



Transport Planning Consultant

Transport Statement

**New Dwelling on
Land adjacent to Fern Bank,
Far End Lane,
Holmfirth, HD9 6NS.**

**Prepared by:
Tim Robinson BEng (Hons) Civil Eng. MCIHT.
August 2023**

Ref: HDC/ENG/FINAL



Contents

Introduction	3
Policy Context	4
The local highway network	7
Personal Injury Collisions	8
Vehicle speeds on Far End Lane.....	8
Site access arrangements	9
The current use of the site	9
The proposed use of the site	9
Car Parking manoeuvres / swept paths.	11
Traffic generation.....	11
Accessibility of the site for future residents	11
Visibility Requirements	12
The impact of the development on the local highway network in relation to vehicular trips	14
Conclusions	15
Appendices.....	17
Appendix 1 – Speed Survey Data – Far End Lane – Travelling northbound towards Honley.	18

Introduction

Highways Development Control Support Ltd has been appointed to provide a Transport Statement to Kirklees Council Planning Authority in respect of proposals to construct a detached dwelling on land adjacent to Fern Bank, Far End Lane, Honley near Holmfirth.

This document supports a Detailed Planning Application (2023/90444) made by One 17 AD and specifically reacts to the consultation response from Kirklees Highways Development Management dated 25th May 2023 by Highway Officer CNB, file reference is K3-49/34. It states amongst other detail that Kirklees Highways Development Management

..... have concerns that the parking spaces as shown on the drawing would be difficult to access and would discourage use of them leading to displacement of parking on to the street and we wouldn't like to encourage any development in this location that promotes on-street parking for highway safety reasons. Due to this we would like to see a swept path analysis showing that the access and egress and both spaces can be safely used when there are cars parked on one or other of the spaces. This can be conditioned.

With this we cannot currently support the application due to the uncertainty that safe visibility splays can be achieved and so we wish to object to the application on these grounds.

If the applicant can provide a drawing that clearly shows that suitable and safe visibility splays can be achieved, we may be able to re-assess the application and reach a more positive conclusion

The Transport Statement will cover the above in addition to the following;

- The local highway network
- The current use of the site
- The proposed use of the site
- Traffic generation
- Accessibility of the site for future residents
- The impact of the development on the local highway network in relation to vehicular trips

This statement will also make reference to

- Kirklees Council Local Plan in relation to Policy PLP 21 Highway Safety and Access and Policy PLP 22 Parking.
- National Planning Policy Framework (NPPF) paragraph 111.
- Department for Transport Guidance – Manual for Streets and Manual for Streets 2 in relation walkable neighbourhoods and Stopping Sight Distances (SSD) / Visibility.

Policy Context

Kirklees Council Local Plan PLP 21 Highway safety and access states ***“Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.***

New development will not be permitted if it adds highway safety problems or, in the case of development which will generate a substantial amount of trip generation, cannot be served adequately by the existing highway network.

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 impacts on the Strategic Road Network.

All proposals shall:

- a. Ensure the safe and efficient flow of traffic within the development and on surrounding highway network;***
- b. In locations where development is otherwise considered acceptable, new infrastructure or improvements on or off site may be required to ensure safe access from the highway network to the development site for pedestrians or disabled people, cyclists, public transport users, and private vehicles which will not materially add to highway safety problems or reduce the efficiency of the highway network;***
- c. Be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to impact on highway safety, air quality, noise and light restrictions;***
- d. 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;***
- e. Take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;***
- f. Take into account access for emergency, service and refuse collection vehicles;***
- g. Have provision for electric vehicle charging points within the site layout;***
- h. Provide on-site safe, secure and convenient cycle parking/ storage facilities to encourage sustainable travel modes.***

Kirklees Council Local Plan PLP 22 Parking states ***“The provision of parking will be based on the following principles:***

Page | 5

- a. In town, district and local centres, car parks close to the main shopping area will be for short stay use and peripheral car parks for long stay use;***
- b. Long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;***
- c. Provision of non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;***
- d. Provision of residential parking schemes within town centres for private/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;***
- e. 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.***
- f. New developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement for safe, secure and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;***
- g. Provision will be made to meet the needs of cyclists for cycle parking in new developments;***
- h. Provision will be made to accommodate the needs of disable people for the parking of vehicles.***

Kirklees Highways Development Deliver Application Advice Note refers to Kirklees Car Parking standard for residential development.

- 2-3 bedrooms – 2 spaces,***
- 4 + bedrooms - 3 spaces***
- 1 cycle space per dwelling***

Garage measurements internal

- 6.0m x 3.0m (single)***
- 6.0m x 6.0m (double)***
- 1 electric vehicle charging point per dwelling (normally in the garage)***

National Planning Policy Framework (NPPF – DCLG, July 2021)

The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

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 111).***

This statement considers the proposed development in terms of its location and the proposed use and how it relates to the above highways and planning policy.

This statement concludes the development is acceptable in terms of its impact on the local highway network.

The local highway network

The site is located off Far End Lane, a single lane carriageway that links Oldfield to the south with Honley to the north.

Far End Lane varies in width and averages out at 8.43m wide with a varying width footway on the western flank of the highway. It serves a number of residential properties.

Far End Lane is subject to a 30 mph speed limit and includes a single street light directly opposite the site.

Far End Lane connects with Eastgate by means of a priority junction towards Honley and Woodhead Road to the south again, by means of a priority junction.

There are no bus stops on Far End Lane.

The photo below shows the site and its relationship to Far End Lane.



Photo 1 – site fronting Far End Lane.

Personal Injury Collisions

Details of recorded road traffic incidents within the vicinity of the site on Far End Lane were requested from CrashMap for the five-year period between 2016 and 2021. There were no personal injury accidents recorded on Far End Lane.

Vehicle speeds on Far End Lane

A speed survey was carried on Monday 12th June 2023 between 10.08hrs and 12.09hrs to determine the 85th percentile speeds on Far End Lane in both directions.

The 85th percentile speeds are used to determine sight lines (stopping sight distances) based on free-flowing traffic speeds in both directions.

The results of the speed survey are shown below:

	Far End Lane southbound travelling away from Honley	Far End Lane northbound travelling towards Honley
85 th % ile speed (kph)	25.40 mph (40.88 kph)	29.93 mph (48.16 kph)

Table 1- Results of Speed Survey

Full details of the survey data can be found in appendix 1 and 2 showing the collection of speeds, weather conditions and necessary calculations used in determining the stopping sight distances.

Site access arrangements

The site does not benefit from full access arrangements as yet. There is a shared access serving the adjacent residential property (39 Far End Lane) and that of the proposed site; this acts as both an in and out for this property.



Photo 2- Existing access into 39 Far End Lane

The current use of the site

It is understood the land forms part of the domestic curtilage on 39 Far End Lane and is used as garden space. There is no other lawful use.

The proposed use of the site

The proposal is for the construction of a single dwelling with access from an existing private shared access and the creation of a new egress being located approximately 15m to the southeast along Far End Lane; the idea being to create a one-way gyratory system in and out.

Access for a fire appliance is met in terms of ensuring access to all parts of the dwellings is within 45m from Far End Lane itself. This complies with the West Yorkshire Fire and Rescue guidance public advice note, section 3.5.

All the drawings associated with the revised layout will be made available as part of the additional information submitted to Kirklees Planning Authority.

Car Parking manoeuvres / swept paths.

As stated previously, Kirklees Highways expressed concern over the parking spaces as shown on the original layout and the potential difficulties in accessing those spaces resulting in vehicles being displaced out onto Far End Lane.

As a result, swept paths of a private vehicle entering and exiting the site have been undertaken. See appendix 3 and 4 for the analysis.

Further scenarios can be provided if required.

From this analysis, it is clear that a driver of a private car can access and egress the site with ease. Access to the parking spaces would require some element of shunting backwards and forwards but this is off the public highway and would not impact on any vehicles passing the site on Far End Lane.

Traffic generation

Typical traffic generation from a privately owned dwelling such as the one proposed is approximately 0.8 trips during the peak hour. This is based on an out of town / edge of town location.

During the morning peak hour (8-9am) this represents 1.0 vehicle movement outbound, and a similar figure inbound during the evening peak (5-6pm). This compares to a typical traffic generation in region of 6-8 vehicle movements over a 24-hour period.

Accessibility of the site for future residents

The development site is located 500m southeast of Honley town centre approximately 180 south east of bus stop locations on Woodhead Road.

Manual for Streets refers to acceptable walking distances.

It states “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2km. Manual for Streets encourages a reduction in the need to travel by car through the creation of mixed use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”

Pedestrian movement along is by means of the existing carriageway due to no footway along its length.

Cycling is more accessible and affordable than the car and there are health benefits to the uptake of cycling as a whole. Cycling allows people to reach destinations like Huddersfield as opposed to using a private car particularly if the trip is less than 5km.

This mode of travel is considered to be a worthwhile alternative to the use of a private vehicle for future residents.

In terms of local bus services, there is an established service that passes near to the site Monday to Friday albeit on Woodhead Road. This service is as follows:

Bus Service	Route	Daily frequency
310	Huddersfield – Holmfirth - Huddersfield	Frequent services ranging from every 60 mins / 40 mins / 30 mins through the day from 6.04 am to 23.32pm

Table 2 – Bus Service and Timetable nearest to site.

With reference to the previous table, it is clear the development is well placed in relation to the opportunity to use public transport as part or all of a trip to the likes of Holmfirth and Huddersfield Town Centre.

Visibility Requirements

As stated previously, Kirklees Highways could not support the application due to the uncertainty that safe visibility splays can be achieved and therefore raised an objection to the application on those grounds.

Taking into account the results of the speed survey, the front elevation of the proposed dwelling has been amended so as to accommodate the best possible sightline in either direction. Taking a measurement 2.4m back from the assumed edge of carriageway, sightlines of 31.0m to the right and approximately 43m to the left can be achieved...see extract of drawing 3479 (0-) 13 Rev A. The table below shows the appropriate stopping sight distances (SSD) based on the 85th % ile speeds from the survey.

	Far Banks southbound travelling away from Honley	Far Banks northbound travelling towards Honley
85 th % ile speed (kph)	25.40 mph (40.88 kph)	29.93 mph (48.16 kph)
Visibility requirements		
MfS calculated	31.65m	40.36 m
MfS Design Step	43m	43m

Table 3 – Speed and Visibility Requirements (MfS1)

Using the equation as set out in Manual For Streets, the calculated SSD is 31.65m to the right and 40.36m to the left.

Given previous concerns from Kirklees Highways Development Management relating to visibility at the proposed egress, evidence in the form of speed survey data and alterations to the front elevation of the dwelling should provide comfort that visibility is commensurate with vehicle speeds passing the site. As a result, the drawing (3479 (0-) 13 rev A) clearly shows that suitable and safe visibility splays can be achieved.

Whilst acknowledging the visibility to the right does not meet the recommended design step guidance in MfS 1, MfS 2 section 10.5.9 states

“the Y distance should be based on the recommended Stopping Sight Distance (SSD) values. However, based on the research referred to in section 10.4 unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.”

Taking the above guidance into account, local evidence in the form of Personal Injury Collision data confirms there does not appear to be any evidence that would suggest a reduction in visibility would lead to a significant problem.

Therefore, whilst the access arrangements do not achieve the recommended SSD as per MfS1, based on research undertaken by MfS2, it is reasonable to assume the proposed egress serving the new dwellings is acceptable in road safety terms and is considered to accord with Kirklees Council Local Plan PLP 21 Highway safety and access.

The impact of the development on the local highway network in relation to vehicular trips

The amount of additional traffic movements as a result of the development would be in the region of 1 vehicle in the morning peak and 1 vehicle during the evening peak hour. Over a 24-hour period the traffic generated by a single dwelling would be in the region of 6 - 8 movements.

It is therefore difficult to quantify whether the traffic generation as a figure is detrimental to highway safety to such an extent that it's contrary to Policy PLP21 of the Kirklees Local Plan.

Far End Lane and the surrounding highway network are more than adequate in terms of accommodating the additional traffic generated by the development. The typical fluctuations in peak hour traffic along Far End Lane are way above the 1 traffic movement associated with a single dwelling during the peak hours.

The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. 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 111).

Based on the above, there are no compelling reasons to suggest the development would compromise highway safety and therefore it would be difficult to substantiate a reason for refusal based on highway safety grounds.

Conclusions

- The development proposals are to construct a single detached dwelling.
- Access will be directly from Far End Lane into a private shared drive arrangement and a new egress along the site frontage to promote a one way in and out.
- Visibility at the junction of Far End Lane is 2.4m x 31.0m to the right and 2.4m x 43.0m to the left.
- The 85th % ile speeds have been identified as 29.93mph (48.16 kph) travelling towards Honley in a northbound direction. In the southbound direction away from Honley speeds of 25.40 mph (40.88 kph) were recorded; with reference to table 7.1 in Manual for Streets, the visibility requirements for a vehicle exiting the site are 43.0m looking in both directions.
- However, using the calculated stopping sight distances the visibility requirements for a vehicle travelling north are 41m and 31m travelling south.
- Whilst the visibility requirements do not meet the criteria as set out in MfS with regard to the recommended visibility, the splay to the right is considered to be appropriate when taking into account actual speed of vehicles passing the site. Furthermore, Manual for Streets 2 section 10.5.9 states “the Y distance should be based on the recommended Stopping Sight Distance (SSD) values. However, based on the research referred to in section 10.4 unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.” Taking the above guidance into account, local evidence in the form of Personal Injury Collision data confirms there does not appear to be any evidence that would suggest a reduction in visibility would lead to a significant problem. Therefore, whilst the access arrangements do not achieve the recommended SSD, based on research undertaken by the MfS2, it is reasonable to assume the existing access serving the new dwelling is acceptable for the purposes of serving a single dwelling.
- The traffic generation from a single dwelling is negligible in terms of its impact on the surrounding highway network.
- Fire Appliance access is achievable and meets the standards as required by the West Yorkshire Fire Brigade.
- Refuse collection will be taken direct from Far End Lane at the point of access itself whereby the bin collection for the existing dwellings is carried out.
- The development site is located 500m south of Honley Town Centre Town Centre.
- Cycling as a means of access is a credible alternative as opposed to using a private car to access Honley and other local amenity.
- The site benefits from having bus stops with easy walking distance and there are a number of bus services stopping on Woodhead Road linking the site with Huddersfield Town Centre throughout the day.



- The site is considered to comply with Kirklees Local Plan Policy 21 and 22 and NPPF paragraph 111.
- As a result, there are no highway related reasons why the development should not be granted planning approval.

Tim Robinson B.Eng. (Hons) Civ Eng MCIHT

August 2023



Appendices

Appendix 1 – Speed Survey Data – Far End Lane – Travelling northbound towards Honley.

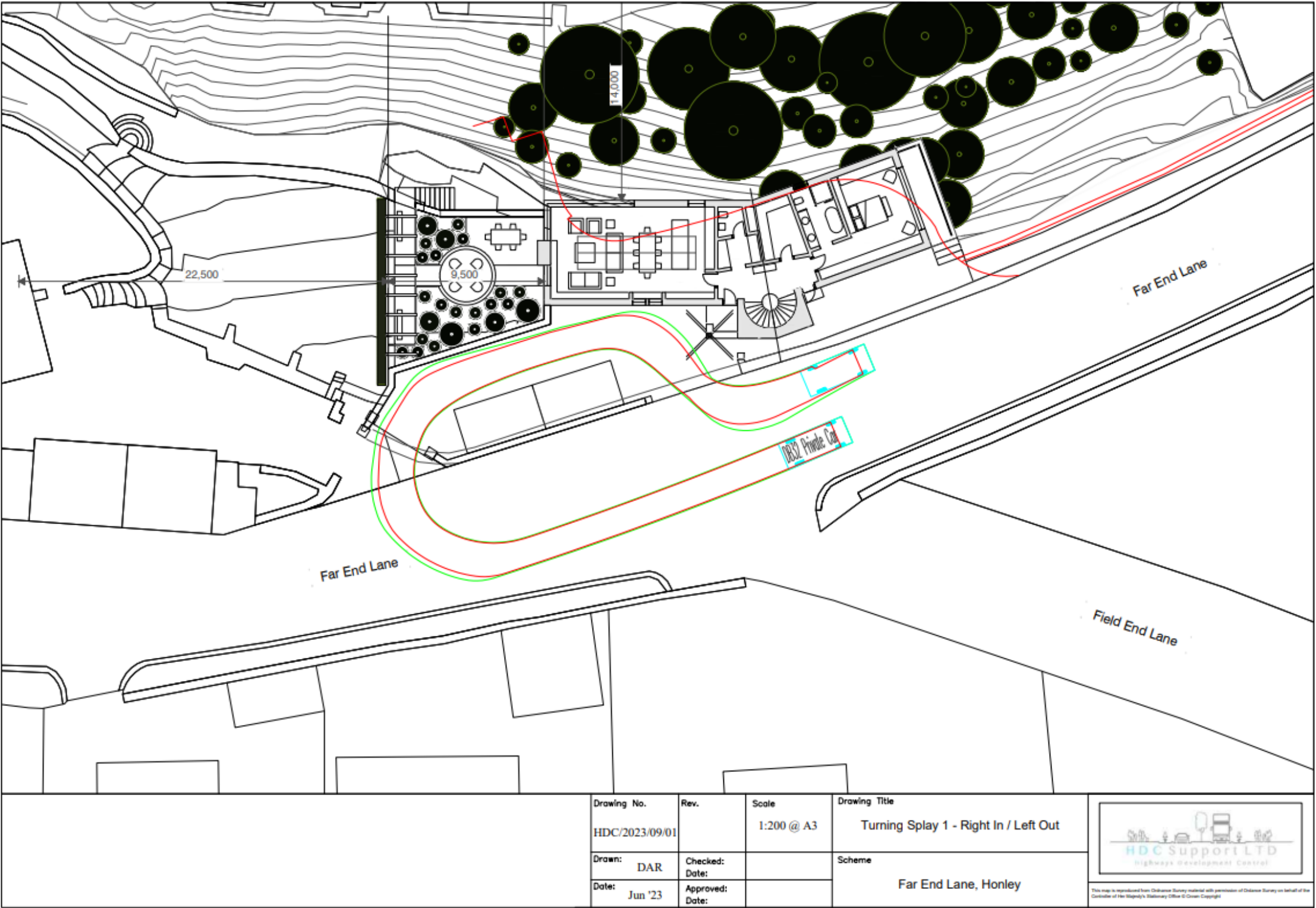
Speed Survey Results		Summary Statistics			
Speed (mph)	Frequency	Value	mph	kph	(m/s)
15	0	Mean	26.43	42.53	11.81
16	0	Median	25.94	41.74	11.60
17	3	85th Percentile	29.93	48.16	13.38
18	0	15th Percentile	22.09	35.55	9.88
19	1	Standard Deviation	4.12	6.63	1.84
20	1	Stopping Sight Distance Parameters			
21	1	Parameter	Value		
22	3	v	13.38	v = speed (m/s)	
23	5	t	1.5	t = driver perception-reaction time (seconds)	
24	4	d	4.41	d = deceleration (m/s ²)	
25	6	a	0	a = longitudinal gradient (%)	
26	8	Calculated SSD(m)	40.36		
27	7	MFS Visibility Requirement (m)	43		
28	6	DMRB Visibility Requirement (m)	n/a		
29	3				
30	6				
31	3				
32	2				
33	1				
34	1				
35	1				
36	1				
37	0				
38	0				
39					
40					
41					
Total Measurements	63				
Survey Details					
Time:	10.08 - 12.09hrs				
Date:	12/06/2023				
Road /Location	Far End Lane Northbound towards Honley				
Direction:	Northbound				
Weather:	Dry				
Surveyor	Tim Robinson				
Speed Limit	30mph				

Appendix 2 – Speed Survey Data – Far End Lane – Travelling southbound away from Honley

Speed Survey Results		Summary Statistics							
Speed (mph)	Frequency	Value	mph	kph	(m/s)				
15	0	Mean	21.75	35.00	9.72				
16	0	Median	20.75	33.39	9.28				
17	4	85th Percentile	25.40	40.88	11.35				
18	7	15th Percentile	17.54	28.23	7.84				
19	6	Standard Deviation	3.27	5.26	1.46				
20	3	Stopping Sight Distance Parameters							
21	8	Parameter	Value						
22	2	v	11.35		v = speed (m/s)				
23	6	t	1.5		t = driver perception-reaction time (seconds)				
24	3	d	4.41		d = deceleration (m/s ²)				
25	4	a	0		a = longitudinal gradient (%)				
26	3	Calculated SSD(m)	31.65						
27	5	MFS Visibility Requirement (m)	43						
28	1	DMRB Visibility Requirement (m)	n/a						
29	0								
30	0								
31	0								
32	0								
33	0								
34	0								
35	0								
36	0								
37	0								
38	0								
39									
40									
41									
Total Measurements	52								
Survey Details									
Time:	10.08 - 12.09hrs								
Date:	12/06/2023								
Road / Location	Far End Lane Southbound away from Honley								
Direction:	Southbound								
Weather:	Dry								
Surveyor	Tim Robinson								
Speed Limit	30mph								



Appendix 3 – Swept Path Analysis of a Private Car right in left out



Appendix 4 – Swept path Analysis of a Private Car left in right out

