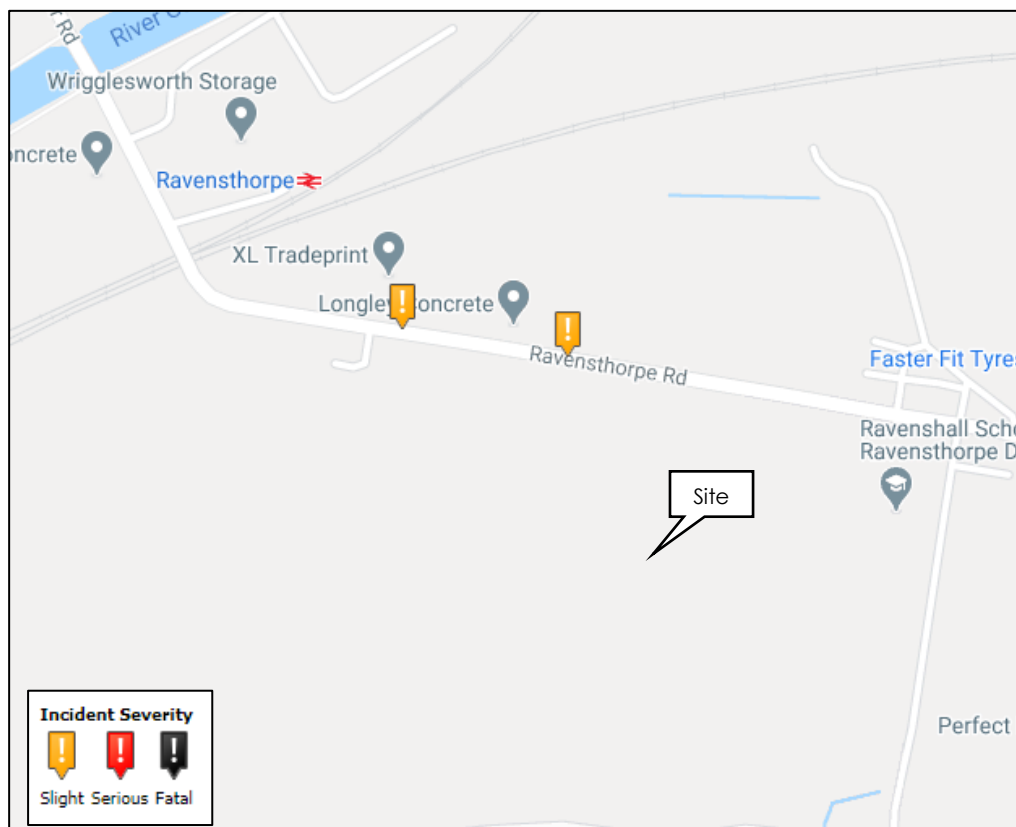
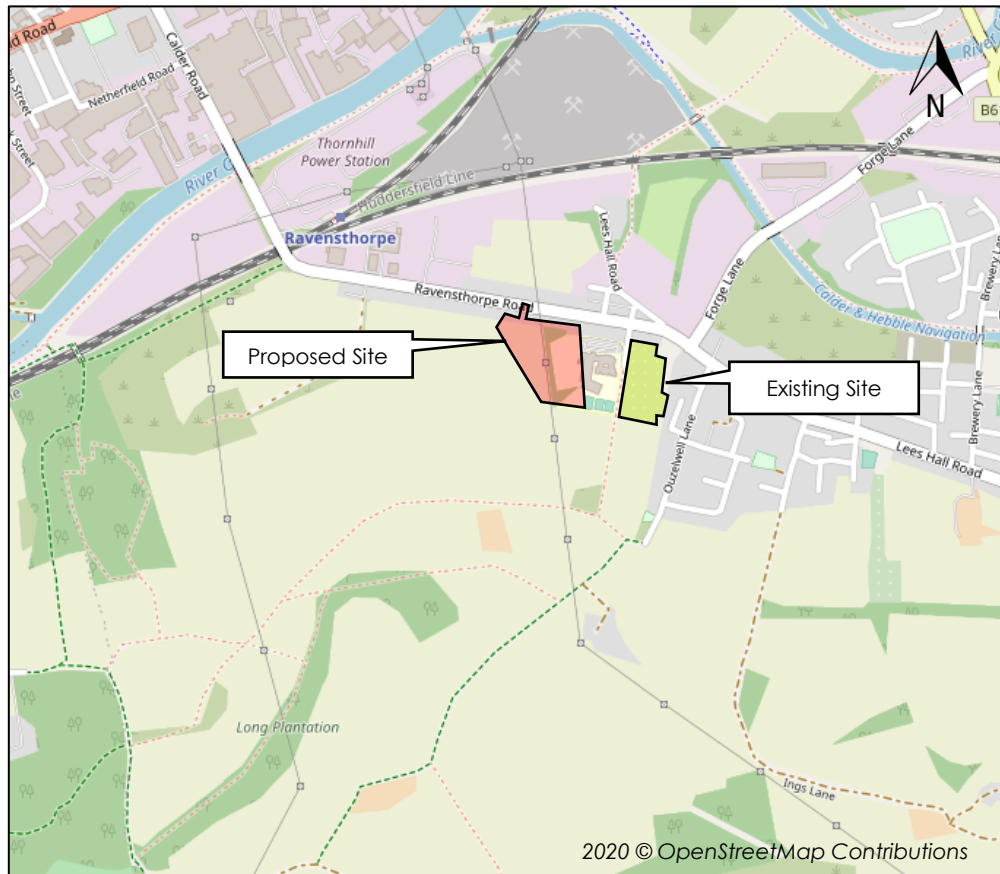


Figure 5: Personal Injury Collision Plan

- 2.19 The low number of accidents in the vicinity of the site suggests there are no pre-existing safety issues with the local highway network.

## Existing Allotment Site

- 2.20 The location of the existing allotment site that will be closed as a result of the new allotments site can be seen in **Figure 6** below.



**Figure 6: Existing and New Location of Allotments**

- 2.21 The existing allotments have a total area of 9470sq.m and consist of 24 large plots with approximately 6 car parking spaces which can be access from Ravensthorpe Road; this provide a car parking ratio of 0.25 per allotment plot. There are no restrictions to the opening hours for the allotments. Of the 24 available plots there are currently 21 plots occupied.

## 3.0 PROPOSED DEVELOPMENT

### Development Overview

- 3.1 The proposals include the closure of the adjacent site of 24 large allotments and 43 new smaller allotments with 17 car parking spaces of which two are designated for disabled users.
- 3.2 The Proposed Site Layout Plan (AHR 197911-AHR-AL-S0-DR-A-90-002-P03) is included in **Appendix A**.

### Access Arrangements

- 3.3 The site access will be taken from Ravensthorpe Road via an existing track access. The access will be approximately 4.5m wide with a 3m wide bridleway and a 1.1m wide grass verge along the western side and a grass verge along the eastern side with a variable width between 1.2m and 2.4m. This access will be gated.
- 3.4 The visibility splays have been discussed and initially agreed with Kirklees Council Highways that splays of 2.0m x 43m would be appropriate given the levels of trips that the allotment would generate.
- 3.5** Drawing **RRD-BWB-GEN-XX-DR-TR-100** shows visibility splays of 2.0m x 43m in both directions from the site access. It also shows that, to accommodate this visibility splay, the footway has been widened from 1.4m to 1.8m along the extent of the access road and it then tapers into the existing footway on either side.
- 3.6 The centre hatch white lining has been narrowed to maintain the existing lane width of 3.0m.

### Swept Path Analysis

- 3.1 Swept path analysis has been carried out using an estate car and a fire tender and can be seen on Drawings **RRD-BWB-GEN-XX-DR-TR-110 & 111**.

### Car Parking Provision

- 3.2 The car parking provision for the existing 24 allotments is 6 spaces which provides a parking ratio of 0.25 spaces per allotment plot.
- 3.3 The proposals will provide 17 car parking spaces for the 43 allotments plots on the new site. This provides a parking ratio of 0.40 spaces per allotment plot, which is a greater provision over the existing.
- 3.4 It is therefore considered that the parking provision of 17 spaces would accommodate the parking demand for the 43 allotment plots.

## 4.0 TRIP GENERATION & IMPACT

### Introduction

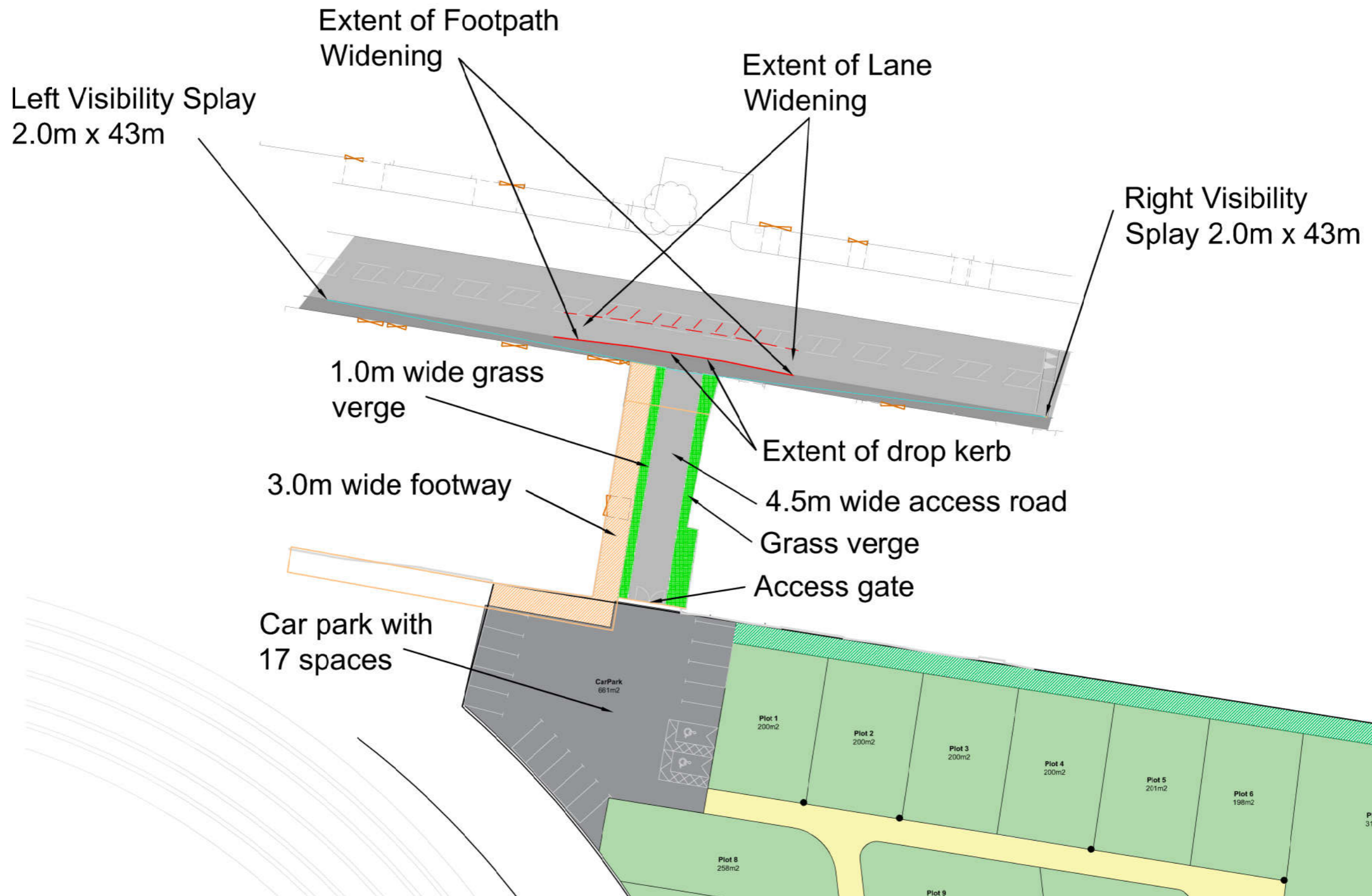
- 4.1 A review of the land uses in TRICS database has been carried and there are no allotment sites available.
- 4.2 Generally, it is considered that users of allotments are residents living in the local area and would generate low levels of vehicle traffic, as they are located locally.
- 4.3 It is also considered that allotments will not generate any weekday peak hour trips, when the background traffic is generally at its highest.
- 4.4 It is also worth considering that the trips associated with the existing allotments (24 large plots), located some 150m from the proposed site, will be closed down as part of these proposals. These existing allotment users will transfer to the new site and are therefore already on the network.
- 4.5 It is therefore anticipated that the traffic associated with the allotments at the new site is expected to have only a negligible impact. Therefore, the impact of the development cannot be considered severe.

## 5.0 SUMMARY & CONCLUSION

- 5.1 BWB has been appointed by Kirklees Council to prepare this Transport Statement to accompany a planning application for 43 allotments at Ravensthorpe Road in Dewsbury.
- 5.2 The proposals include the closure of the adjacent site of 24 large allotments and the opening of 43 new smaller allotments with 17 car parking spaces. Of these parking spaces, two will be designated for disabled users.
- 5.3 The access will be taken from Ravensthorpe Road via an existing track access. The access will be gated and will be approximately 4.5m wide with a 3m wide bridleway and a 1.1m wide grass verge along the western side and a grass verge along the eastern side with a variable width between 1.2m and 2.4m. Visibility splays of 2m x 43m has been provided in both directions from the site access.
- 5.4 The majority of low-level traffic generation from the site will occur during the off-peak hours will be 'transferred' trips from the adjacent allotment site that will be closed down as part of these proposals.
- 5.5 In conclusion, it has been shown that the development can be accessed in a safe manner and the impact of the scheme on the Road Network can be accommodated.
- 5.6 It is therefore concluded that there is no material highways or traffic reason why planning permission should not be granted.

## **DRAWINGS**

**RRD-BWB-GEN-XX-DR-TR-100**  
Access Layout



Notes	Key Plan
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask. 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications. 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise. 4. Any discrepancies noted on site are to be reported to the engineer immediately.	

Issues & Revisions			
Rev	Date	Details of issue / revision	Dw / Rev
P1	02.11.20	PRELIMINARY ISSUE	NB / AB

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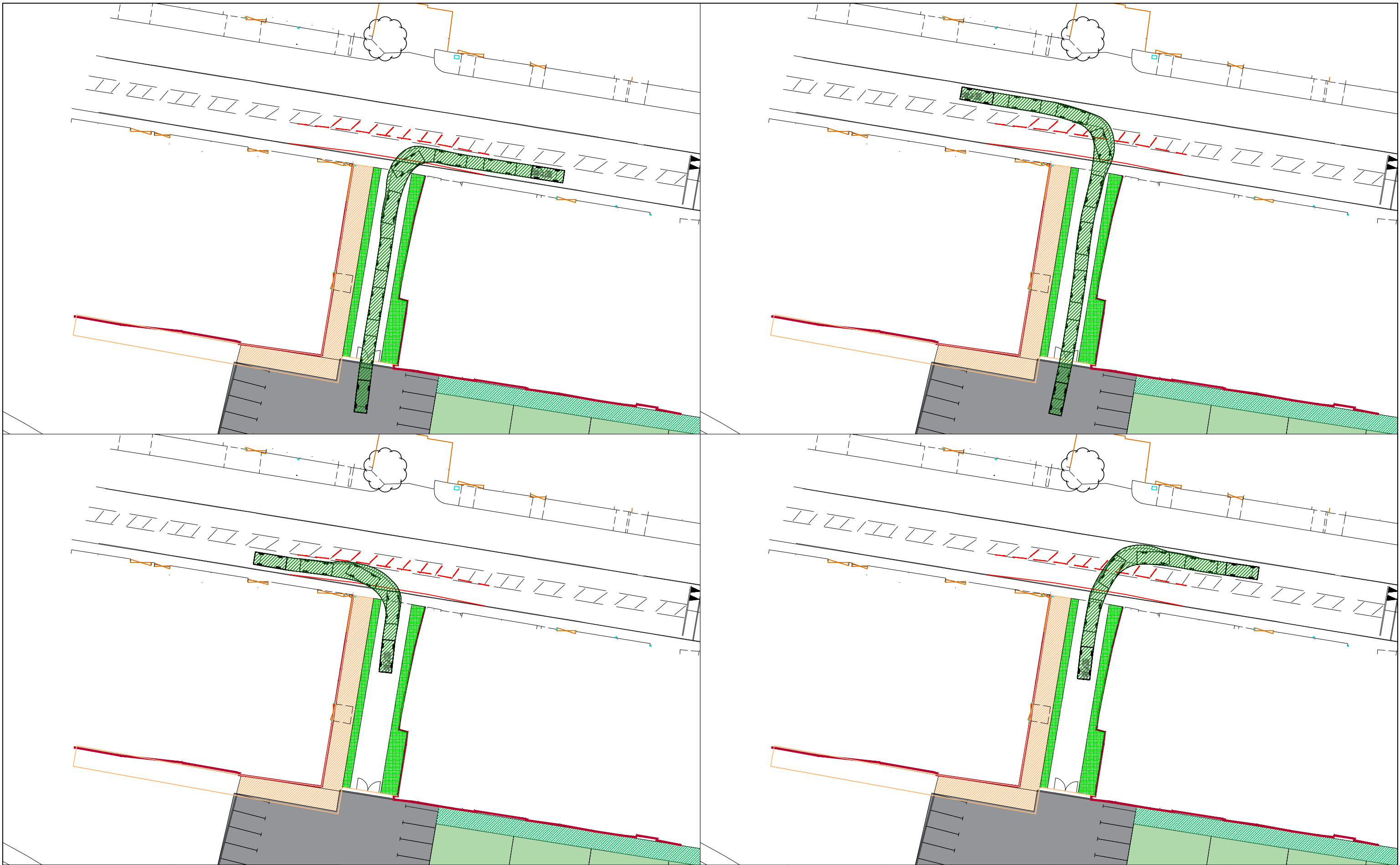
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Client <b>AHR Architects Limited</b>		Project Title <b>Ravensthorpe Rd, Dewsbury</b>	
Drawn: N Bell	Reviewed: A Bikhu	Drawing Status <b>PRELIMINARY</b>	
BWB Ref: NTT 2838	Date: 02.11.20	Scale: A3 1:500	

Drawing Title <b>Access Layout</b>		Project - Originator - Zone - Level - Type - Role - Number RTD-BWB-GEN-XX-DR-TR-100		Status <b>S2</b>	Rev <b>P1</b>
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**RRD-BWB-GEN-XX-DR-TR-110**

Swept Path Analysis: Estate Car Access and Egress



Notes	Key Plan
<p>1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.</p> <p>2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.</p> <p>3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.</p> <p>4. Any discrepancies noted on site are to be reported to the engineer immediately.</p> <p>© Copyright BWB Consulting Ltd</p>	<p>Estate Car (2006)</p> <p>Overall Length 4.710m</p> <p>Overall Width 1.834m</p> <p>Overall Body Height 1.442m</p> <p>Min Body Ground Clearance 0.237m</p> <p>Max Track Width 1.726m</p> <p>Lock to lock time 4.00s</p> <p>Kerb to Kerb Turning Radius 5.850m</p>

Issues & Revisions					
Rev	Date	Details of issue / revision	Drw	Rev	
P1	02.11.20	PRELIMINARY ISSUE	NB	AB	

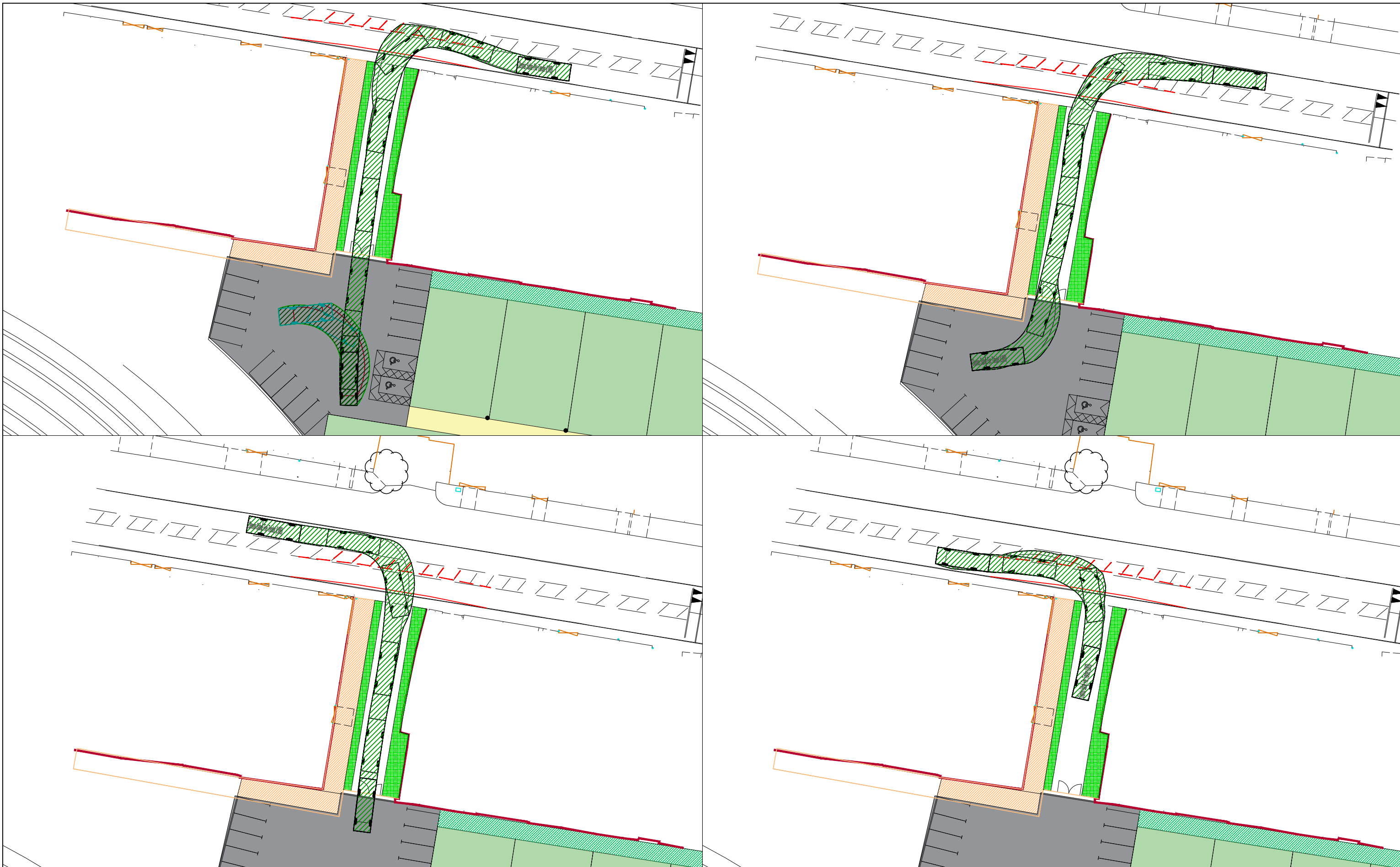
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Client		Project Title	
<b>AHR Architects Limited</b>		<b>Ravensthorpe Road, Dewsbury</b>	
Drawn: N Bell	Reviewed: A Bilku	Drawing Status	
BWB Ref: NTT 2838	Date: 02.11.20	Scale@A3: 1:500	

Drawing Title		Project - Originator - Zone - Level - Type - Role - Number		Status	Rev
<b>Swept Path Analysis: Estate Car Access and Egress</b>		RRD-BWB-GEN-XX-DR-TR-110		S2	P1

**RRD-BWB-GEN-XX-DR-TR-111**  
Swept Path Analysis: Fire Tender Access and Egress



Notes	Key Plan
<ol style="list-style-type: none"> <li>Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.</li> <li>This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.</li> <li>All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.</li> <li>Any discrepancies noted on site are to be reported to the engineer immediately.</li> </ol>	<p>Dennis Sabre Fire Tender (LWB)  Overall Length 7.700m  Overall Width 2.430m  Overall Body Height 3.512m  Min Body Ground Clearance 0.397m  Track Width 2.380m  Lock to lock time 5.00s  Kerb to Kerb Turning Radius 7.400m</p>

Issues & Revisions				
Rev	Date	Details of issue / revision	Drw	Rev
P1	02.11.20	PRELIMINARY ISSUE	NB	AB

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Client		Project Title	
AHR Architects Limited		Ravensthorpe Road, Dewsbury	
Drawn: N Bell	Reviewed: A Bilku	Drawing Status	
BWB Ref: NTT 2838	Date: 02.11.20	Scale@A3: 1:500	

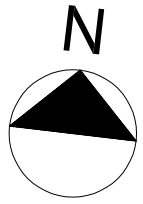
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RRD-BWB-GEN-XX-DR-TR-111				S2	P1

## APPENDICES

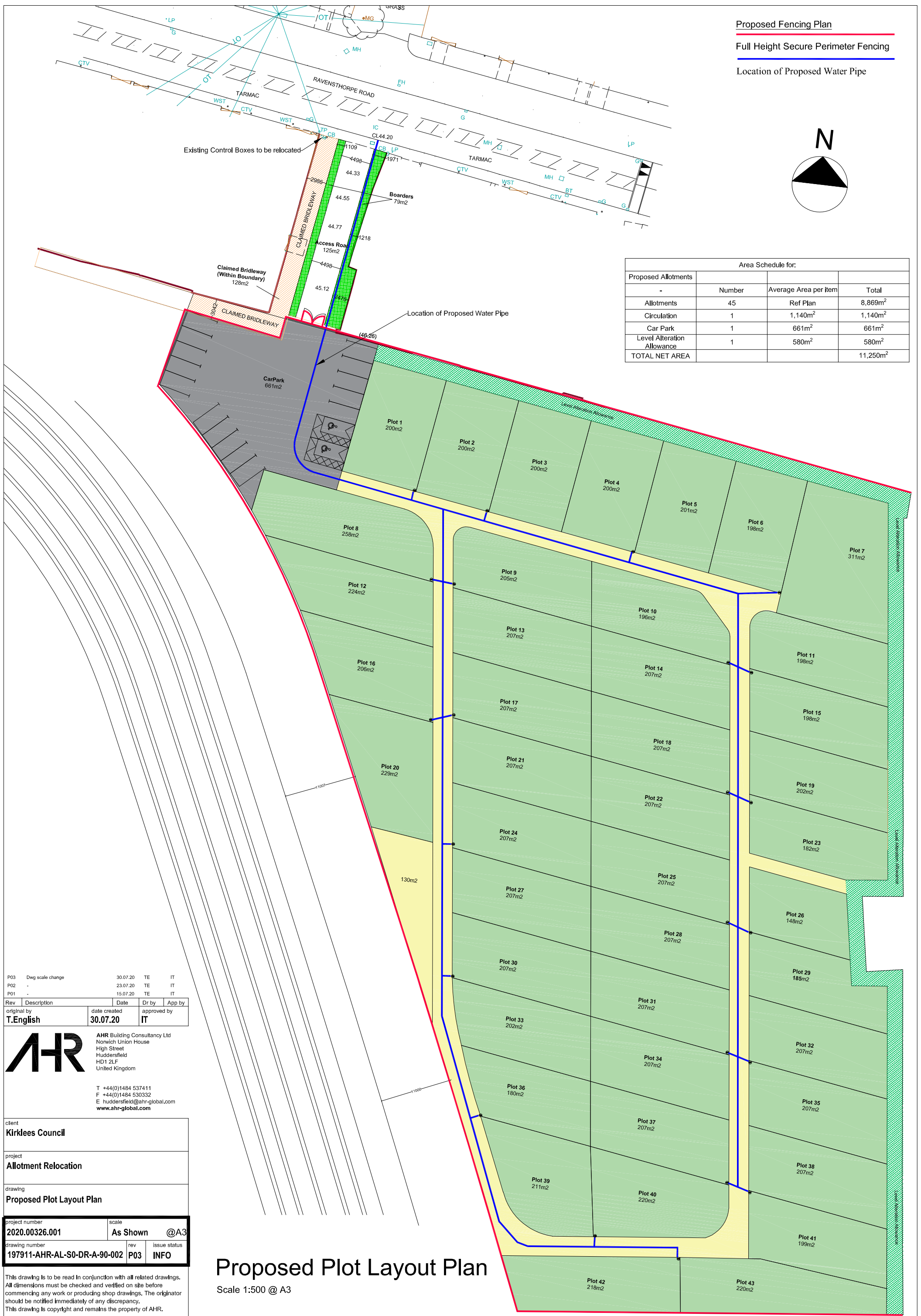
## **APPENDIX A**

### **Proposed Site Layout Plan**

**Proposed Fencing Plan**  
**Full Height Secure Perimeter Fencing**  
 Location of Proposed Water Pipe



Area Schedule for:			
Proposed Allotments	Number	Average Area per item	Total
-	45	Ref Plan	8,869m <sup>2</sup>
Allotments	1	1,140m <sup>2</sup>	1,140m <sup>2</sup>
Circulation	1	661m <sup>2</sup>	661m <sup>2</sup>
Level Alteration Allowance	1	580m <sup>2</sup>	580m <sup>2</sup>
<b>TOTAL NET AREA</b>			<b>11,250m<sup>2</sup></b>



Rev	Description	Date	Dr by	App by
P03	Dwg scale change	30.07.20	TE	IT
P02	-	23.07.20	TE	IT
P01	-	15.07.20	TE	IT

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T.English	30.07.20	IT

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client  
**Kirklees Council**

project  
**Allotment Relocation**

drawing  
**Proposed Plot Layout Plan**

project number	scale	
2020.00326.001	As Shown @A3	
drawing number	rev	issue status
197911-AHR-AL-S0-DR-A-90-002	P03	INFO

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# Proposed Plot Layout Plan

Scale 1:500 @ A3

