



DTPC

Report No. J425/TA
July 2014

**PROPOSED RESIDENTIAL DEVELOPMENT
LITTLEWORTH LANE, LUNDWOOD**

TRANSPORT ASSESSMENT

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TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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TRANSPORT ASSESSMENT

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1. INTRODUCTION

DTPC had been appointed by Harron Homes Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed residential land application at land off Littleworth Lane, Lundwood.

The report sets out that the network does not suffer from under capacity in terms of link or junction tests, that the site is accessible to reduce car based flows and the residual impacts are not severe, the key national policy test.

It deals solely with the proposals as provided.

The TA discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Accessibility
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with ***accessible local services that reflect the community's needs and support its health, social and cultural well-being***; and
- an environmental role – ***contributing to protecting and enhancing our natural, built and historic environment***; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- ***encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value***;
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling***, and focus significant development in locations which are or can be made sustainable; and

- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise ***sustainable transport solutions will vary from urban to rural areas***.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions 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 that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans 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

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and 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;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.***

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of access and parking.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

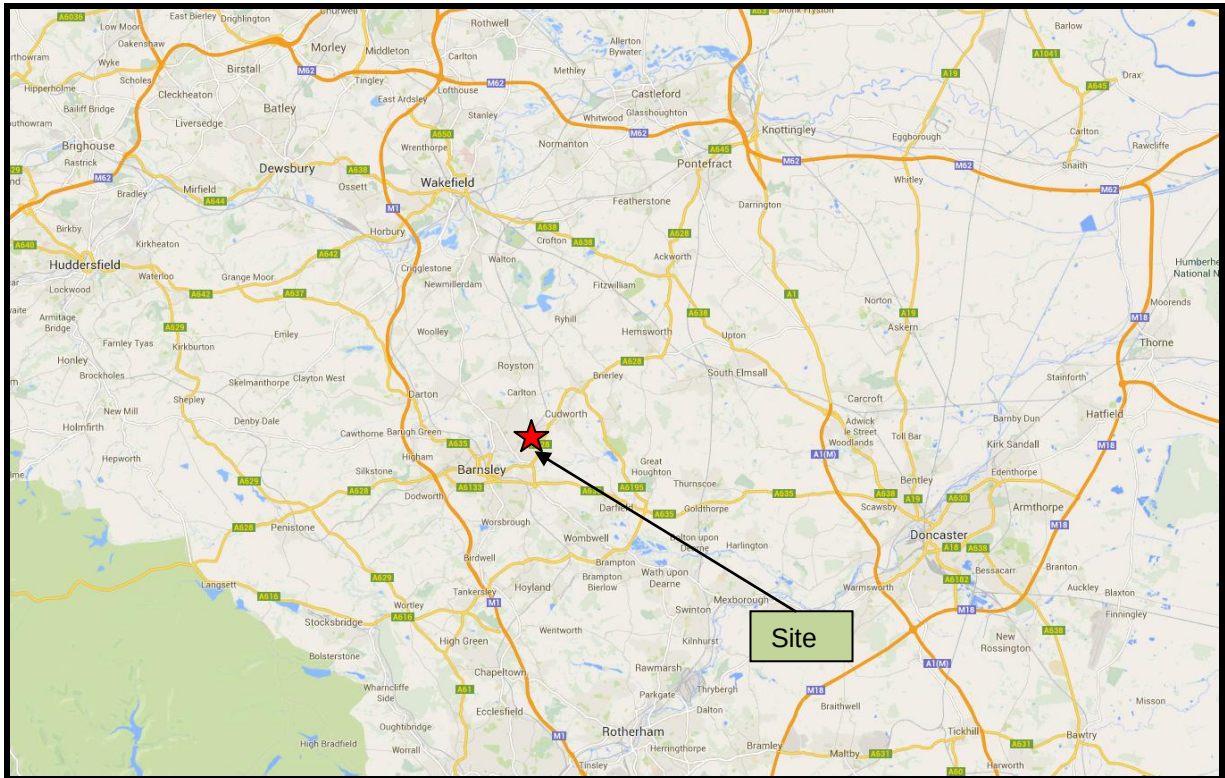
Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is as sustainable, as required in local and national policy.

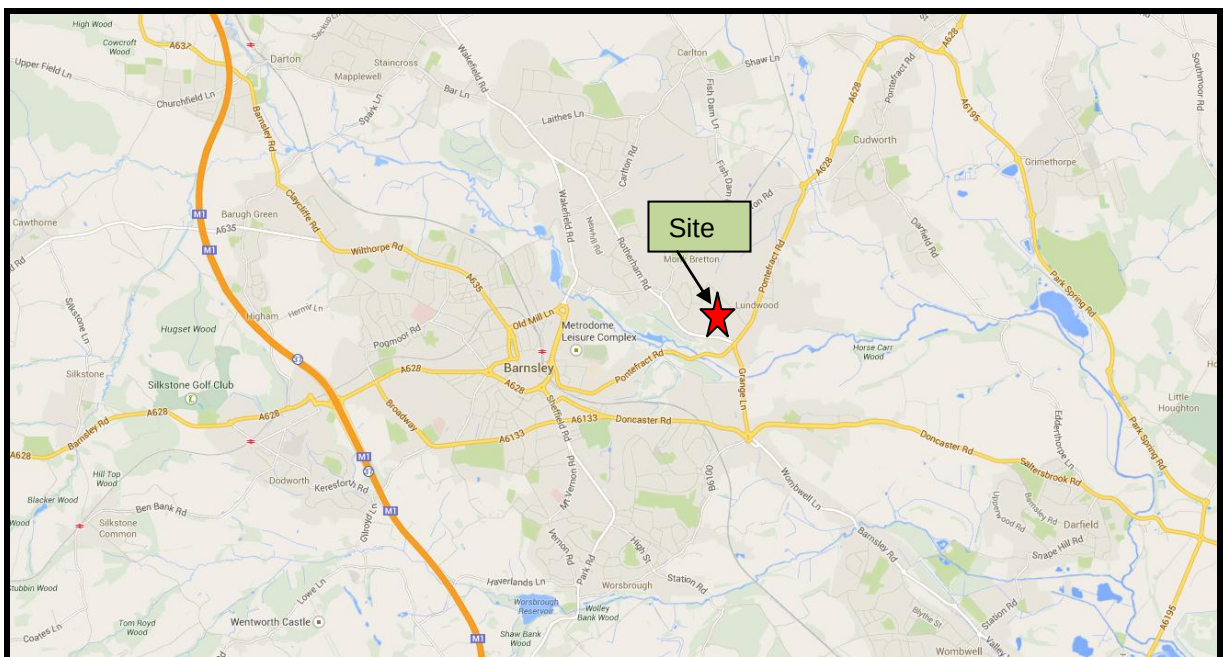
3. SITE DESCRIPTION

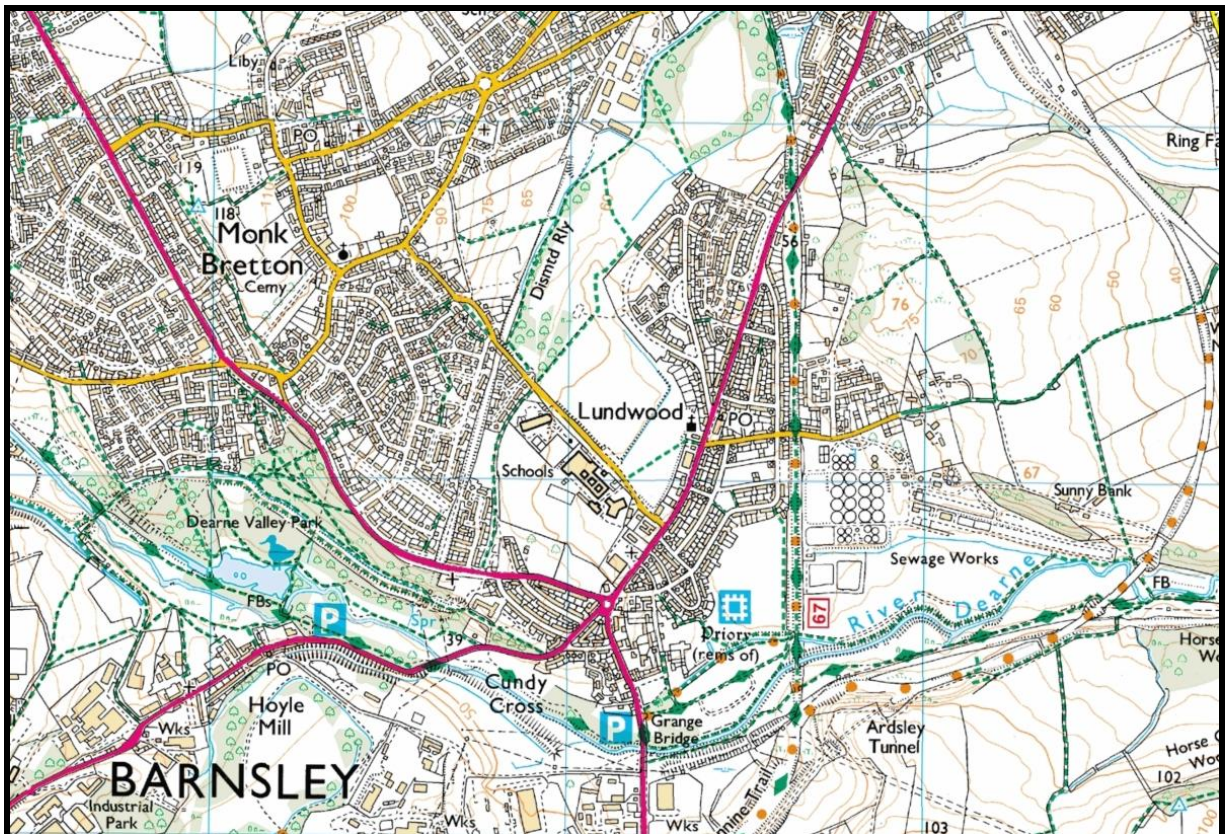
Site location context

The site is off Littleworth Lane, Lundwood which runs from the A628 in the south to Burton Road in the north and is bounded to the north West by education and residential areas, south east by mixed use/employment, to the north east by open space and to the south west by the A633 and residential areas. It is located in the edge of the urban area of Lundwood.

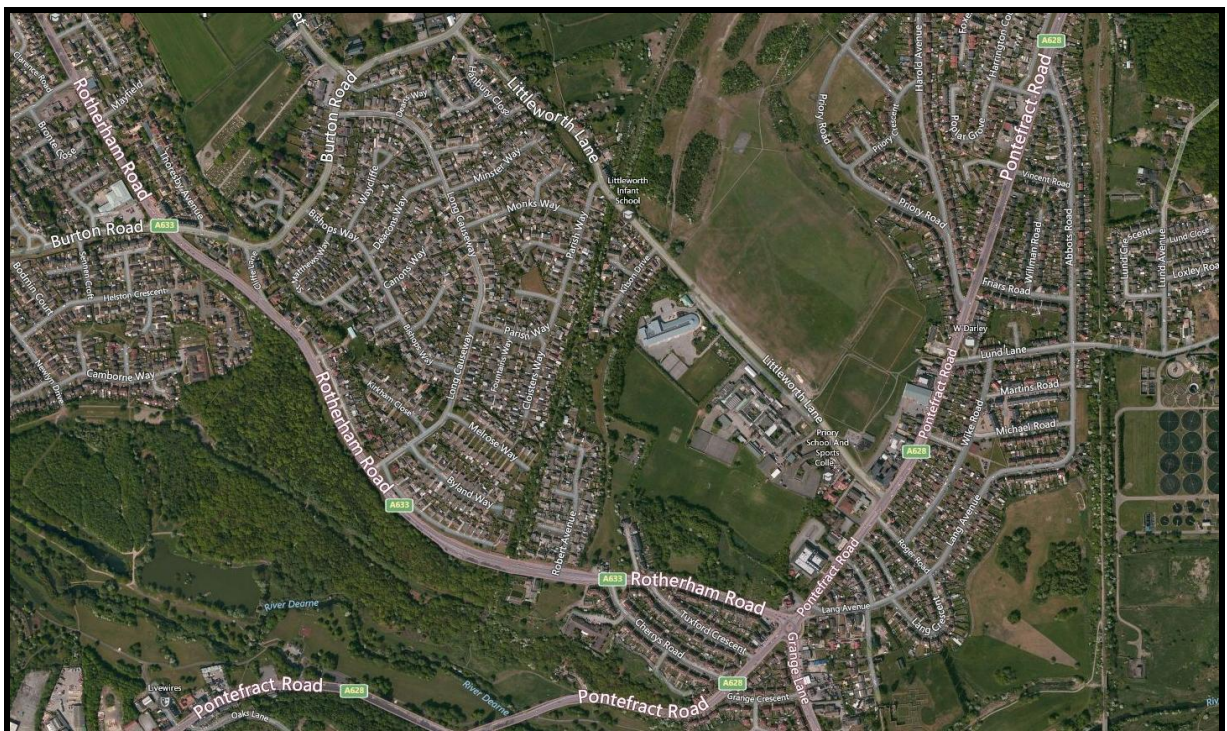


Site location plan in relation to neighbouring settlements and locally below





The site will gain access on to Littleworth Lane via a new priority junction that forms part of the proposed Rotherham Road/Pontefract Road link road giving access for non car modes and cars to the wider area.



Local Highway Provision

All the roads in the local area are of a standard carriageway width appropriate for their usage. They serve primarily a residential catchment supported by local services/retail units. The area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference



View north and south along Rotherham Road

The route has existing pedestrian refuges linking both sides of the road.



View along and to the Rotherham Road/Pontefract Road junction showing pedestrian refuges and dropped crossings.



Pontefract Road easterly towards the signalised crossing with pedestrian facilities.



Littleworth Lane from site edge towards the signalised junction

The route has good footpaths and traffic calming along the route.



Footpath north along route and parallel side road



Crossing location Littleworth Lane



Littleworth Lane northerly towards the one way section



Littleworth Lane showing the no entry and view towards Burton Road



Burton Road view left and right showing good visibility

Existing traffic flows

Traffic surveys have been undertaken and will be provided/reviewed on receipt using the urban capacity link road tables set out below.

Feature	ROAD TYPE				
	Urban Motorway	Urban All-purpose			
	UM	UAP1	UAP2	UAP3	UAP4
General Description	Through route with grade separated junctions, hardshoulders or hardstrips, and motorway restrictions.	High standard single/dual carriageway road carrying predominantly through traffic with limited access.	Good standard single/dual carriageway road with frontage access and more than two side roads per km.	Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings.	Busy high street carrying predominantly local traffic with frontage activity including loading and unloading.
Speed Limit	60mph or less	40 to 60 mph for dual, & generally 40mph for single carriageway	Generally 40 mph	30 mph to 40 mph	30mph
Side Roads	None	0 to 2 per km	more than 2 per km	more than 2 per km	more than 2 per km
Access to roadside development	None. Grade separated for major only.	limited access	access to residential properties	frontage access	unlimited access to houses, shops & businesses
Parking and loading	none	restricted	restricted	unrestricted	unrestricted
Pedestrian crossings	grade separated	mostly grade separated	some at-grade	some at-grade	frequent at-grade
Bus stops	none	in lay-bys	at kerbside	at kerbside	at kerbside

Table 1 Types of Urban roads and the features that distinguish them

		Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split)									Dual Carriageway			
		Total number of Lanes									Number of Lanes in each direction			
		2				2-3	3	3-4	4	4+	2		3	4
Carriageway width		6.1m	6.75m	7.3m	9.0m	10.0m	12.3m	13.5m	14.6m	18.0m	6.75m	7.3m	11.0m	14.6m
Road type	UM	Not applicable										4000	5600	7200
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	*
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	*
	UAP3	900	1110	1300	1530	1620	*	*	*	*	2300	2600	3300	*
	UAP4	750	900	1140	1320	1410	*	*	*	*	*	*	*	*

**Table 2 Capacities of Urban Roads
One-way hourly flows in each direction**

Accident review

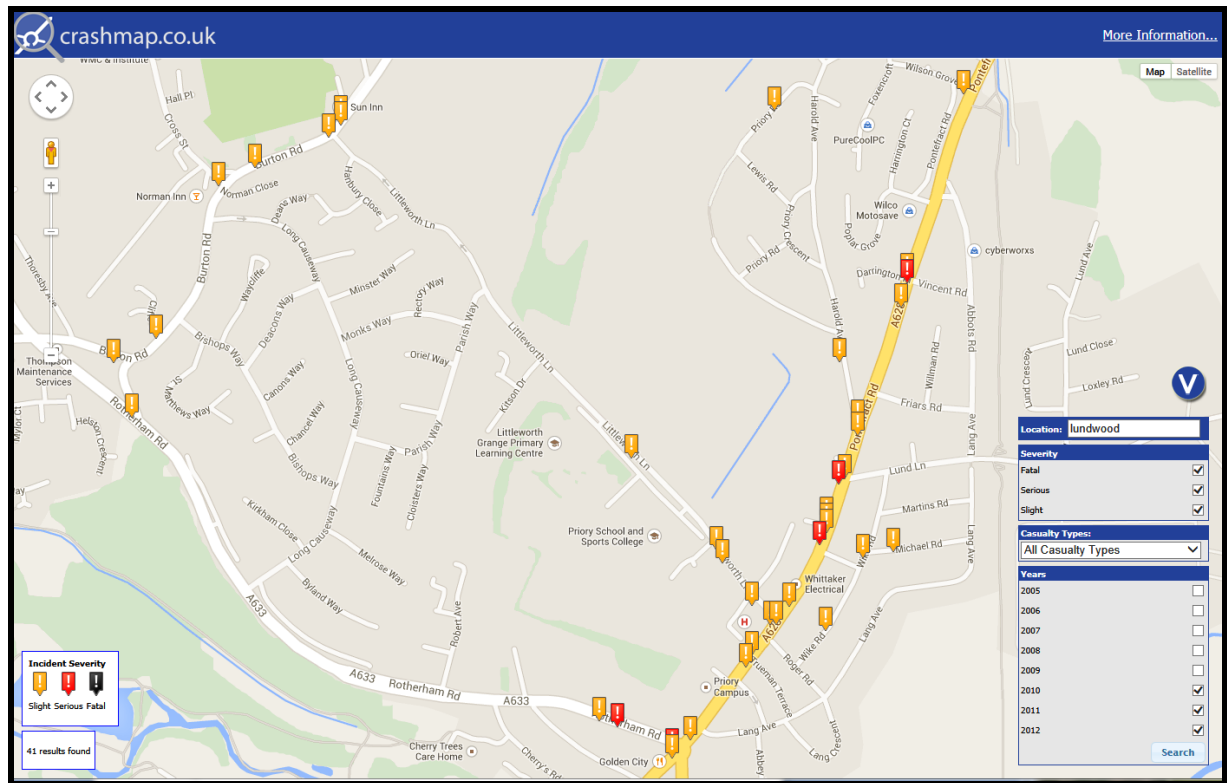
The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to an

easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.



Littleworth Lane - Data highlights that two accidents have occurred near to the site frontage/possible access. A further accident has occurred near the school frontage.

Burton Road junction – 3 recorded accidents i.e. 1 per year.

Littleworth Lane/Pontefract Road junction – the signalised junction has had 4 accidents recorded 2 at the junction and two on the approaches

Pontefract Road/Rotherham Road roundabout – has three accidents recorded one serious, 1 per year. 2 in 2010 and 1 in 2011, no recorded accidents since although from site visit and accident has recently occurred but no records to date given the process needed to validate.

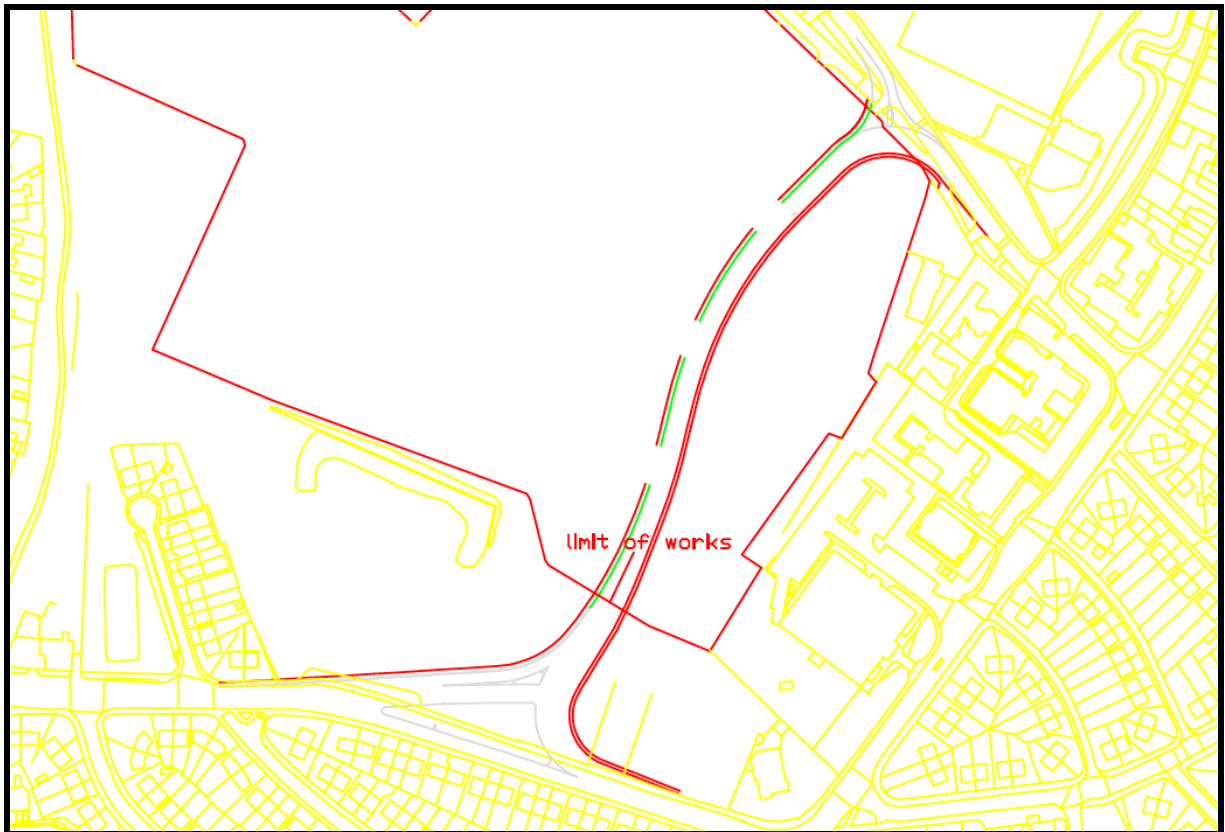
There are other accidents on the wider network as would be expected however the local network has accidents at a rate of 1 per year at each junction, these would not give rise to serious concerns from a safety point of view.

That said the authority are proposing a major change in infrastructure which would change the accident characteristics of the area and the site will deliver a major part of this link road.

Proposed link road

It is understood that the highway authority are promoting a new link road and have appointed consultants to undertake the detailed assessment and design. In advance of this the scheme is at a

stage where the alignment is fixed and can be used to form the connection of the site to the local network.



The road will be provided from the new junction alignment on Littleworth Lane to the site boundary as shown. Prior to the link been completed the traffic flows will connect to the main system via the signalised junction on Pontefract Road.

Summary

The local urban area has a good level of infrastructure in terms of road widths, path provision, st lighting and crossing points. The safety records indicate that the area has no significant safety issues requiring intervention.

4. EXISTING ACCESSIBILITY FOR THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

Walking

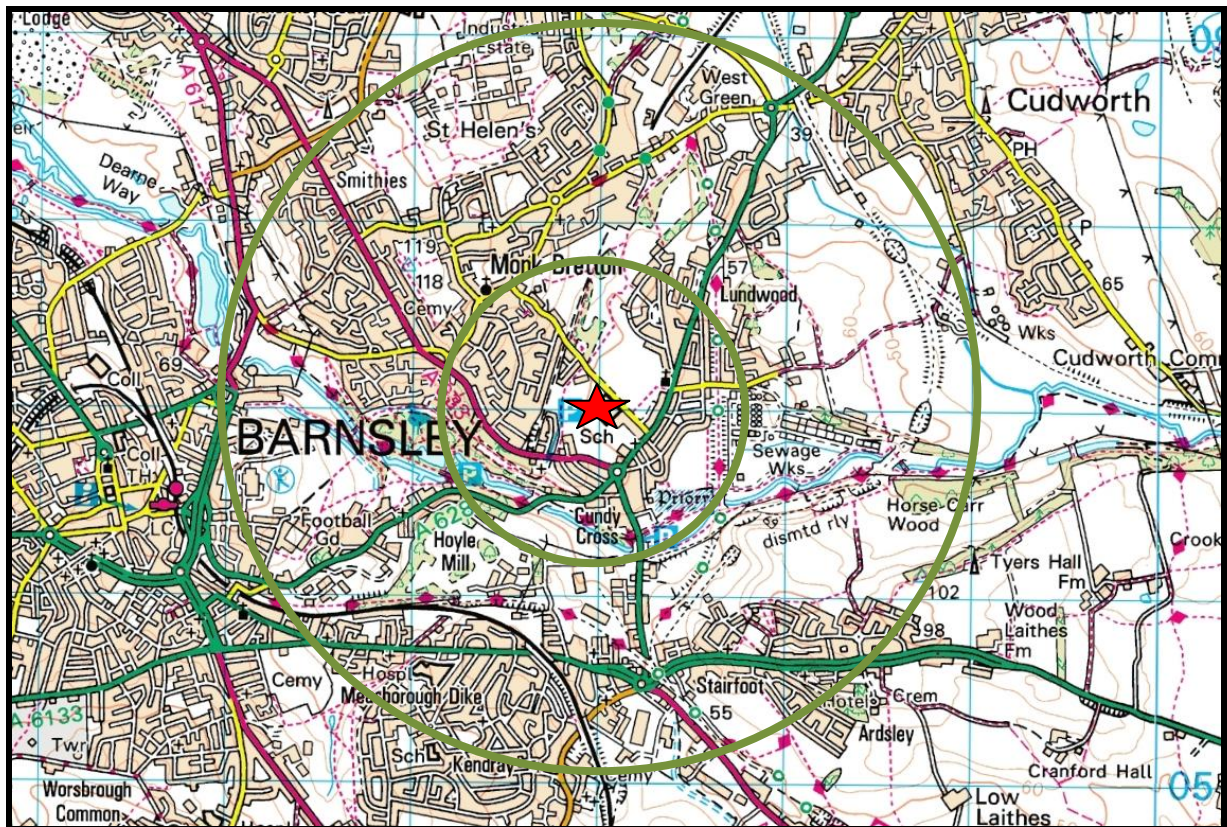
The proposed development site is located within an existing urban area with a range of local land uses, services and facilities.

The CIHT provides about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

800m and 2000m walk isochrones reflecting 10 and 25 minutes walk journeys are shown below.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.



Walk Catchment

Importantly, the 0.8 km walk catchment also extends to cover the local centre and the 2km distance covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

Historic guidance in PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians.

In conclusion, the proposed application site can be considered as being accessible on foot.

Cycling

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a

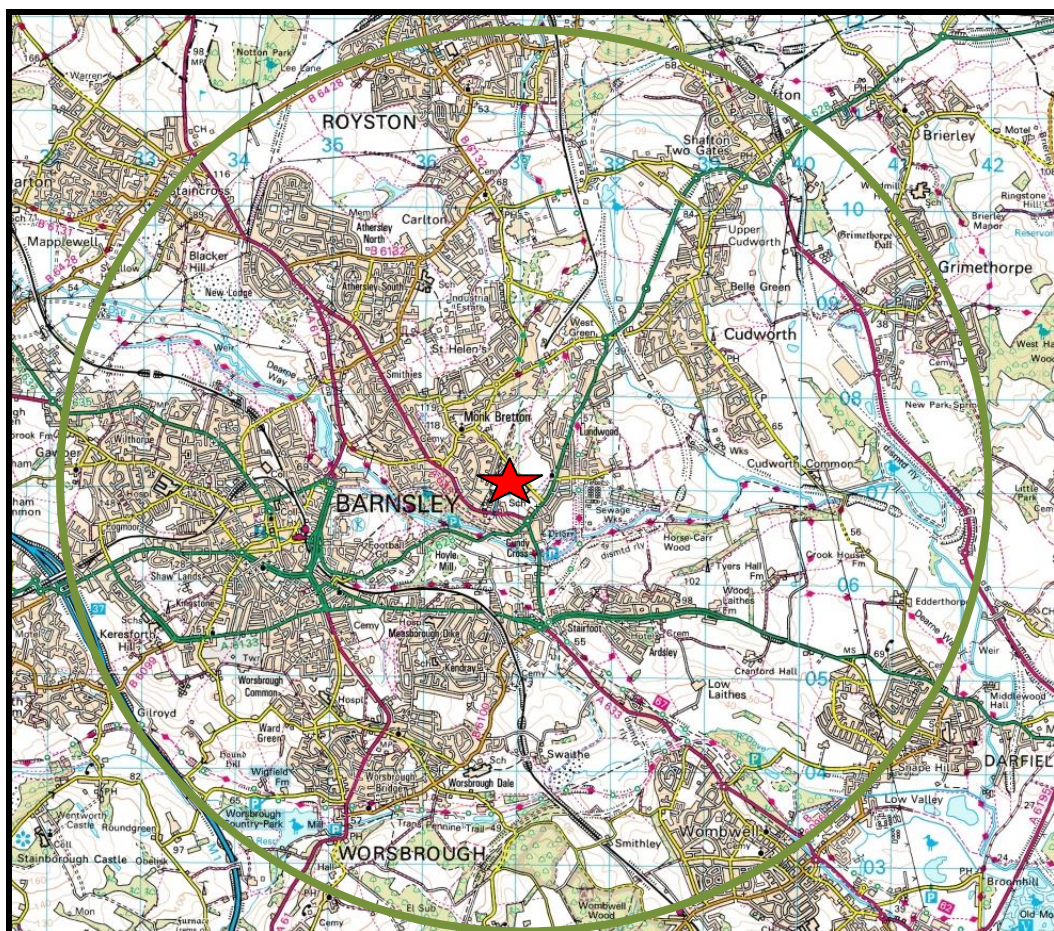
reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The local Cycle Strategy asserts the role cycling plays in travel, leisure, health and the environment. The aim of the strategy is to:

- Provide a high quality cycling network that's accessible, well maintained, signed, recorded and promoted;
- Increase opportunities for sustainable travel;
- Encourage drivers to become more aware and tolerant of cyclists;
- Contribute to the quality of people's lives, their fitness, health and well-being;
- Encourage visitors on active breaks and increase opportunities to enjoy tourist destinations and the countryside; and
- Enhance the environment and contribute to reducing climate change.

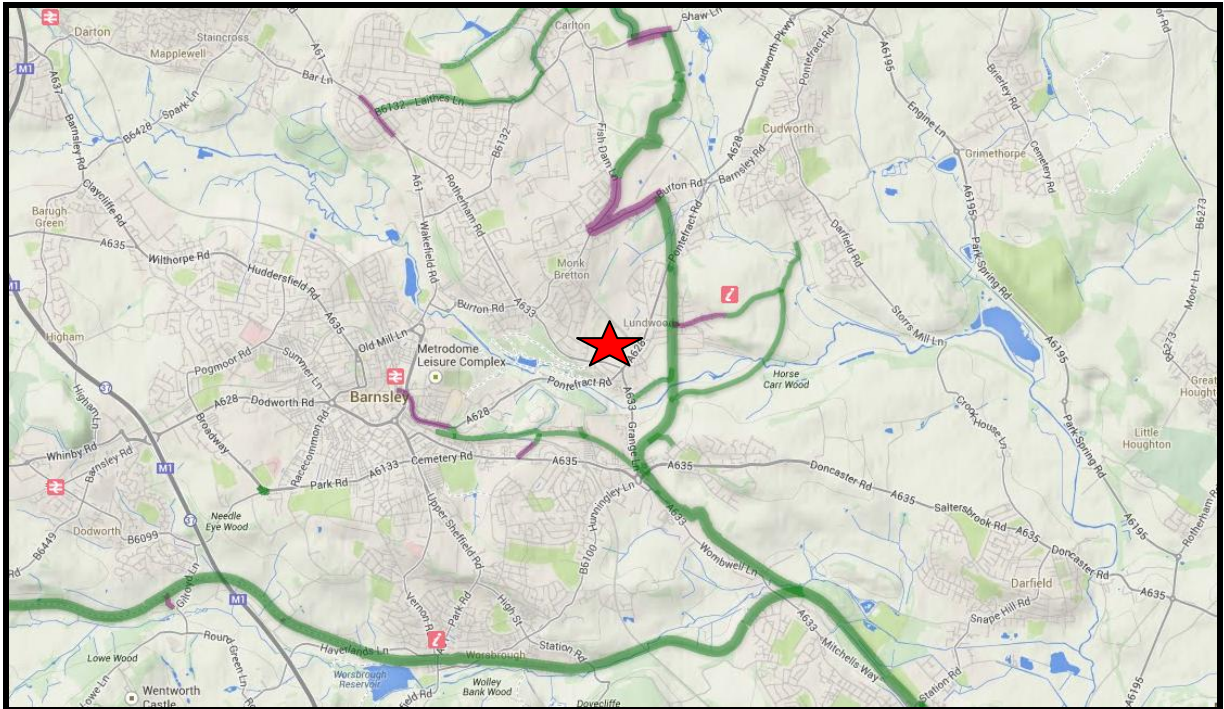
The green circle indicates the 5 km distance. It incorporates a substantial part of the adjacent areas, which means the development site is well linked to the wider area.

The Cycle Catchment Plan and the Cycle Routes Plan demonstrate that the majority of Southport and the town centre is within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.



Cycle Catchment

Therefore, there are a wide variety of residential areas, schools, shops, and other leisure and service facilities within the cycle catchment area which can be accessed.



Local cycle route map

There are no immediate local existing cycle facilities however close by are parts of the national cycle network in the 5km vicinity of the site which will assist the accessibility of the site for cyclists.

In conclusion, the proposed application site can be considered as being reasonably accessible by cycle for a semi-rural area.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

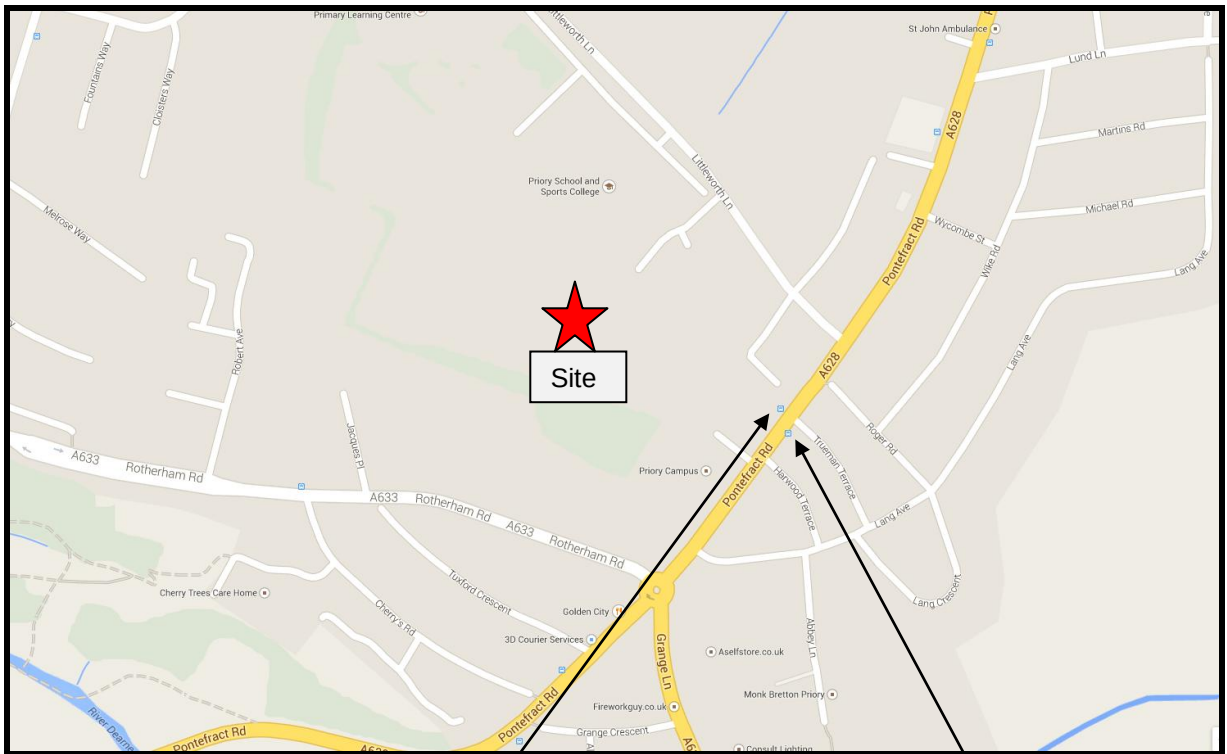
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops. The bus stops closest to the site are along the A628 corridor.

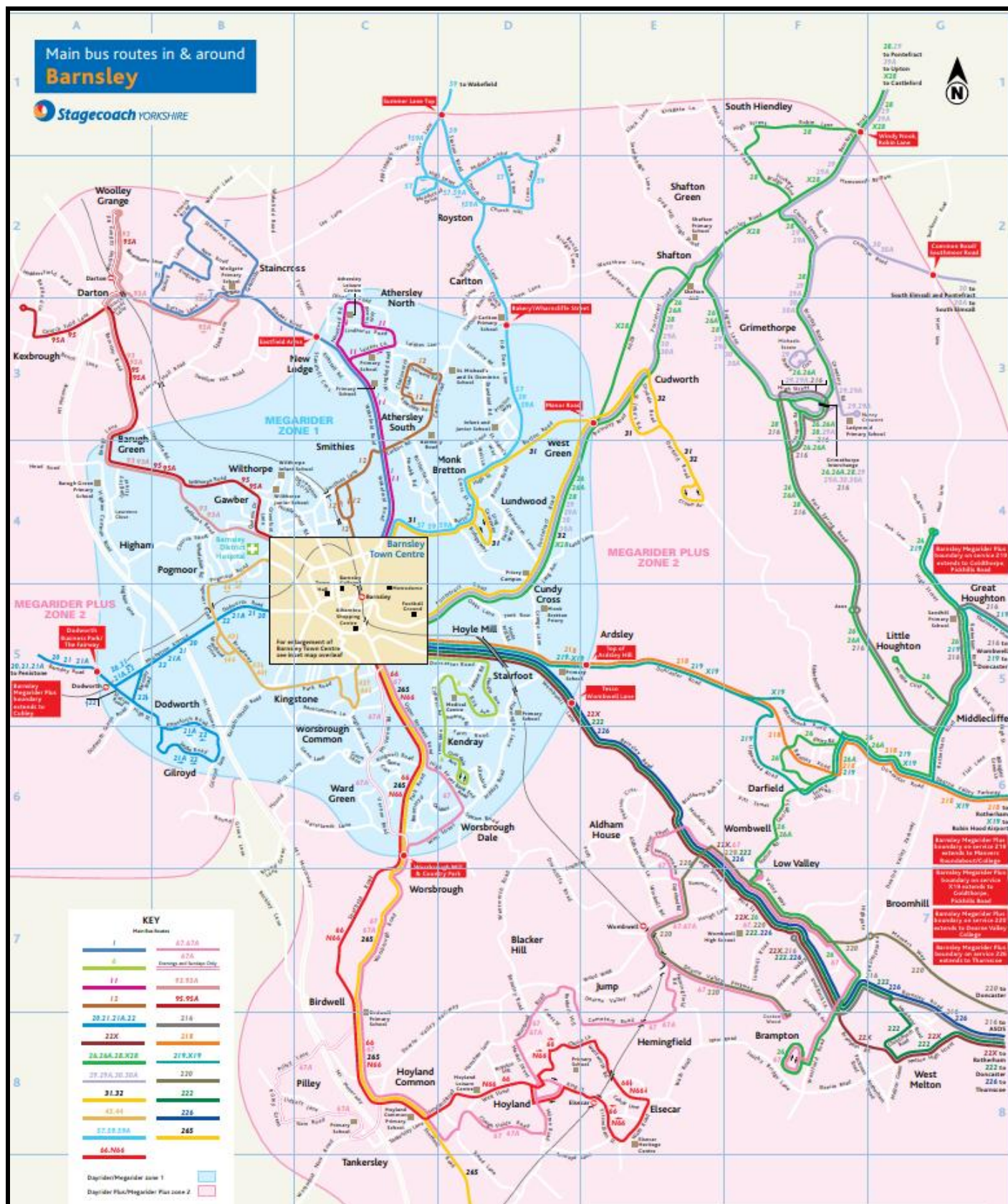


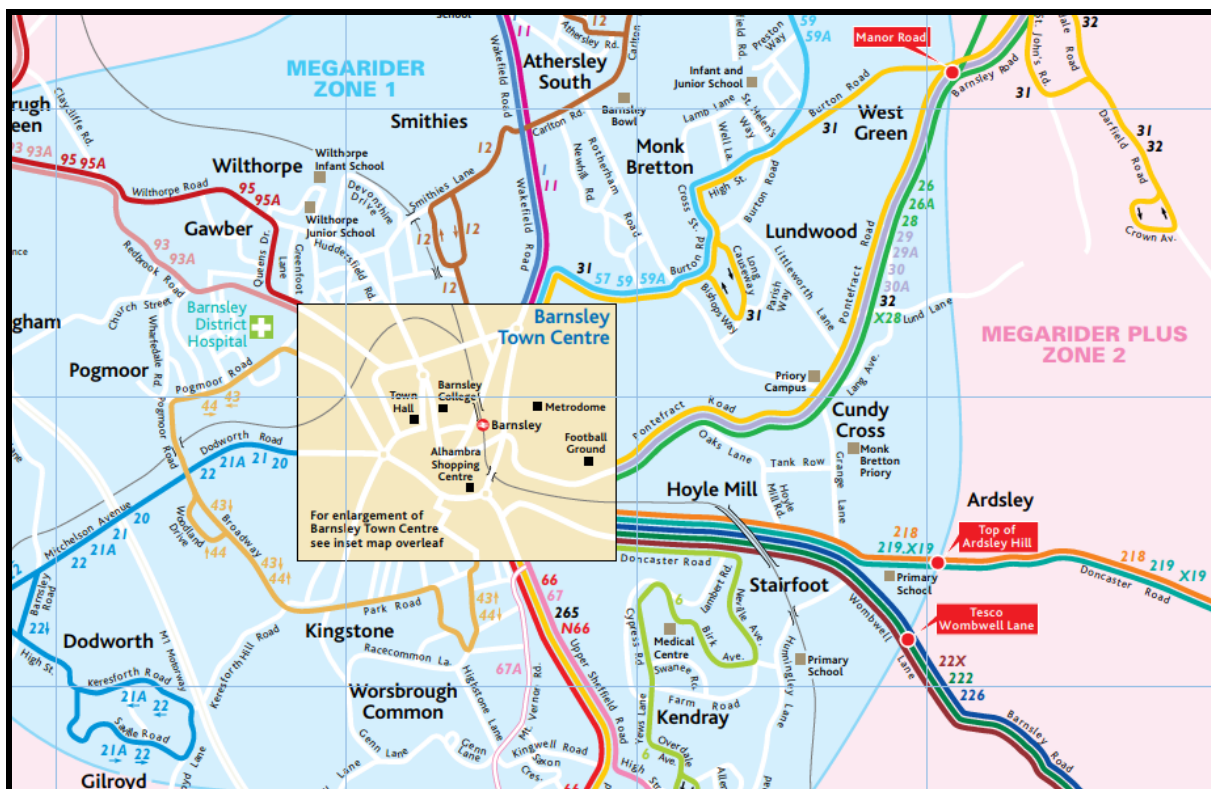
Local bus stop locations and facilities



Stops along Pontefract road

The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for residents of the proposed development site to travel via public transport.





Local routes

The bus frequencies are shown below for reference.

26	Estimated times towards Barnsley Centre	Stagecoach Effective from: 26.10.2013
Monday-Friday	0935 1035 1135 1235 1335 1435 1535 1635 1735 1835	Saturday 0935 1035 1135 1235 1335 1435 1535 1635 1735 1835
Departure Times	Sunday 0620 0728	
26A	Estimated times towards Barnsley Centre	Stagecoach Effective from: 26.10.2013
Monday-Friday	1912 1957 2057 2157 2257	Saturday 0806 1912 1957 2057 2157 2257
Departure Times	Sunday 0957 1057 1157 1257 1357 1457 1557 1657 1757 1857 1957 2057 2157 2257	
28	Estimated times towards Barnsley Centre	Stagecoach Effective from: 25.01.2014
Monday-Friday (see notes)	0600 0700 0750 0859 0959 1059 1159 1259 1359 1559 1659 1759 1904	Saturday 0700 0747 0859 0959 1059 1159 1259 1359 1459 1559 1659 1759 1859
Departure Times	Sunday No Service	
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01223 51 51 51		
29	Estimated times towards Barnsley Centre	Stagecoach Effective from: 26.10.2014
Monday-Friday (see notes)	0741 0813 0823 0831 0833 0843 0911 0947	Saturday 0727 0827 0842 0923 0947 1011 1047
Departure Times	Sunday No Service	
Then at these mins past the hour	11 47	11 47
Until	1447 1516 1529 1552 1611 1647 1716 1747 1847	1847

29A	Estimated times towards Barnsley Centre												Stagecoach Effective from: 19.05.2014										
Departure Times	Monday-Friday (see notes)						Saturday						Sunday										
	0645	0724	0729	0903	0923	1539	0627	2012	2112	2212	2235	2322	1012	1112	1212	1312	1412	1512					
	2012	2112	2212	2235	2322	2332	2332						1612	1712	1812	1912	2012	2112					
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.												2212						2232		2322		2332	

30	Estimated times towards Barnsley Centre												Stagecoach Effective from: 25.01.2014										
Departure Times	Monday-Friday (see notes)						Saturday						Sunday										
	0711	0806	1023	1123	1223	1323	0911	1023	1123	1223	1323	1423	1027	2132									
	1423	1623	1723	1823			1523	1623	1723	1823													
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.																							

30A	Estimated times towards Barnsley Centre												Stagecoach Effective from: 27.04.2013					
Departure Times	Monday-Friday						Saturday						Sunday					
	1932	2032					1927	2027					1127	1227	1327	1427	1527	1627
													1727	1827	1927	2027		

Westbound services

26	Estimated times towards Brampton (Rotherham) or Great Houghton or Wombwell												Stagecoach Effective from: 26.10.2013						
Departure Times	Monday-Friday						Saturday						Sunday						
	0755	0855	0955	1055	1155	1255	1355	0526	0626	0855	0955	1055	1155	1255	0530	0630			
	1455	1555	1700	1755				1355	1455	1555	1655								
26A	Estimated times towards Wombwell												Stagecoach Effective from: 26.10.2013						
Departure Times	Monday-Friday						Saturday						Sunday						
	1850	1950	2050	2150	2250		1755	1850	1950	2050	2150	2250	1050	1150	1250	1350	1450	1550	1650
													1750	1850	1950	2050	2150	2250	
28	Estimated times towards Great Houghton or Pontefract or Shafton												Stagecoach Effective from: 25.01.2014						
Departure Times	Monday-Friday (see notes)						Saturday						Sunday						
	0519	0619	0619	0719	0807	0816	0919	0719	0819	0919	1019	1119	1219	1319	No Service				
	1019	1119	1219	1319	1419	1525	1624	1419	1519	1619	1719								
	1724																		
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.																			
29	Times towards Grimethorpe or Shafton or Upton												Stagecoach Effective from: 19.05.2014						
Departure Times Then at these mins past the hour Until	Monday-Friday (see notes)						Saturday						Sunday						
	0750	0803	0831	0907	0931		0807	0907	0931						No Service				
	07	31					07	31											
	1331	1407	1431	1443	1507	1536	1612	1731											
	1636	1653	1712	1736	1812														
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.																			
29A	Estimated times towards Brierley or Hemsworth or Upton												Stagecoach Effective from: 19.05.2014						
Departure Times	Monday-Friday						Saturday						Sunday						
	1741	1835	1935	2035	2130	2230	1835	1935	2035	2130	2230	0835	0935	1035	1135	1235	1335	1435	
												1535	1635	1735	1835	1935	2035	2130	
												2230							
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.																			

30		Estimated times towards Grimethorpe or Pontefract or Upton	2230
			Stagecoach Effective from: 25.01.2014
Departure Times	Monday-Friday (see notes)	Saturday	Sunday
	0707 0731 0843 0943 1043 1143 1243 1343 1543 1648 1748	0707 0843 0943 1043 1143 1243 1343 1443 1543 1643 1743	No Service
Important notes regarding Monday-Friday departures: Operates a revised timetable during school holidays. For more information call Traveline on 01709 51 51 51.			
30A		Estimated times towards Brierley or South Elmsall	2230
			Stagecoach Effective from: 27.04.2013
Departure Times	Monday-Friday	Saturday	Sunday
	1905 2005 2105 2205 2305	1806 1905 2005 2105 2205 2305	1105 1205 1305 1405 1505 1605 1705 1805 1905 2005

Eastwards services

Bus time table from local area

The proposed application site has a very good frequency bus route alongside the frontage and the bus stops are within easy walking distance and is therefore considered as being accessible by bus.

Summary

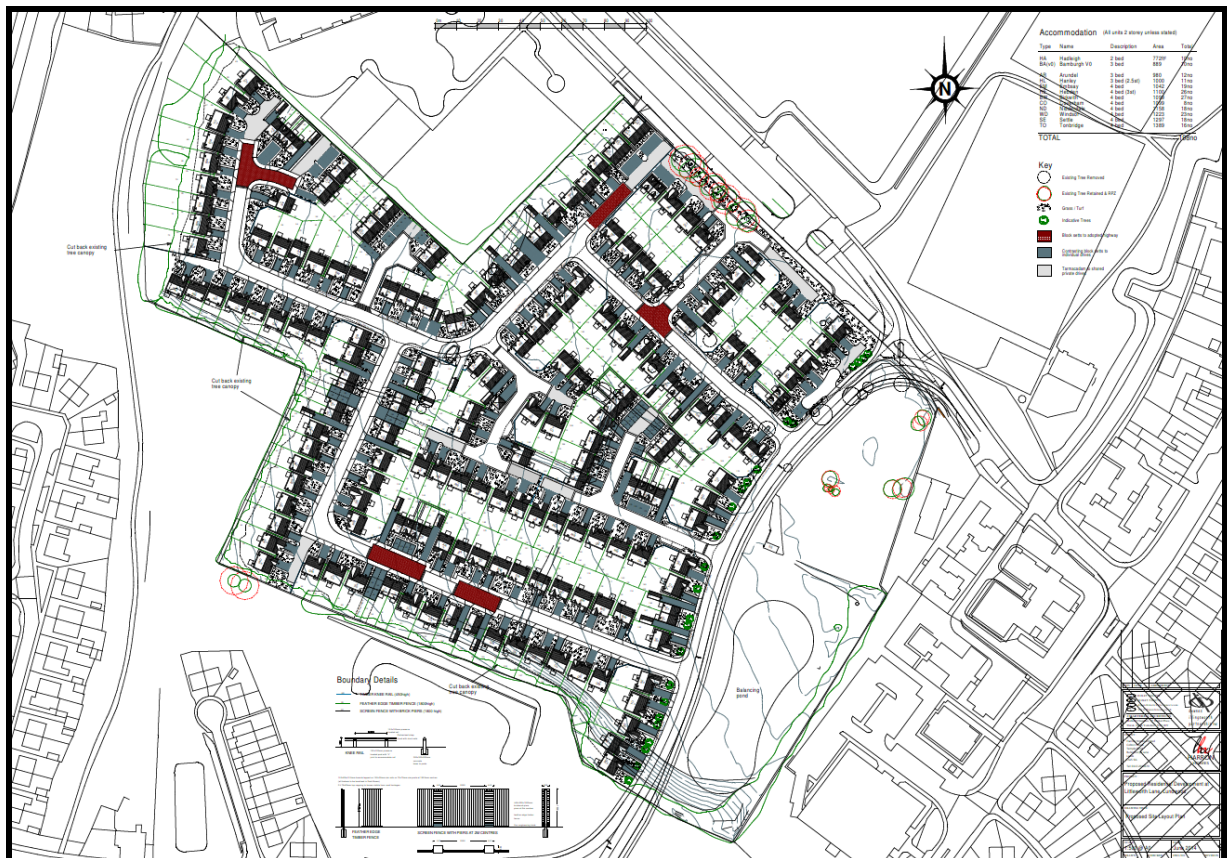
In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance.

5. DEVELOPMENT

Development Proposals

The site area is laid out for 198 residential units. All the units will be accessed from the stub end of the new link road connecting to Littleworth Lane, it will eventually link to Rotherham Road via a new signalised junction. The architect drawings give full details.

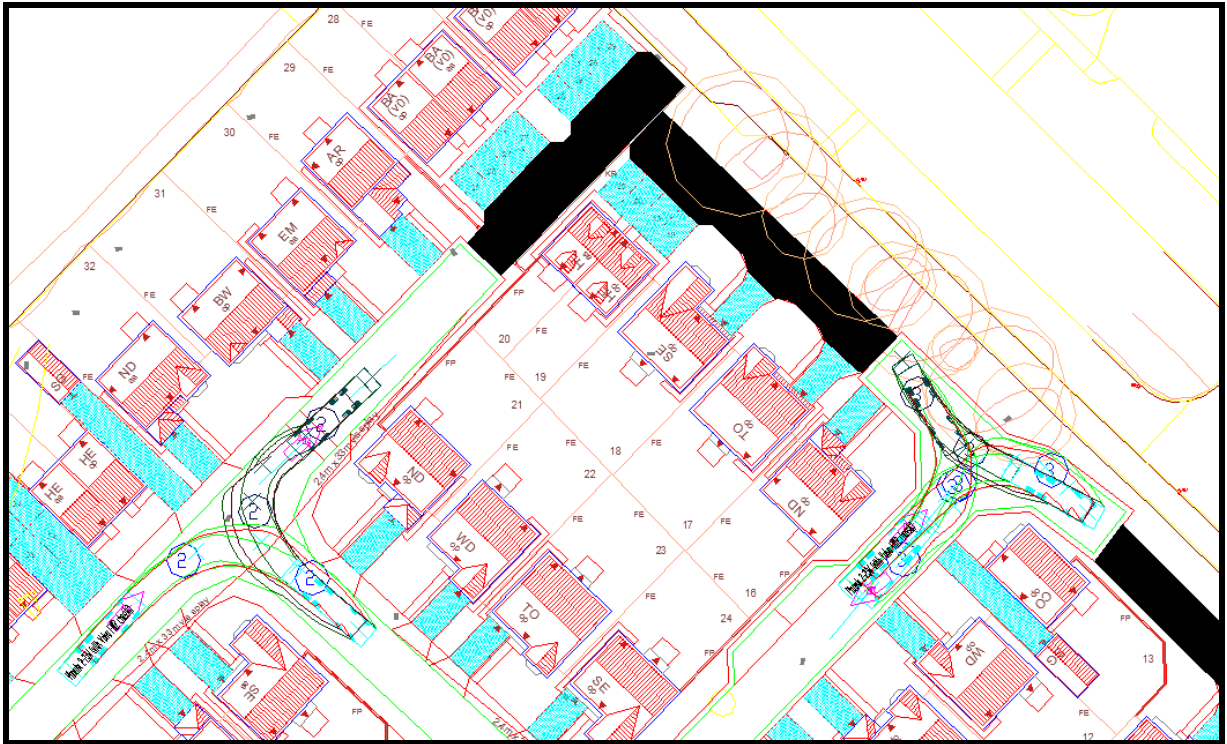
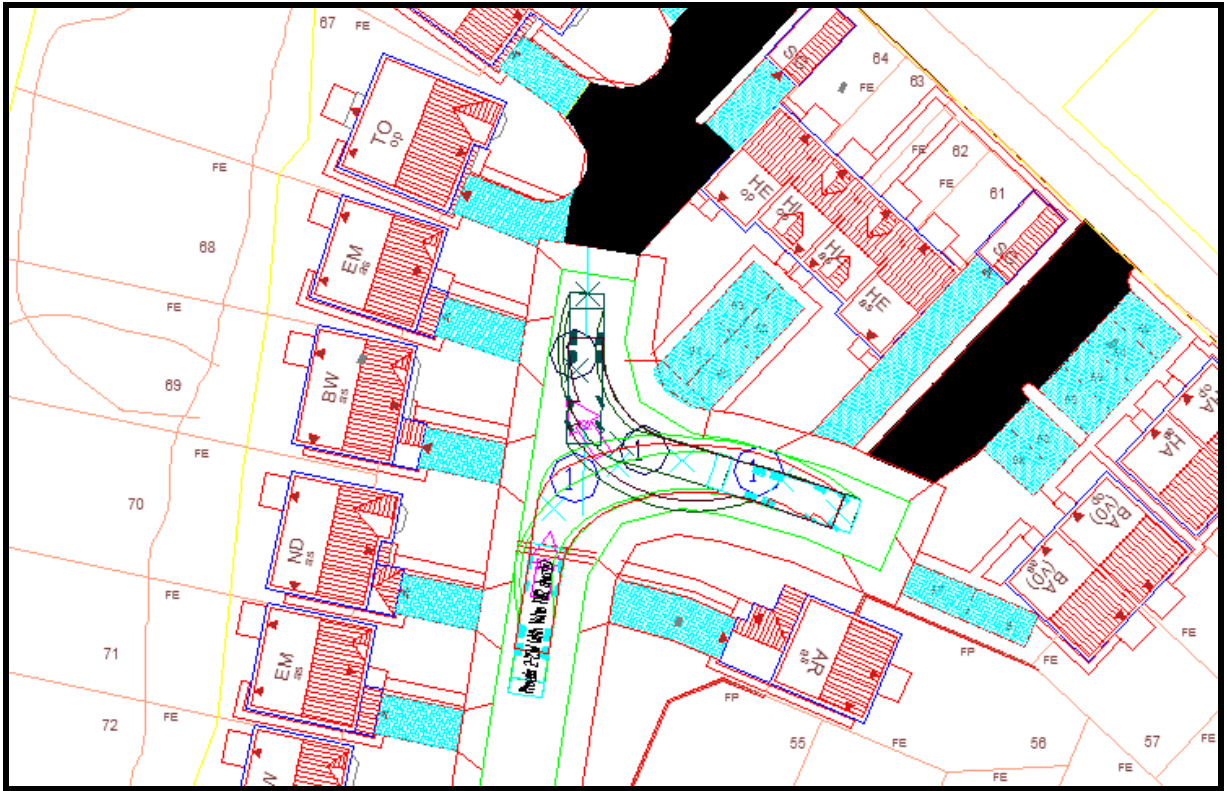
The location of the access is shown to deliver the 43m sight lines required for a new 30mph road.

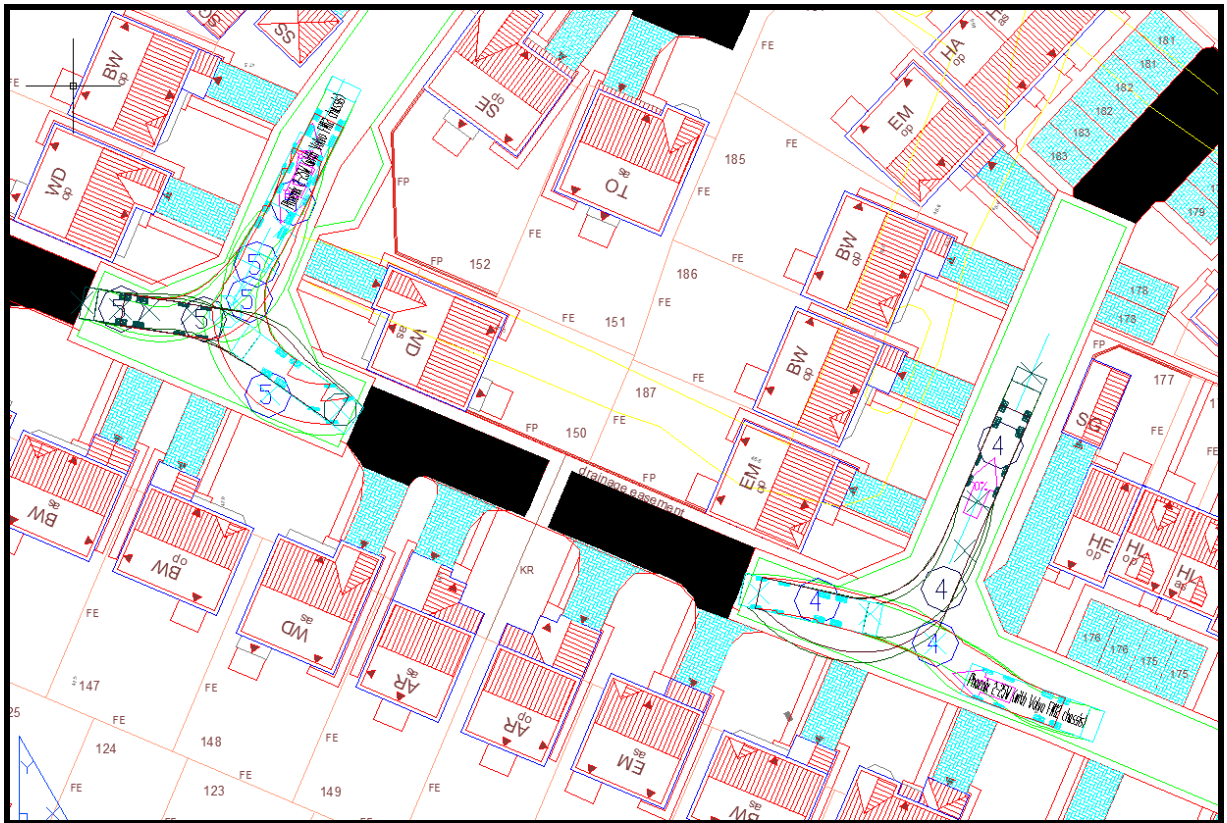


Internal Layout and swept paths

The two main access points from a loop internally 5.5m wide to the secondary stub ends there is one other short cul de sac from the link road centrally between the two main access points.

The internal layout has been assessed for the servicing needs via a 11.3m refuse vehicle shown overleaf.





6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

The site is for some 198 some of which will include some affordable provision, the review has not taken this into account by seeking to reduce the trips from the site.

The scheme is to deliver the new link road in part and the routing would increase the number of movements along the new site frontage which given the level of approval is deemed to be acceptable.

It is proposed to assess the existing network in advance of for changes for the Littleworth Lane with Pontefract Road and Burton rod junctions and for completeness the Rotherham Road roundabout.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

7. SUMMARY

The site is located in the urban area. The surrounding area has a range of facilities and attractions to serve the residents needs within walk and cycle distance.

There are no local highway capacity or safety issues along the road frontage and the route operates at the posted speed limit.

Walking and cycling are catered for by direct connection onto the local network.

Pontefract Road accommodates a number of local bus routes with stops part within the 400m walk guidance but part of the site some 550m away with a 20-30 minute frequency, the site is therefore a sustainable location for development.

The site will provide a major part of the proposed link road in mitigation of any impacts.

There are no transport or highway reasons that would prevent the site from being taken forward for residential development.

Figures

