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**The Priory, Wakefield Road
Pontefract**

Transport Statement

Final Report for:

Mr Duffy, Mr Duffy & Mr Davies

August 2019

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APPENDICES

APPENDIX A – PROPOSED SITE ACCESS

APPENDIX B – PROPOSED SITE LAYOUT

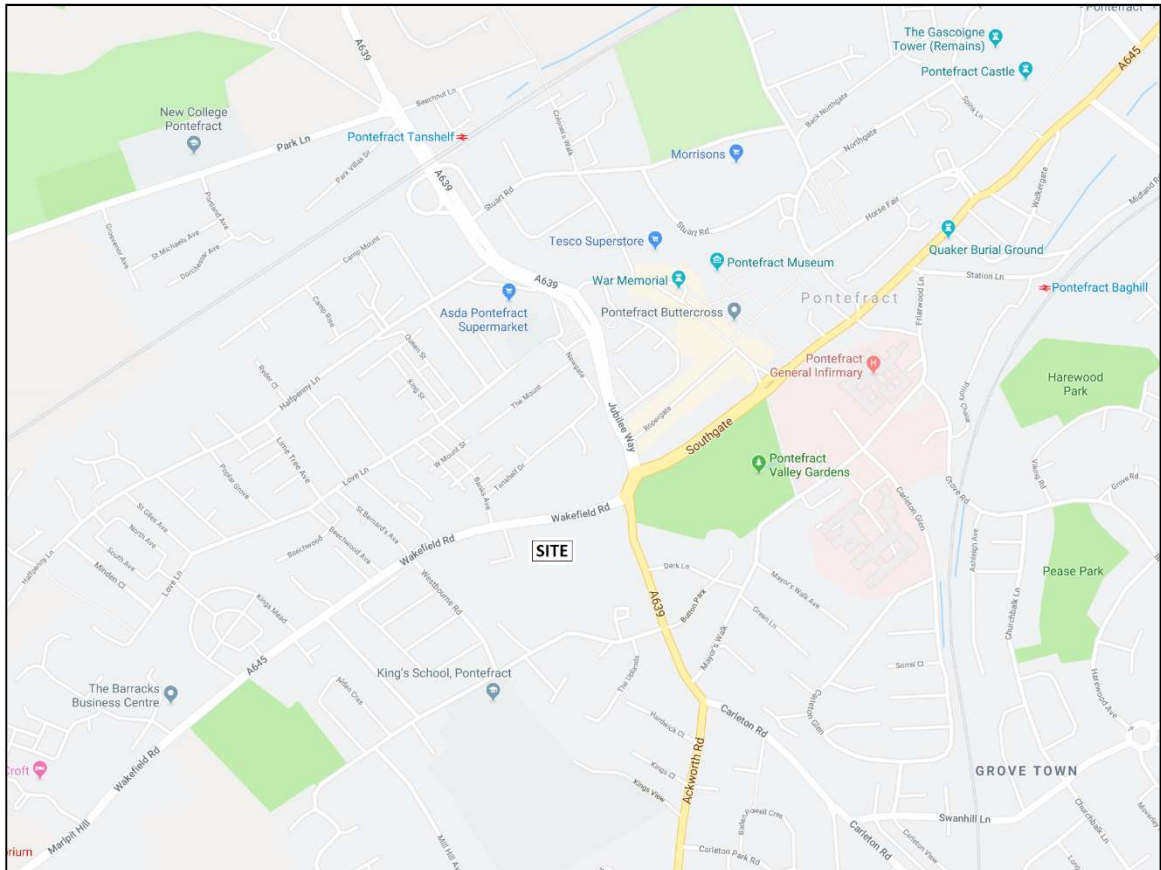
1.0 INTRODUCTION

1.1 Introduction

1.1.1 Cora IHT have been instructed by Mr Duffy, Mr Duffy & Mr Davies to prepare a Transport Statement [TS] to support proposals for a residential development for up to 22 dwellings on land located off Wakefield Road, Pontefract.

1.1.2 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.3 The site has previously benefitted from an outline consent for 22 residential units (13/02705/OUT, decision dated 11 Feb 2014) where all transport and highways matters were agreed:

“Outline Application for 22no. Dwellings (access only) together with demolition of existing dwelling and removal of commercial uses, Land At Wakefield Road Pontefract WF8 4HW”

1.1.4 The reserved matters application, 14/01310/REM was approved on 13th October 2014.

1.1.5 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

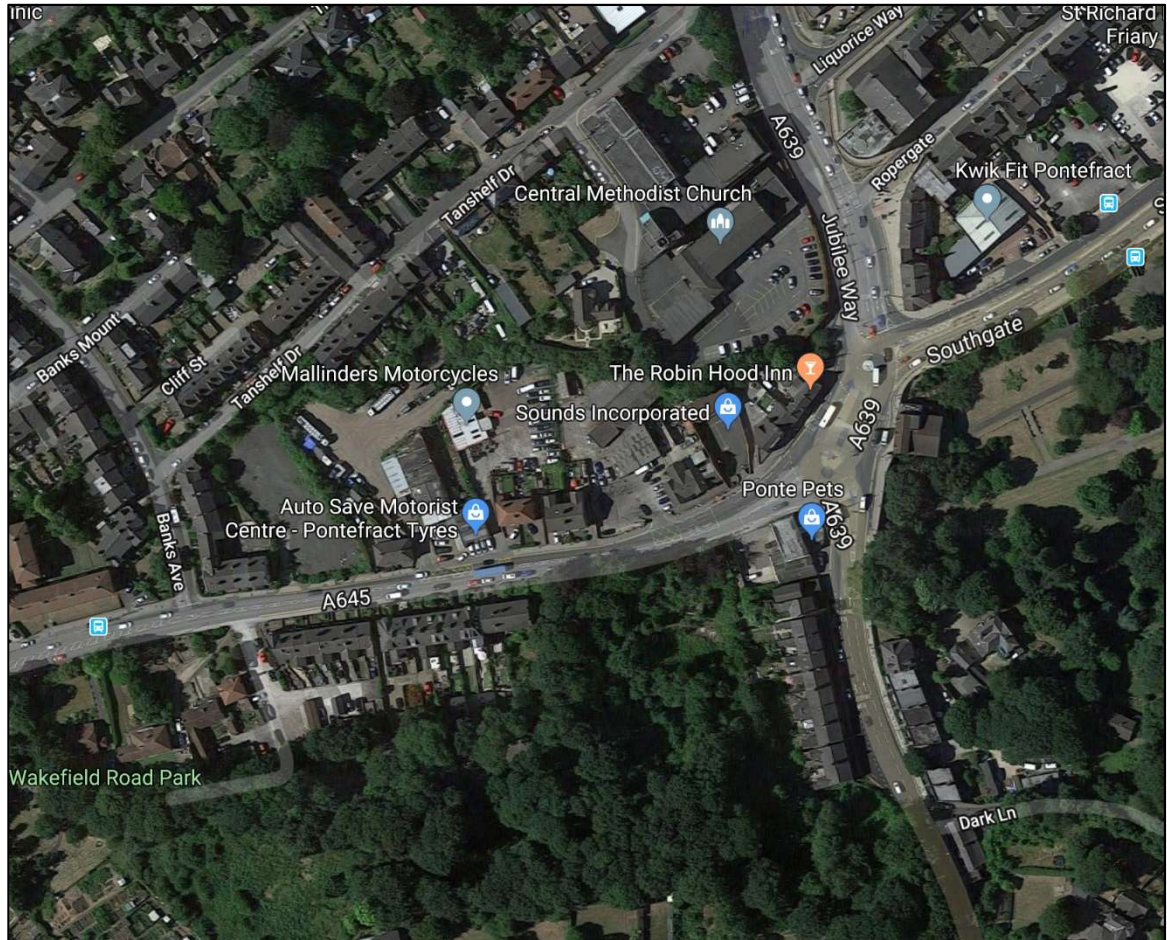
- Section 2 describes the site location and provides a review of the existing highway network;
- Section 3 then describes the development proposals;
- Section 4 considers the transport planning policy issues with an assessment of the accessibility of the site by non-car modes;
- Section 5 provides an assessment of the traffic impact associated with the proposed development; and
- The summary and conclusion are set out in Section 6.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is located to the south of Wakefield Road which is subject to a 30mph speed limit.
- 2.1.2 Approximately 100m to the east of the site, Wakefield Road forms double mini-roundabout arrangement with Mill Hill Road, Southgate and Jubilee Way.
- 2.1.3 **Figure 2.1** shows the highway network within the vicinity of the site.

Figure 2.1: Highway Network

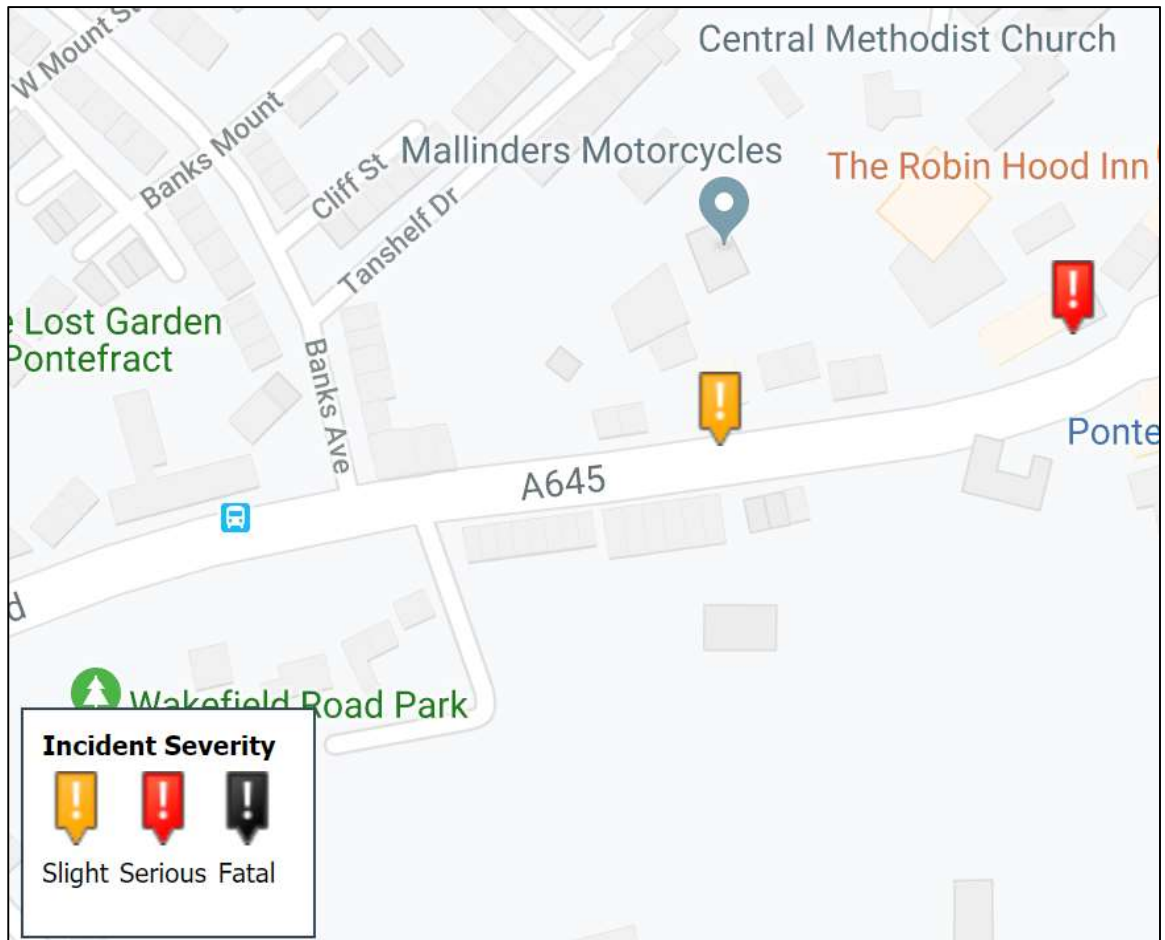


- 2.1.4 There is a signalised pedestrian crossing immediately to the east of the site.

2.2 Accident Analysis

- 2.2.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2014-2018. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



- 2.2.2 As shown in the plan above, there has been 1 slight and 1 serious accident along Wakefield Road within the last 5 years.
- 2.2.3 It is envisaged that the proposed development would not result in a detrimental impact on highway safety.
- 2.2.4 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems, therefore, further detailed analysis is not required.

2.3 Existing Traffic Conditions

- 2.3.1 A 7-day automatic traffic count was installed on Wakefield Road adjacent to the site October 2018. For a typical Tuesday **Table 2.1** summarises the flows and speeds were recorded:

Table 2.1: Traffic Survey Summary

	Total Vehicles AM Peak 0800-0900	Total Vehicles PM Peak Flow 1700-1800	85th Percentile Speed
Eastbound	779	608	28.4mph
Westbound	678	869	28.4mph
Total 2-Way	1457	1477	-

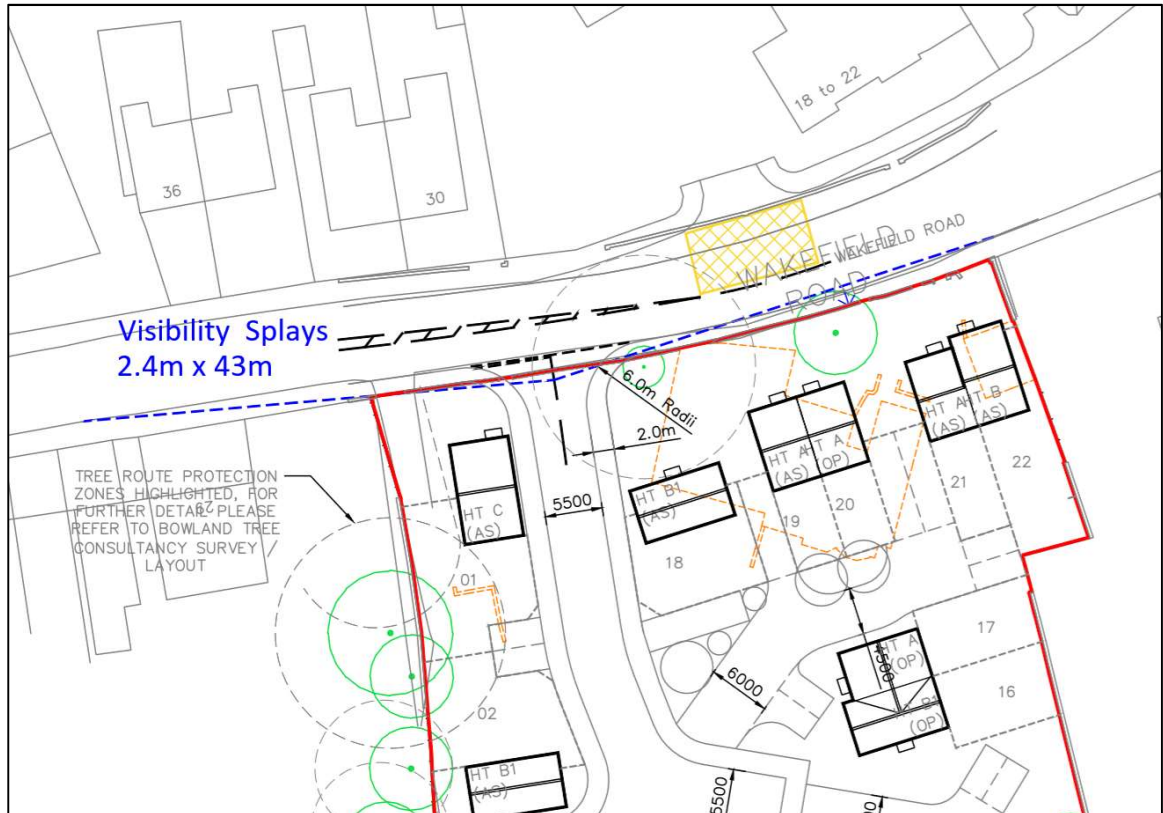
- 2.3.2 The above shows that traffic speeds along Wakefield Road are in keeping with the speed limit.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

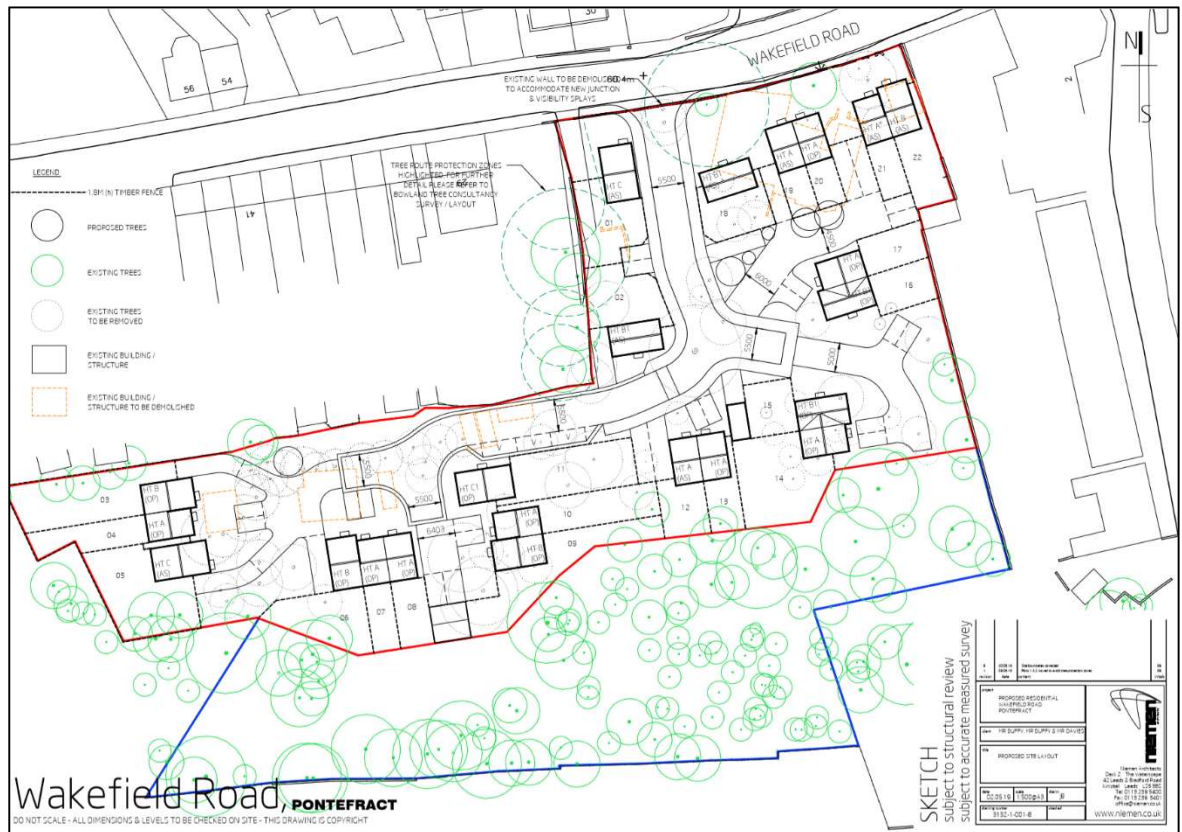
- 3.1.1 The development proposals are for a residential development for up to 22 dwellings.
- 3.1.2 Access to the site is proposed off Wakefield Road provide a 5.5m carriageway, 2m footways on both sides and visibility of 2.4m x 43m to the west and exceeds 2.4m x 43m to the east.
- 3.1.3 **Figure 3.1** shows the proposed access arrangement. **Appendix A** provides the full drawing.

Figure 3.1: Proposed Access Arrangement



- 3.1.4 **Figure 3.2** provides the site layout. **Appendix B** provides the full drawing.

Figure 3.2: Proposed Site Layout



4.0 TRANSPORT POLICY AND SUSTAINABLE ACCESSIBILITY

4.1 *National Planning Policy Framework [NPPF] 2019*

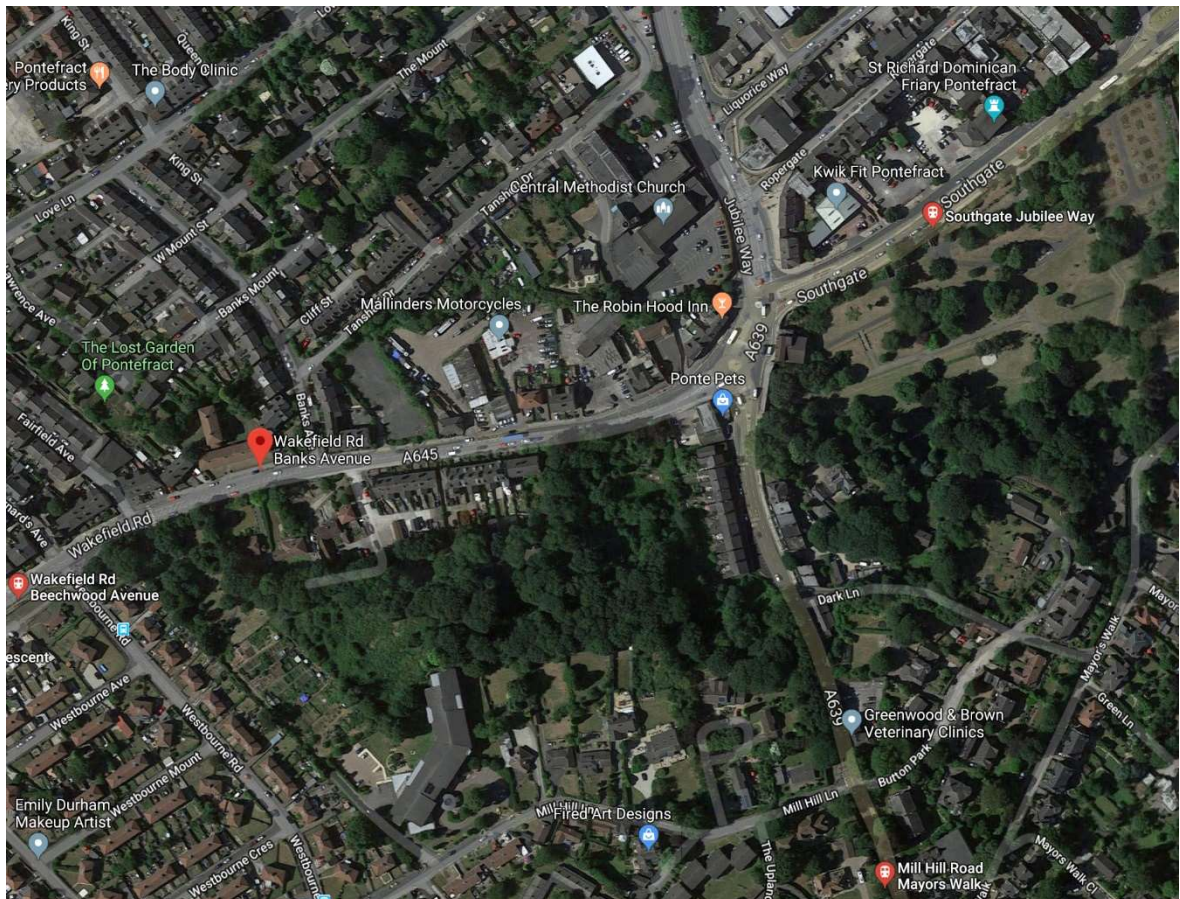
- 4.1.1 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 4.1.2 Paragraph 102 sets out the transport issues which should be addressed within Development Plans and decisions so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 4.1.3 Paragraph 103 of Chapter 9 ‘Promoting sustainable transport’ states: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health”.
- 4.1.4 Whilst considering sites for specific development proposals, paragraph 108 outlines that it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 4.1.5 Paragraph 109 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”.
- 4.1.6 Within this context Paragraph 110 finds that applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
-

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

4.2 Access by Bus

- 4.2.1 The ability to readily access wider major destinations by bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work and consumer trips) and, as such, promotes the aim of reducing car travel.
- 4.2.2 The nearest bus stops are located on Wakefield Road, Southgate and Mill Hill Road. The services include 28, 146, 147, 148, 249, 149, 408 and 409 which are all within 400m of the site. **Figure 4.1** shows the bus stop locations.

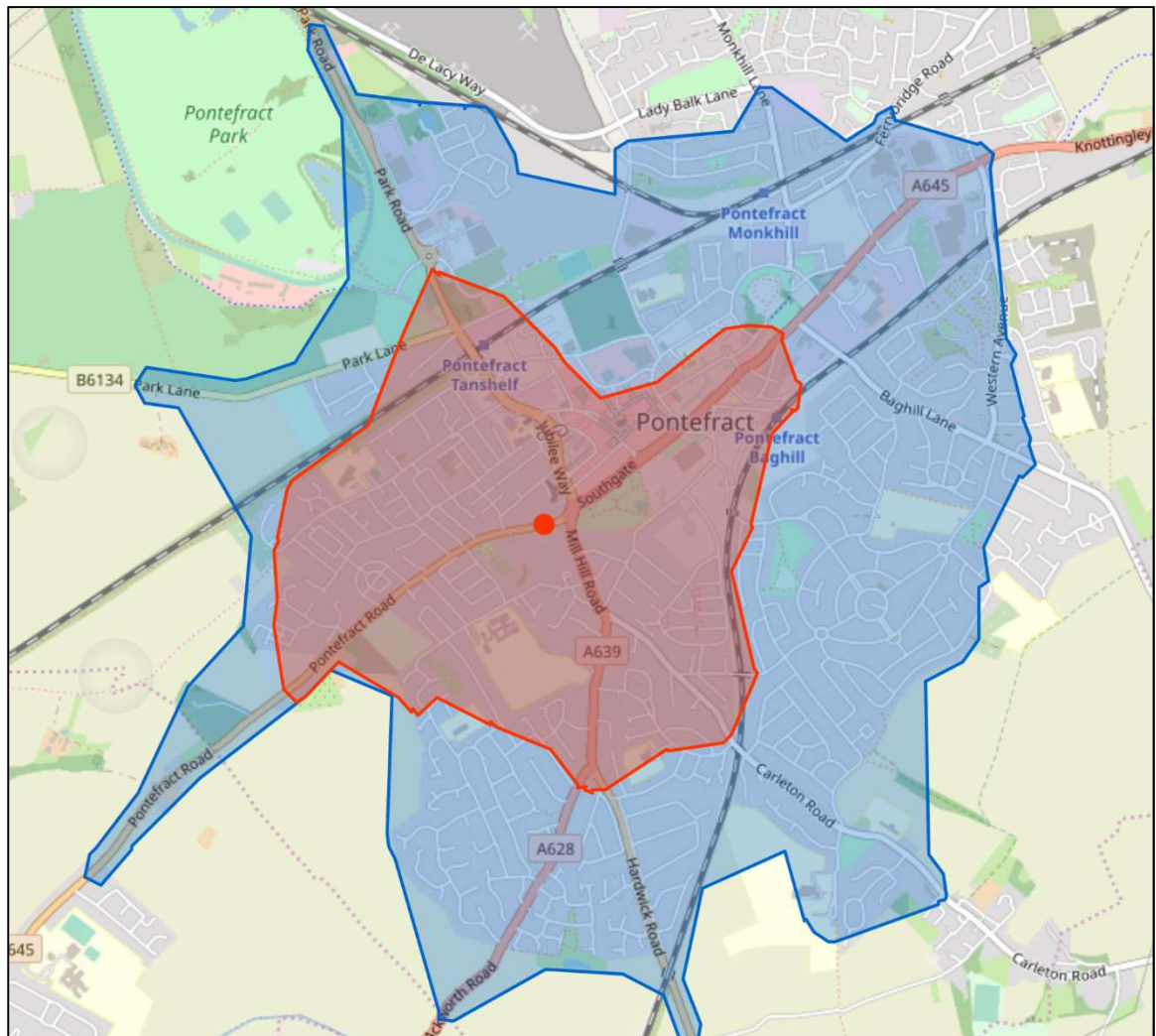
Figure 4.1: Bus Stop Locations



4.3 Access on Foot

- 4.3.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.
- 4.3.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.3.3 As part of the proposals, a 2m footway will be provided within the site which would then connect to the existing footway along Wakefield Road.
- 4.3.4 **Figure 4.2** presents the 1km / 2km isochrones from the site, which illustrates the areas which lie within a reasonable walking distance.

Figure 4.2: 1km / 2km Isochrone

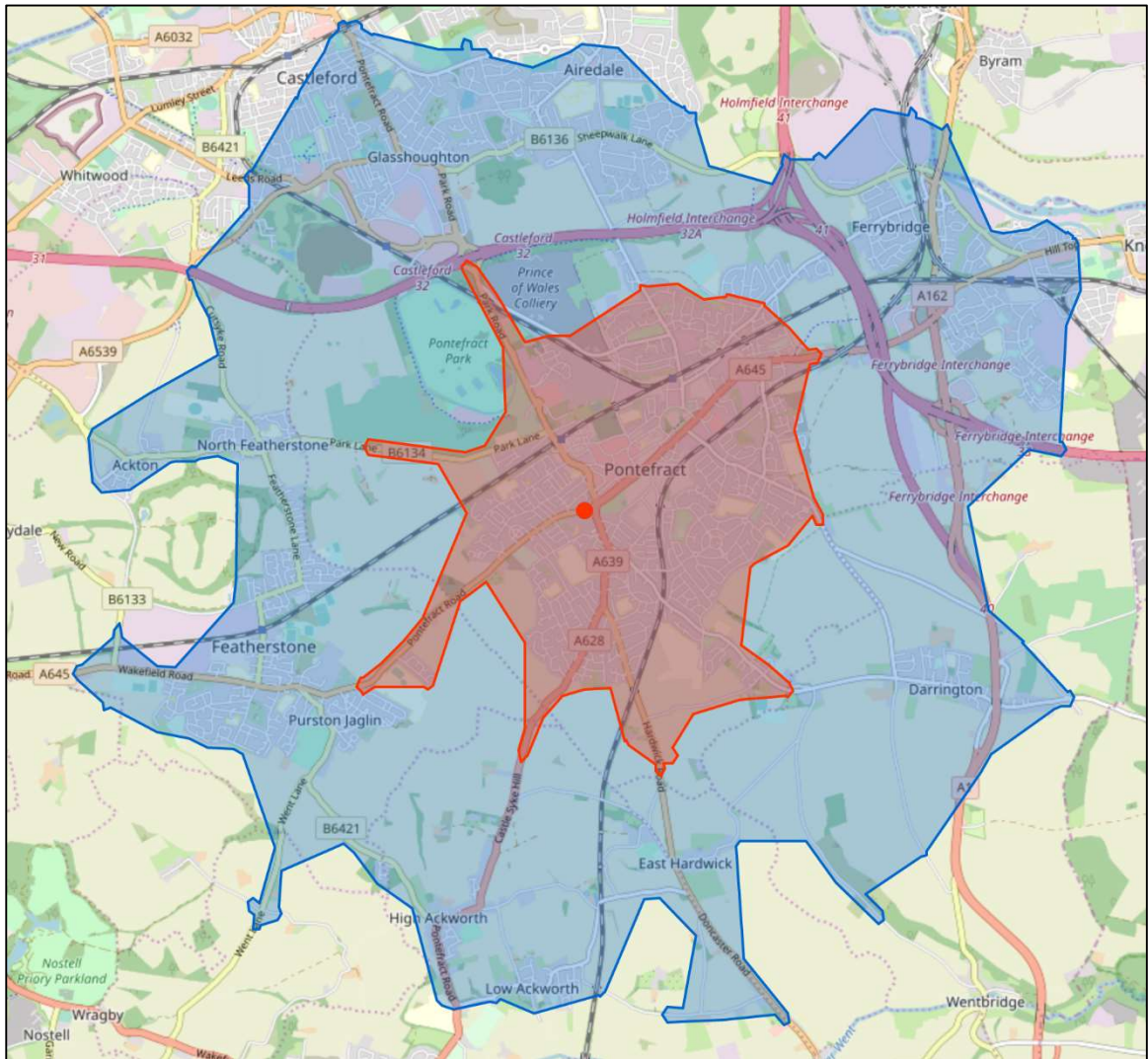


- 4.3.5 As can be seen from **Figure 4.2**, the majority of Pontefract is accessible within 2km of the site.

4.4 Access by Cycle

- 4.4.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. The general topography of the area is reasonably flat, which should assist in encouraging travel by cycle.
- 4.4.2 **Figure 4.3** presents the 2.5km / 5km isochrones from the site, which illustrates the areas which lie within a reasonable cycling distance.

Figure 4.3: 2.5km / 5km Isochrone



4.5 Conclusions

- 4.5.1 In summary, the proposed development site is located in an accessible location within Pontefract, and is well located to make use of the existing public transport links and pedestrian / cycle routes.

5.0 TRAFFIC IMPACT

5.1 Introduction

- 5.1.1 The site has previously benefitted from an outline consent for 22 residential units (13/02705/OUT, decision dated 11 Feb 2014) where all transport and highways matters were agreed.
- 5.1.2 It should be noted that the Transport Statement assessed for up to 40 residential units

5.2 Development Trips

- 5.2.1 To identify the trip generation associated with the proposed development, the agreed trip rates as contained within the approved consent has been utilised. **Table 5.1** summarises the trip rates and generations associated with the proposed residential use at the site.

Table 5.1: Trip Rates and Generation

	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.225	0.523	0.748	0.5	0.319	0.819
Agreed Trips	9	21	30	20	13	33
Proposed Trips	5	12	16	11	7	18
Difference	-4	-9	-13	-9	-6	-15

- 5.2.2 **Table 5.1** shows that the proposed development would generate less traffic than what was previously assessed. It can be deduced that the proposed development would not have a severe impact on the highway network when compared to what was previously approved.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Cora IHT have been instructed by Mr Duffy, Mr Duffy & Mr Davies to prepare a Transport Statement [TS] to support proposals for a residential development for up to 22 dwellings on land located off Wakefield Road, Pontefract.
- 6.1.2 The site has previously benefitted from an outline consent for 22 residential units (13/02705/OUT, decision dated 11 Feb 2014) where all transport and highways matters were agreed:
- “Outline Application for 22no. Dwellings (access only) together with demolition of existing dwelling and removal of commercial uses, Land at Wakefield Road Pontefract WF8 4HW”***
- 6.1.3 The reserved matters application, 14/01310/REM was approved on 13th October 2014.
- 6.1.4 Access to the site is proposed off Wakefield Road provide a 5.5m carriageway, 2m footways on both sides and visibility of 2.4m x 43m to the west and exceeds 2.4m x 43m to the east.
- 6.1.5 The proposed development would generate less traffic than what was previously assessed. It can be deduced that the proposed development would not have a severe impact on the highway network when compared to what was previously approved.

6.2 Conclusion

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – PROPOSED SITE ACCESS



Site Location



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

A	06/08/19	Updated site layout	TC	GE
Rev	Date	Description	Ckd	By

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Client	Mr Duffy, Mr Duffy & Mr Davies			
Project	Wakefield Road Pontefract			
Title	Proposed Access Arrangement			
Drawing Status				
Job No.	16-1104			
Drawn LB	Checked TC	Scale at A3 1:500	Date 06/06/19	Issue Date -
Drawing No.	001			A

APPENDIX B – PROPOSED SITE LAYOUT

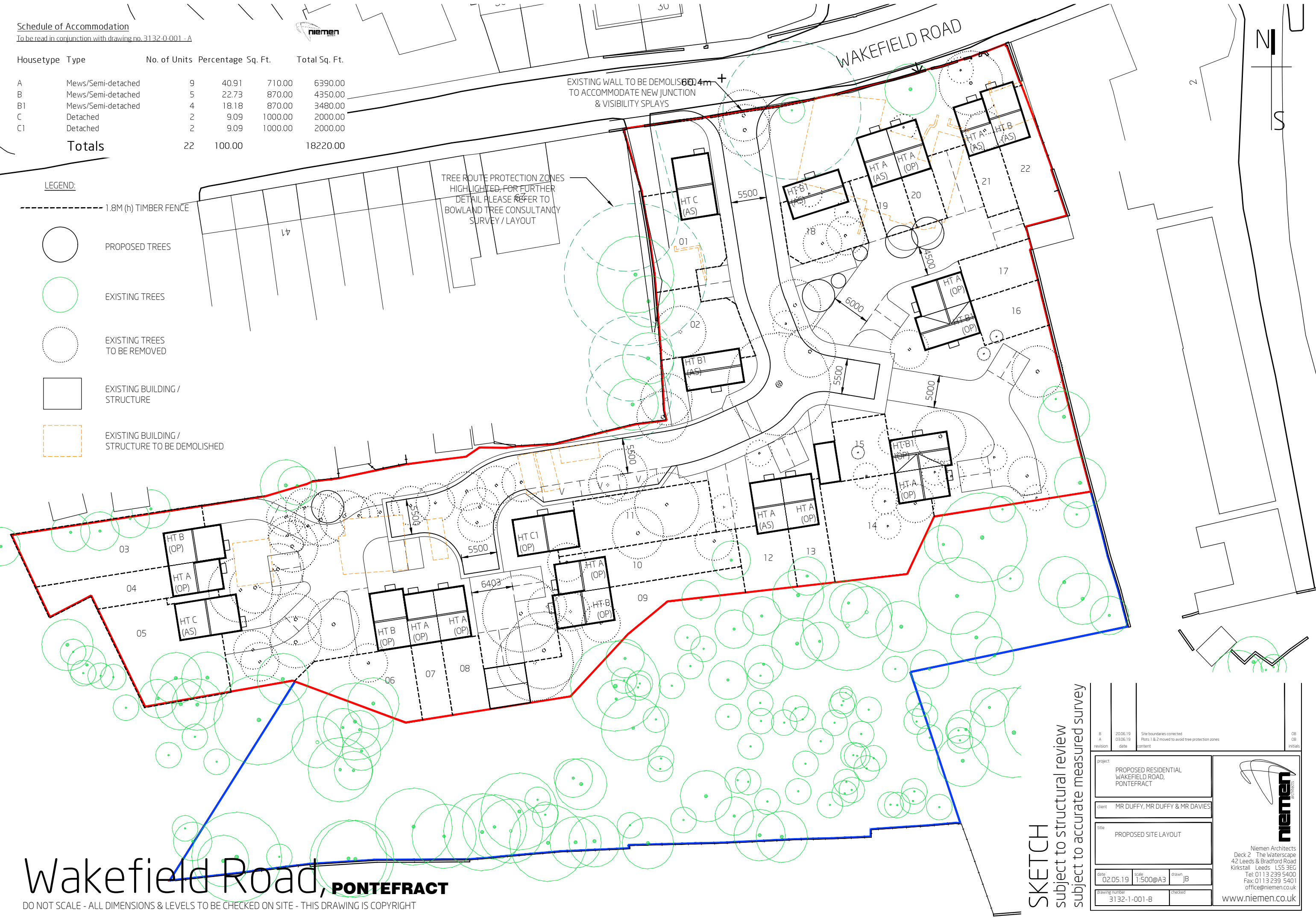
Housetype	Type	No. of Units	Percentage	Sq. Ft.	Total Sq. Ft.
A	Mews/Semi-detached	9	40.91	710.00	6390.00
B	Mews/Semi-detached	5	22.73	870.00	4350.00
B1	Mews/Semi-detached	4	18.18	870.00	3480.00
C	Detached	2	9.09	1000.00	2000.00
C1	Detached	2	9.09	1000.00	2000.00
Totals		22	100.00		18220.00

LEGEND:

- 1.8M (h) TIMBER FENCE
- PROPOSED TREES
- EXISTING TREES
- EXISTING TREES TO BE REMOVED
- EXISTING BUILDING / STRUCTURE
- EXISTING BUILDING / STRUCTURE TO BE DEMOLISHED

Wakefield Road, PONTEFRACT

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT



SKETCH
subject to structural review
subject to accurate measured survey

B A revision	20.06.19 03.06.19 date	Site boundaries corrected Plots 1 & 2 moved to avoid tree protection zones content	OB OB initials
project	PROPOSED RESIDENTIAL WAKEFIELD ROAD, PONTEFRACT		
client	MR DUFFY, MR DUFFY & MR DAVIES		
title	PROPOSED SITE LAYOUT		
date	02.05.19	scale	1:500@A3
drawing number	3132-1-001-B	drawn	JB
		checked	

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