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PROPOSED RESIDENTIAL REDEVELOPMENT
BAMFORD CLOSE
DODWORTH

PLANNING APPLICATION BY
STRATA HOMES LTD

TRANSPORT STATEMENT

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1.0 INTRODUCTION

1.1 Bryan G Hall Ltd has been appointed by Strata Homes Ltd to prepare a Transport Statement to accompany a planning application (Application Number 2012/0861) for the residential development of land to the south of Bamford Close and the west of Haddon Close, Dodworth. The development proposes the construction of some 44 residential dwellings, served by means of extending the existing Bamford Close and Haddon Close carriageways and utilising the current simple priority junctions with Baslow Crescent to access the wider highway network.

1.2 The Department for Transport publication 'Guidance on Transport Assessment' (March 2007) provides in Appendix B indicative thresholds for the preparation and submission of Transport Assessments (TA) and Transport Statements (TS). For the proposed residential land use it identifies that, below 50 residential units, no assessment or Travel Plan should be required. However, notwithstanding the advice, this Statement has been prepared to assess the accessibility and sustainability of the development location, to ensure a comprehensive package of information is available for consideration by the Local Planning Authority.

1.3 In accordance with the DfT guidance a Transport Statement should set out the transport issues relating to a proposed development site and details of the development proposals. Within the baseline transport data for the development should be a qualitative description of the travel characteristics of the site, including pedestrian and cyclist movements and existing public transport provision.

1.4 This Transport Statement considers two principle issues in relation to highway matters. These are:

1 the locational benefits arising from residential development of the site in relation to the sustainable transport policies and objectives set out in the National Planning Policy Framework;

and

2 the means by which safe and satisfactory access to the site will be achieved to serve the proposed development.

1.5 It will be illustrated by reference to policies set out in the NPPF that the development site is in a sustainable location within easy walking distance of public transport and other neighbourhood facilities/services. It will also be shown that the site can be safely and satisfactorily accessed from both Bamford Close/Haddon Close and that traffic generated by the development of 44 residential dwellings can be accommodated on the highway network without prejudice to its operation or road safety.

1.6 It will be concluded that the residential development of the Bamford Close/Haddon Close application site can be achieved without harm to highway interests and, therefore, there is no reason why the residential development of this site should be refused on highway grounds.

2.0 RELEVANT CENTRAL AND LOCAL GOVERNMENT POLICIES

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development, which the document indicates should be seen as a 'golden thread' running through the decision making process.

2.2 Within the overarching roles that the planning system ought to play, the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:

- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, in addition to focussing significant development in locations which are or can be made sustainable.

2.3 The NPPF indicates that when considering development proposals, the Local Planning Authority should take account of whether:

- The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network which may cost-effectively, limit the significant impacts of the proposed scheme. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.4 The NPPF indicates that the decision making process should ensure that developments which generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.5 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed (where practical) to:

- Give priority to pedestrian/cycle movements and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

2.6 NPPF indicates that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

RSS for Yorkshire and the Humber to 2016

2.7 The policies relating to the Regional Transport Strategy for Yorkshire and the Humber are contained in Section 16 of the RSS. Part E of Policy E1 states that *"Congestion should be addressed especially in urban areas and on the strategic road network through positive measures including:*

1. Giving priority to improvements to public transport

and

3. Incentives to use public transport at new housing developments

4. Improved facilities for cyclists and pedestrians

7. Encouraging a shift from car-based to public transport-based commuting"

Manual for Streets

2.8 Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government guidance 'Manual for Streets' (MfS1). The document states that:

"It is therefore strongly recommended that local authorities review their

standards and guidance to embrace the principles of MfS."

2.9 The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. A street designed in accordance with the guidance set out in MfS1 aims to:

- Help to build and strengthen the communities it serves;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have its own distinctive identity;
- Be cost-effective to construct and maintain;
- Be safe.

2.10 The principles of inclusive design are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use;
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

2.11 Streets have a sense of place, are distinctive and are lined with/provide direct access to buildings and public spaces. The Manual does not provide an upper limit in terms of traffic flow to define a 'street', as that was considered to be too prescriptive, but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.

3.0 DESCRIPTION OF THE SITE AND LOCAL HIGHWAY NETWORK

3.1 The development site is located to the south of Bamford Close and the west of Haddon Close, approximately 300 metres to the south-west of Dodworth Village Centre. The site lies on the edge of a predominantly residential area on the western side of Dodworth. A site location plan, showing the development site in relation to the local highway network is attached at Appendix **BGH1**.

3.2 Bamford Close currently serves 16 residential dwellings and Haddon Close (leading to Eyam Close) serves 21 residential dwellings. The existing highway layout provides two potential routes into the proposed development site. A site layout plan, showing the existing highway geometry and the proposed development/access strategy is attached at Appendix **BGH2**.

3.3 The existing Bamford Close and Haddon Close culs de sac are adequate in terms of geometry, width and junction visibility, to serve both the traffic generated by existing residential dwellings and the additional trips which may be attracted to the proposed development site.

3.4 The site currently comprises undeveloped land, which is bound to the north, east and west by existing residential development (with Bamford Close abutting the northern boundary and Haddon Close the eastern boundary). The site is bounded to the south by a cemetery located to the rear of St. John the Baptist Church.

3.5 Bamford Close is a residential cul de sac, which runs for approximately 135 metres in a north to south direction, connecting with Baslow Crescent to the north by means of a simple priority junction (located on the outside of a sweeping bend within the Baslow Crescent highway alignment).

3.6 Bamford Close is typically a 5.5 metre wide single carriageway, two-way cul de sac, with 1.8 metre wide footways on both sides of the street. It also provides

a dedicated pedestrian route, which runs between residential properties providing a direct connection with Eyam Close and Champany Fields to the east and west respectively. In the immediate vicinity of the application site Bamford Close is relatively straight and flat, lit to side road standards and is subject to a 30mph speed limit (although vehicle speeds are typically below this maximum speed limit by virtue of the cul-de-sac nature of the street). It serves residential frontage development on both its eastern and western sides.

3.7 The available visibility within the highway, from Bamford Close onto Baslow Crescent is 2.4 x 43 metres to the west and 2.4 x 32 metres to the east (measured through the centre line of the carriageway to the nearside kerb-line in both instances, whilst maintaining clear visibility through the tangent point of the aforementioned sweeping bend).

3.8 A radar speed survey was conducted on Tuesday 7th August 2012 under dry/clear weather conditions, in full accordance with the advice provided in the Design Manual for Roads and Bridges (Volume 5, Section 1, Part 4: TA 22/81 - Vehicle Speed Measurement on All Purpose Roads). The speed samples were recorded at a distance of 43 metres to the west and 32 metres to the east of the existing junction (i.e. the furthest point at which a driver would be able to see approaching vehicles on Baslow Crescent, whilst egressing from Bamford Close). The results of the speed survey are attached at Appendix **BGH3**.

3.9 The results of the vehicle speed survey concluded that the 85th percentile wet weather journey speed of vehicles travelling eastbound and westbound on Baslow Crescent was 16.5mph (26.6kph) and 15.5mph (24.9kph) respectively.

3.10 Given the urban nature of Bamford Close/Baslow Crescent and the low results of the aforementioned speed survey, it is reasonable to suggest that the guidance on visibility splays at junctions and accesses contained within 'Manual for Streets' should be applied in this location.

3.11 When adopting 'Manual for Streets' to determine stopping sight distances (SSD), the measured 85th percentile wet weather journey speeds of 16.5mph (26.6kph) and 15.5mph (24.9kph) require that minimum 'Y' distances of 17 metres to the west and 16 metres to the east are provided at the junction of Bamford Close and Baslow Crescent. As stated previously the available visibility within the highway is 2.4 x 43 metres to the west and 2.4 x 32 metres to the east. It is, therefore, considered that the junction adequately satisfies the advice set out within the Department for Transport publication, thus providing safe and satisfactory egress visibility.

3.12 Approximately 95 metres east of the previously described junction with Bamford Close, Haddon Close also connects to Baslow Crescent by means of a simple priority junction. Haddon Close forms a similar residential cul de sac type arrangement, which runs for approximately 115 metres in a north to south direction, providing a link to Eyam Close. The available visibility within the highway, from Haddon Close onto Baslow Crescent, is in excess of 2.4 x 40 metres to both the east and west (measured to the nearside kerb-line in both instances). It is, therefore, considered that the junction adequately satisfies the advice set out within the Department for Transport publication, thus providing safe and satisfactory egress visibility.

3.13 Haddon Close/Eyam Close is typically a 5.5 metre wide single carriageway, two-way cul de sac, with 1.8 metre wide footways on both sides of the street. In addition, a dedicated pedestrian route runs between residential properties providing a direct connection with Hayfield Close and Bamford Close to the east and west respectively. In the immediate vicinity of the application site the cul de sac is relatively straight and flat, lit to side road standards and subject to a 30mph speed limit (although vehicle speeds are, once again, typically below this maximum speed limit). It serves residential frontage development on both eastern and western sides.

3.14 Baslow Crescent is a local estate road, which follows a 'U' shaped alignment, connecting with Station Road to the north and B6449 Dodworth Green Road to

the east. The street primarily serves residential frontage development on both sides of the carriageway and also provides access to four connecting culs de sac to the south (Bamford Close and Haddon Close included).

3.15 Baslow Crescent is typically a 5.5 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. A dedicated walking route which links the two ends of Balsow Crescent also runs between residential properties, providing a more direct route for pedestrians travelling between Bamford Close and Station Road. Baslow Crescent is relatively straight (except for the extreme western end, where the horizontal alignment forms the aforementioned 'U' shape) and flat, lit to side road standards and is subject to a 30mph speed limit.

3.16 Station Road connects with B6449 Dodworth Green Road/High Street to the east and B6099 Mitchelson Avenue to the west, providing access to the wider highway network by means of these two local distributor roads. The street primarily serves residential frontage development, with some retail and leisure development also accessed from both sides of the road.

3.17 Station Road is typically a 5.5 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. Station Road is relatively straight and flat, lit to main road standards and is subject to a 30mph speed limit.

3.18 B6449 Dodworth Green Road is a local distributor type road, which runs broadly in a north south direction, connecting with B6099 Mitchelson Avenue to the north and thus providing access to the wider highway network via junction 37 of the M1. In addition to its function as a traffic distributor route, Dodworth Green Road primarily serves residential frontage development, with some retail and leisure development also accessed from both sides of the street.

3.19 Dodworth Green Road is typically a 7.3 metre wide single carriageway, two-way street, with 1.8 metre wide footways on both sides. It is, in general,

relatively straight and flat (however, there is a moderate gradient north of the junction with Baslow Crescent), lit to main road standards and is subject to a 30mph speed limit.

3.20 Personal injury accident data for the period 1st January 2007 to 31st December 2011 has been obtained from Barnsley Metropolitan Borough Council. The area under consideration includes Bamford Close, Haddon Close, Baslow Crescent, Station Road and B6449 Dodworth Green Road.

3.21 Over this wide study area there has been a total of 8 personal injury accidents recorded, all of which were classified as 'slight' in severity. The 8 accidents have resulted in 9 casualties, of which 1 was documented as involving a cyclist and 4 involving pedestrians.

3.22 No accidents have been recorded on Bamford Close/Haddon Close or at their respective junctions with Baslow Crescent. Similarly, no accidents have been recorded at the junctions between Baslow Crescent and Station Road or Baslow Crescent and B6449 Dodworth Green Road throughout the duration of the study period.

3.23 Although there has been a small number of accidents at the junction of B6449 Dodworth Green Road/B6099 High Street/Station Road, there is no evidence of any particular recurring causation factor.

3.24 It is concluded that there are no existing road safety issues which would be exacerbated as a result of additional site generated traffic being added to the highway network. Appendix **BGH4** contains a summary of the accident data.

4.0 PUBLIC TRANSPORT AND NON-MOTORISED ACCESS

4.1 As set out within Section 2.0 of this Transport Statement, national policies delivered through the NPPF, place significant emphasis for new development proposals on the availability and use of transport modes other than the private car.

4.2 In particular, national guidance seeks to reduce car dependency by improving public transport linkages. A choice of how people can travel will result in transport patterns that are more sustainable in environmental terms. One of the major locational benefits, which arise from the development of sites within or adjacent to urban areas, is the opportunity to provide such a choice in the mode of transport available for residents. A choice of destinations close to home, shopping or the place of work will reduce travel distances and encourage a higher proportion of trips to be made on foot and by bicycle.

4.3 In order to deliver the objectives of the NPPF, when considering planning applications, Authorities should, amongst other things accommodate housing in locations which are highly accessible by public transport, walking and cycling.

4.4 Additionally, with regards the development of housing, LPAs should seek to encourage schemes that are built in such a way that accessibility to local services by public transport is maximised where possible. The needs of people should also be placed before ease of traffic movement when designing the layout of residential developments in order to assist in the reduction of car dependency and increase the attractiveness of walking/cycling.

Bus Services

4.5 High Street/Station Road form the main bus route through Dodworth, carrying regular bus services in each direction to and from Barnsley, Peniston, Cubley and Gilroyd. The timetables attached at Appendix **BGH5** provide a summary of these services.

4.6 High Street/Station Road carries services 14/21 and 22 which provide buses in each direction, at 30 minute intervals to Barnsley, Dodworth, Gilroyd, Kingstone and Pogmoor between Monday and Saturday, with a 60 minute frequency service offered on Sundays.

4.7 The Institution of Highways and Transportation publication 'Guidelines for Public Transport in Development' states:

> "The maximum walking distance to a bus stop 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"

4.8 '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.

4.9 The nearest bus stops to the development are situated on Station Road approximately 350 metres walking distance from the eastern boundary of the site, with good quality, direct pedestrian routes available to future residents.

4.10 The bus stops closest to the site benefit from a shelter (southern stop only) and schedule information boards, providing users with detailed service details. It is considered that these stops are very likely to be attractive for use by residents and visitors associated with the proposed residential redevelopment.

Rail Travel

4.11 The Institution of Highways and Transportation publication 'Guidelines for Public Transport in Development' states at paragraph 6.16 that:

> "A significant difference between rail and bus served developments is that people have been found to be willing to walk about twice as far to and from a station than a bus stop; up to about 800m for rail compared to about 400m for bus. The provision of secure storage for bicycles

can encourage people to cycle up to at least three kilometres to a station."

4.12 Dodworth Railway Station is located approximately 350 metres north of the western site boundary and is therefore within an acceptable walking distance. Once again, good quality, direct pedestrian routes are available to future residents of the development, wishing to access this public transport terminal on foot. The facility lies on the Northern Rail operated Penistone Line and provides 2 trains per hour to and from Sheffield, Barnsley, Penistone and Huddersfield.

Walking

4.13 The Institution of Highways and Transportation publication (2000) 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

4.14 Walking is also an essential part of public transport travel, bus stops and in some instances, railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities as are currently available to the application site.

4.15 The IHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance and 2000 metres is the preferred maximum. The plan attached at Appendix **BGH6** shows the areas within reasonable walking distance of the proposed development site, based on a straight line distance of 2.0 kilometres.

4.16 The whole of Dodworth, including such facilities as food retail outlets, local shopping facilities, schools and access to public transport interchanges, including the aforementioned bus stops, are all within 2.0 kilometres walking

distance, making them accessible on foot. A range of local shops and faciliites (including Budgens supermarket, Dodworth Library, Apollo Court Medical Centre, Cohen's Chemist, Dodworth Post Office, etc) will provide for the day to day needs of the residents at the proposed development. In the vicinity of the site, there is a good network of footways together with convenient crossing points, with zebra crossings located on Dodworth Green Road and High Street.

Cycling

4.17 Cycling has clear potential to substitute for short car trips, particularly those under 5km and up to 8km, to form part of a longer journey by public transport. The plan attached at Appendix **BGH7** shows the areas within reasonable cycling distance of the application site based upon straight line distances of 5 and 8 kilometres.

4.18 All of Dodworth, Barnsley, Birdwell, Tankersley, Thurgoland, Wortley, Stocksbridge, Hoylandswaine, Penistone, Silkstone, High Hoyland, Kexbrough, Darton, Staincross, Royston and Worsbrough are accessible within an 8.0 kilometre catchment area of the application site. There will therefore be a reasonable prospect of some people cycling to and from the application site.

Summary

4.19 In light of the excellent accessibility of the site, the proposed development is fully consistent with the aims and objectives set out in NPPF and will provide the opportunity for journeys to be made by public transport, cycling and walking as a viable alternative mode of travel to the private car. It is, therefore, considered that the proposed development fully accords with both local and national sustainable transport policy.

5.0 PROPOSED DEVELOPMENT

5.1 The development proposal seeks to construct some 44 residential dwellings on previously undeveloped land to the south of Bamford Close and the west of Haddon Close in Dodworth.

5.2 It is proposed that the application site will be served by means of extending the existing Bamford Close and Haddon Close carriageway and utilising the current simple priority junctions with Baslow Crescent.

5.3 Bamford Close currently serves 16 residential dwellings and Haddon Close (leading to Eyam Close) serves 21 residential dwellings. The existing highway layout provides two potential routes into the proposed development site. A layout plan, showing the existing highway geometry and the proposed development/access strategy is attached at Appendix **BGH2**.

5.4 Given the low traffic generation associated with the proposed residential development (i.e. typically 0.6 - 0.8 trips per dwelling, two-way, during the peak traffic hours), there is no capacity reason why the proposed accesses onto the existing Bamford Close and Haddon Close culs de sac should not adequately accommodate the additional traffic likely to be generated by the proposed dwellings.

5.5 The existing simple priority junctions with Baslow Crescent are, similarly considered to be appropriate to serve the proposed residential development of 44 residential dwellings on the application site and there are no geometry or visibility reasons why these junctions should not be considered acceptable.

6.0 CONCLUSIONS

6.1 This Transport Statement forms part of planning application No 2012/0861 submitted by Strata Homes Ltd for the residential development of land to the south of Bamford Close and the west of Haddon Close, Dodworth. The development proposes the construction of some 44 residential dwellings, served by means of extending the existing Bamford Close and Haddon Close carriageways and utilising the current simple priority junctions with Baslow Crescent. The proposed site access will fully satisfy current layout recommendations in terms of road width, junction radii and visibility.

6.2 Consideration of the personal injury accidents, which have been recorded over the last five years within the vicinity of the development site have shown that no accidents have been recorded on Bamford Close/Haddon Close or at their respective junctions with Baslow Crescent. Similarly, no accidents have been recorded at the junctions between Baslow Crescent and Station Road or the B6449 Dodworth Green Road throughout the duration of the study period. There are therefore no existing road safety issues which would be exacerbated as a result of additional site generated traffic being added to the highway network.

6.3 It has been demonstrated that the site is in a sustainable location and that the proposed development accords with local and national sustainable transport policies.

6.4 Given the low levels of generated traffic associated with the proposed development, there can be no highway capacity or operational reasons why it should not be acceptable to serve the development via the existing Bamford Close and Haddon Close culs de sac.

6.5 It is concluded, therefore, that there are no defensible highway or transport policy reasons why planning consent for the proposed residential development should be withheld.