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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Phase 2 Residential Development, Swallow Lane, Golcar

Transport Statement

December 2019

PHASE 2 RESIDENTIAL DEVELOPMENT
SWALLOW LANE, GOLCAR

JONES HOMES

TRANSPORT STATEMENT

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1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) to accompany an application by Jones Homes for a proposed residential development of 19 dwellings on land to the south of Swallow Lane, Golcar. The development site is approximately 0.74 hectares in size.

1.2 The site is located to the west of Golcar, situated between the village centre of Golcar to the east and Scapegoat Hill to the west. The site is bound by terrace housing on Swallow Lane to the north, by housing along Heathwood Drive to the west, by fields to the south and by the first phase of the development of 19 homes to the east. A plan showing the site location relative to the surrounding highway network is attached at **Appendix BGH01**.

1.3 Land to the east of the proposed site was subject to an approved planning application (planning ref: 2017/62/93459/W) in 2017 for Phase 1 of the development, also consisting of 19 dwellings. The first phase of development is currently under construction. As part of the first application a TS was produced by Sanderson Associates (Sandersons) (report ref: 9759/LOB/001/03). The work carried out as part of the Sandersons report will be referenced throughout this report, as the Phase 1 TS.

1.4 Vehicular and pedestrian access to the site is proposed via an extension of the cul-de-sac site access road, located to the east of the site, that serves Phase 1 of the development.

1.5 The proposed residential development of 19 dwellings is part of a larger allocation for housing on the site allocated within the Kirklees Local Plan (adopted 27th February 2019), reference HS152. The allocation site covers the full extent of Phase 1 and Phase 2.

1.6 It was demonstrated through the Phase 1 TS that Phase 1 of the development will be accessible using sustainable modes of transport. This TS provides an update to the information provided within the Phase 1 TS.

1.7 This TS has been prepared to demonstrate that the impact of the proposed development on the local highway network will be minimal, with particular regard given to the sustainability of the site and the likely trip generation of the site.

1.8 Following this introduction, this TS is presented in the following sections.

Section 2: provides a summary of the site at present and the existing highway network in the surrounding area;

Section 3: describes how the site can be accessed by pedestrians, vehicles and public transport;

Section 4: describes the development proposals and the proposed access arrangements for the site;

Section 5: provides a summary of the impact the development will have on the local highway network, using the TRICS database; and

Section 6: provides a summary and conclusion to the report.

2.0 THE SITE & LOCAL HIGHWAY NETWORK

The Application Site

2.1 The proposed development site is currently undeveloped grassland. The land is located to the south of Swallow Lane to the western extent of the village of Golcar and bounded to the east by Phase 1 of the development, also consisting of 19 dwellings.

2.2 The site is in a predominantly residential area to the west of the village of Golcar. The centre of the development site is approximately 450 metres from the shops and local amenities in the centre of Golcar.

2.3 The site access road junction with Swallow Lane, built to serve Phase 1 of the development, is constructed. While the Phase 1 development itself is currently under construction.

The Local Highway Network

2.4 Swallow Lane, in the vicinity of the site access junction, is subject to a 30mph Speed Limit and is a single carriageway road, approximately 5 metres wide. Swallow Lane runs in an east-west direction from Town End to the east towards Scapegoat Hill to the west.

2.5 Street lighting is provided on either side of the carriageway and a footway runs along the north of the road. Following the highway improvements associated with the Phase 1 development, a short section of footway is provided to the south of Swallow Lane in the vicinity of the site access junction. This footway runs for approximately 10 metres to either side of the new access junction. This section of footway was built to assist pedestrians crossing, with dropped kerb crossing facilities provided on both sides of Swallow Lane to the east of the junction.

Accident Data Review

2.6 As part of the Phase 1 TS Personal Injury Accident (PIA) data was obtained from Leeds City Council (LCC) for the five-year period up to 19th March 2017. Data was obtained along Swallow Road from the priority T-junction with Stades Road to the west of the site to the centre of Golcar to the east. The data used in the previous assessment is attached at **Appendix BGH02**.

2.7 The PIA review carried out previously as part of the Phase 1 TS identified two accidents within the study area over the five-year time frame considered. Of these accidents one was classified as 'serious' in severity and one as 'slight'. Both

recorded injury accidents involved pedestrians being struck while stepping out onto the road.

2.8 As reported in the Phase 1 TS; the serious incident (ref: 130187954) occurred on 06/06/2013 at 15:05pm at the Town End junction with Shaw Street. The incident occurred as a pedestrian stepped out in front of a 'horse and trap' vehicle which was turning right from Shaw Street onto Town End. Contributory factors indicate that the pedestrian failed to judge the horse's path and speed.

2.9 The slight accident (ref: 1CH621) occurred at the junction with Woodroyd and Swallow Lane as a vehicle performing a right turn into Woodroyd from Swallow Lane struck a pedestrian who had stepped into the carriageway on Woodroyd.

2.10 A review of data held within the Crashmap database has been undertaken for the time period since the original assessment. This review has not identified any new PIAs to have taken place in the area considered since the initial five-year review, including at the new site access junction.

2.11 The site access junction for the Phase 1 residential development has provided improved pedestrian facilities for a section of Swallow Lane by the junction. As set out in the Phase 1 TS, this junction has the potential to improve visibility for vehicles turning onto Swallow Lane from neighbouring driveways and accesses. At present the access junction for the Phase 1 development has had no discernible impact upon the safety of Swallow Lane, with no accidents taking place along the site frontage over the time period considered.

2.12 In summary there are no recurring patterns or highway characteristics adversely impacting upon road safety on the road network.

3.0 SITE SUSTAINABILITY

3.1 Both national and local transport policies seek to reduce the need to travel and to promote travel by means other than private car. The development proposals are consistent with these objectives.

Pedestrian Accessibility

3.2 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). Walking is also an essential part of public transport travel with bus stops and in some instances railway stations usually being accessed on foot.

3.3 The CIHT Guidelines describe 'acceptable' walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 3.1 below.

Table 3.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	**Other Journeys (Retail/Shopping)**
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1,200 metres

3.4 Pedestrian access to the site will be taken from the footways along Swallow Lane by the site access junction. Pedestrians would then cross the road on the eastern side of the junction to make a connection with the footways on the northern side of Swallow Lane. Dropped kerb crossing facilities are provided across the site access road at the junction and across Swallow Lane, to the east of the junction, to facilitate this movement.

3.5 A plan showing both an 800 metre and a 2-kilometre walking catchment around the site is attached at **Appendix BGH03**. The plan has been drawn as an 'as the crow

flies' plan, produced to give an understanding of an approximate area accessible within the catchment.

3.6 The plan at **Appendix BGH03** shows that the majority of the settlements of Golcar and Scapegoat Hill are accessible within 800 metres of the development site.

3.7 There are a number of village facilities in Golcar accessible within an 800-metre walking distance. These include a post office, pharmacy, church, doctor's surgery, public library, Co-op supermarket, public house, butchers and hairdressers. A large number of these facilities, including the Co-op, post office and pharmacy, are located along Town End which is approximately 450 metres to the east of the development site. Golcar therefore provides a wide range of local facilities that are accessible on foot from the site.

Cycle Accessibility

3.8 It is generally accepted that the bicycle is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

3.9 Cyclists can access the site via the site access junction. A plan showing the destinations within a 5-kilometre cycling catchment of the site is attached at **Appendix BGH04**. Again, it should be noted that the plan has been drawn as an 'as the crow flies' plan produced to give an understanding of the approximate area that is accessible within the catchment. It does not consider specific cycle routes.

3.10 The plan at **Appendix BGH04** demonstrates that a large number of destinations are accessible within the 5-kilometre range. Village facilities in the centre of Golcar are accessible within 450 metres of the site. Areas further afield that are accessible within this range include; Scapegoat Hill and Longwood district centres to the north, Milnsbridge district centre, the western suburbs of Huddersfield and Huddersfield Royal Infirmary to the east and Slaithwaite district centre to the south.

3.11 Accessible within 3.5 kilometres from the site to the south is Slaithwaite. Here, Slaithwaite railway station can be accessed and a connection can be made with National Cycle Network (NCN) route 68, that runs between Derby and Berwick-upon-Tweed. The route provides a traffic free connection with Holmfirth to the south and Sowerby Bridge to the north.

3.12 The West Yorkshire Interactive Cycle Map provides an on-line interactive map which allows users to find signed or advisory cycle routes, as well as local cycle shops and cycle parking facilities. A screenshot of this Cycle Map is attached at

Appendix BGH05 and shows that there are on number of accessible cycle tracks in Golcar and Scapegoat Hill. A link to the West Yorkshire Interactive Cycle Map is shown below:

https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html

Public Transport

Bus Services

3.13 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states that for bus stops:

> *"The maximum walking distance to a development should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"*

3.14 'Planning for Public Transport in Developments' also sets out that new development should be located so that walking distances to the nearest bus stop should be less than 400 metres and less than 200 metres in city centres.

3.15 The nearest bus stops to the development site are located on Swallow Lane approximately 300 metres to the east or 350 metres to the west of the centre of the development site. The close proximity of the existing bus stops to the site will help to encourage trips by public transport and it is considered that the site is well located to promote trips by bus. The bus stops along Swallow Lane are marked by a post and flag and contain timetable information. The stops are served by the 303 and 304 services.

3.16 Further stops are located along Leymoor Road, 450 metres to the east of the centre of the development site. The northbound stop is marked by a shelter, whilst the southbound stop is marked by a post and flag. Both stops contain timetable information and are served by the 301 and 302 services. A summary of the services provided at the bus stops in the vicinity of the site is provided in Table 3.2 overleaf.

Table 3.2 - Summary of Existing Bus Services

Service	Route	Frequency per hour			
		Mon to Sat daytime frequency	Mon to Sat evening frequency	Sunday daytime frequency	Sunday evening frequency
301	Milnsbridge-Paddock-Huddersfield (circular)	3	2	1	1
302	Milnsbridge-Paddock-Huddersfield (circular)	3	0	1	0
303	Scapegoat Hill – Golcar - Milnsbridge – Huddersfield Bus Station	1 service every 2hrs	1 service every 2hrs	1 service every 2hrs	Last service at 17:18
304	Scapegoat Hill – Golcar – Milnsbridge – Huddersfield Bus Station	1 service every 2hrs	1 service every 2hrs	1 service every 2hrs	-

3.17 The information set out in Table 3.2 above is largely the same as that set out in the Phase 1 TS. The only changes to bus provision since the original application is an increase to the Monday to Saturday evening frequency of the 301 to 2 services per hour and a change in the timing of the last service of the 303 bus on Sunday evenings to 17:18.

3.18 A plan identifying the nearest bus stops has been produced and is attached at **Appendix BGH06**.

Rail

3.19 The nearest railway station to the site is Slaithwaite railway station, located some 3.5 kilometres to the south of the site. Slaithwaite railway station provides 3 hourly First TransPennine Express services between Manchester Piccadilly and Huddersfield, and Manchester Piccadilly and Hull.

Summary

3.20 In summary, it is considered that the development is well located to promote trips by walking and cycling to and from the local facilities. The development is also well located to promote trips by public transport, utilising the existing bus stops on Swallow Lane and Leymoor Road. Slaithwaite railway station is also located within a reasonable cycle distance of the development for those travelling further afield.

4.0 DEVELOPMENT PROPOSALS

Proposed Scheme

4.1 The proposed development comprises 19 dwellings on land to the south of Swallow Lane, Golcar. The proposed site layout for the second phase of development on this site is attached at **Appendix BGH07**.

Access

4.2 Access to the site will be provided from the site access road junction with Swallow Lane which was provided for and currently serves Phase 1 of the development.

4.3 The site access road / Swallow Lane junction has been constructed as a priority T-junction. The access has been designed with a 5.5 metre carriageway width and 2.0 metre footways on either side, with 6 metre junction radii. Improvements carried out as part of the Phase 1 access arrangements include narrowing Swallow Lane in the vicinity of the site in order to provide footway provision at the junction and to meet the 2.4 x 41.3 metre visibility splay requirements set out in Mfs 2 guidance. A copy of the site access drawing (ref: 9759-002) is attached at **Appendix BGH08**.

4.4 The approved internal Phase 1 site access road will be extended to serve the Phase 2 site. This extension has been designed in accordance with the principles of Mfs 2 and is shown in the site masterplan at **Appendix BGH07**.

Parking

4.5 Regarding parking requirements, the Kirklees Council Highway Design Guide states at paragraph 5.4 that Kirklees Council have not set local parking standards for residential development. However, it also sets out that in practice the majority of new residential developments in Kirklees have provided the following:

- 2-3 bedroom dwelling: 2 spaces
- 4+ bedroom dwelling: 3 spaces

4.6 Car parking at the proposed development will be provided in accordance with the above standards, with two driveway parking spaces provided for all dwellings and additional garage parking facilities provided for all 4-bedroom dwellings. This provision is considered appropriate and is typical of new residential developments in Kirklees.

Servicing

4.7 The indicative site layout has been designed such that appropriate service vehicles can be accommodated to meet the servicing requirements for all dwellings. The swept path analysis attached at **Appendix BGH09** demonstrates that a four-axle refuse vehicle, as used by Kirklees Council, can manoeuvre around the indicative site layout satisfactorily.

5.0 TRAFFIC IMPACT

Trip Generation

5.1 As part of the 2017 application the TRICS database was used to derive average 85% percentile trip rates for the site using '03-Residential/A - Houses privately owned' as the use class. A sample of 54 sites in the Suburban Area, Edge of Town and Edge of Town Centre categories comparable to the site location were selected. The full TRICS output is attached at **Appendix BGH10**, and the approved trip rate figures are presented in Table 5.1 below, alongside what is expected to be generated by 19 dwellings.

Table 5.1: Trip Rates and Trip Generation for Phase 2 dwellings

	Trip Rates and Generation					
	Morning			Evening		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0.183	0.521	0.704	0.458	0.292	0.750
Trip Generation	3	10	13	9	6	15

5.2 Table 5.2 below demonstrates the combined impact of the Phase 2 development alongside the approved Phase 1 development, a total of 38 dwellings. In effect, once both Phases of the development are fully built 27 two-way movements will be generated in the AM Peak and 29 two-way movements will be generated in the PM peak. This equates to approximately one vehicle every 2 minutes.

Table 5.2: Trip Rates and Trip Generation for Phase 1 & 2 dwellings

	Trip Rates and Generation					
	Morning			Evening		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate	0.183	0.521	0.704	0.458	0.292	0.750
Trip Generation	7	20	27	17	11	29

5.3 Based on this assessment, it is considered that the proposed Phase 2 development will not have a material impact on the local highway network. Even when considered alongside the Phase 1 development. Therefore no operational assessment of junctions on the local highway network is required.

5.4 A modal split analysis was performed as part of the Phase 1 TS. Mode shares were estimated using the TRICS database in the land use category, '03-Residential/A - Houses privately owned'. The approved modal split figures presented in the Phase 1 TS are shown in Table 5.3 below. In accordance with the mode shares estimated for the Phase 1 development, it can therefore be expected that 30.4% of all travel to the site will be by walking, cycling and public transport in the AM Peak Hour, with 23.5% in the PM peak hour and 27.3% across the entire day.

Table 5.3: Modal Split

Mode of Travel	Modal Split (%)		
	AM Peak	PM Peak	Daily
Vehicle Occupants	69.6%	78.5%	72.6%
Public Transport	0%	0%	0.6%
Pedestrians	26.1%	23.5%	23.7%
Cyclists	4.3%	0%	3.0%
Total	**100%**	**100%**	**100%**

6.0 SUMMARY AND CONCLUSIONS

6.1 This TS has been prepared by Bryan G Hall to accompany an application by Jones Homes for a proposed residential development, on land to the south of Swallow Lane, Golcar.

6.2 Land to the east of the proposed site was subject to an approved planning application (planning ref: 2017/62/93459/W) in 2017 for Phase 1 of the development; consisting of 19 dwellings. This development is currently under construction. Both development sites form part of allocation HS152 for housing developments within the Kirklees Local Plan.

6.3 The development proposals are for 19 residential dwellings. Pedestrian access to the site is proposed via an extension of the cul-de-sac site access road, located to the east of the site, that serves Phase 1 of the development.

6.4 There are a large number of local facilities in Golcar within walking distance of the site. Areas further afield from the site are accessible on the 303 and 304 bus services, with stops located within a 400-metre walking distance from the site. A number of locations including; the district centres of Milnsbridge and Longwood and Slaithwaite railway station are accessible within a 5-kilometre cycle ride from the site, in addition to NCN Route 68.

6.5 The predicted level of trip generation for the development proposals has been determined using TRICS data. The proposed development is predicted to generate an additional 13 trips onto Swallow Lane during morning peak hour and 15 new trips during evening peak hour. Therefore, it is not considered that the development will have a material impact on the operation of the local highway network.

6.6 It is concluded that there are no transport reasons as to why the proposals should not be granted planning permission.

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