

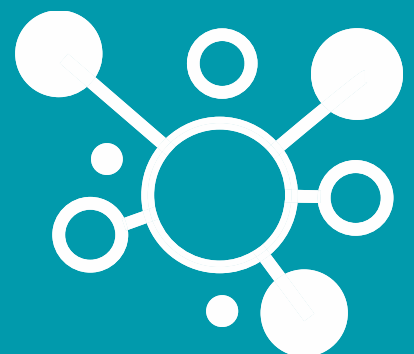
Client:  
**Bands Capital III Ltd**

Project:  
**Burnley Road  
Sowerby Bridge**

Project No:  
**T19520**  
Report Title:  
**Transport Statement**

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Rev:  
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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Bands Capital III Ltd to provide transport advice for a proposed residential development off Burnley Road, Sowerby Bridge.
- 1.2 It is intended that the site will provide 25 residential properties; the site location is shown on **Figure 1.1**.

## Structure of the Report

- 1.3 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site off Burnley Road, Sowerby Bridge.
- 1.4 Following this introduction, the report is set out as follows:
  - Chapter 2 – Development, Traffic Generation and Impact;
  - Chapter 3 – Sustainable Travel;
  - Chapter 4 – Highway Safety; and
  - Chapter 5 – Summary and Conclusion.

## Limitations of the Report

- 1.5 This report has been undertaken at the request of Bands Capital III, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

## 2.0 Development, Traffic Generation, and Impact

### Development and Access

- 2.1 The proposal site is that of a quarry operation located off Burnley Road, in Sowerby Bridge. The site is owned by Bands Capitals III and leased out to a specialist stone extraction company. Access is by means of a simple priority junction to the north of Burnley Road and to the west of a zebra crossing and Albert Road.
- 2.2 Burnley Road is lit and subject to a 30mph speed limit.

### Traffic Generation

- 2.3 The client has provided information regarding the level of traffic movement from the existing operation on a daily basis and this amounts to;
- 40-60 two-way movements of 20T lorries; and
  - 6-8 two-way movements of cars/light vehicles.
- 2.4 It is understood that the quarrying operation on the site will be intensified over the next two years leading to higher levels of lorry movements at the site access.
- 2.5 The proposal is for 25 dwellings from the same access location, but with an upgrade to the access to provide a footway into the site.
- 2.6 The likely daily traffic generation for such a development would amount to 125 cars/light vehicles on a daily basis and about 15 two-way movements in any peak hour.

### Traffic Impact

- 2.7 The development proposal would amount to a predicted increase of about 60-80 two-way daily traffic movements, based on current daily usage of the site, with the predominant vehicle use changing from 20T trucks to cars/light vehicles.
- 2.8 It is understood that the intensification of use of the quarrying operation will be such that the residential usage would be lower than planned quarry traffic levels over the next two years; and, of course, HGV use under residential use will be minimal.
- 2.9 Transport Assessments supporting development typically concentrate on peak hour use at developments and, at 15 two-way movements in any peak hour or one vehicle movement every four minutes, the traffic generation of the development proposal is minimal by any standard; and the net traffic impact is likely to be negligible.

## 3.0 Sustainable Travel

### Local Facilities

3.1 We have listed below just some of the local facilities and services available to the development that may be used on a day-to-day or weekly basis.

- Trinity Academy off Albert Road 240m
- Tuel Lane Infant School 560m
- Christ Church Junior School 830m
- Lidl, Tuel Lane 840m
- Dental Surgeries 910m
- The Commercial Inn 950m
- Post Office 1.0km
- Typical local High St shops on Wharf St 1.0km-1.2km
- Station Road Doctors' Surgery 1.25km

3.2 The facilities on Wharf Street include; places of worship, restaurants, opticians, off-licences, bakery, public houses, hairdressers, cafés, banks, estate agents, Sowerby Bridge Market, discount stores, offices, legal services, etc.

3.3 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

**Table 1 - Suggested Acceptable Walking Distance**

Measure	Town Centres (m)	Commuting / Schools / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.4 It is clear that the proposal site is well served by a range of facilities typically used by residential developments on a day-to-day or weekly basis at the acceptable or preferred maximum walking distances.

### Walking Infrastructure

3.5 A footway will be provided alongside the existing site access to the site to connect to the existing footway provided on the northern side of Burnley Road and a zebra crossing of Burnley Road is provided to the west of the site access to allow a safe and easy crossing of Burnley Road.

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### Cycling Infrastructure

- 3.6 The proposed residential dwellings will provide secure cycle parking at the appropriate level within the curtilage of the residential units.
- 3.7 National Cycle Routes NCN66 and NCN68 run through Sowerby Bridge; NCN66 is partly on-road and partly traffic-free and NCN68 is an on-road route.
- 3.8 NCN66 runs from Rochdale via Sowerby Bridge and onwards to Elland and Brighouse in the east, and to Halifax via NCN69. NCN68 routes from Burnley via Sowerby Bridge onwards to Holmfirth to link to the wider NCN network.

### Bus Services and Infrastructure

- 3.9 Bus stops are present on Burnley Road directly opposite the site for westbound services (flag stop) and just to the east of Albert Road (shelter provision). Bus numbers 590 and 592 serve these bus stops.

**Table 2 - Bus services available in the vicinity of the site**

Bus Service	Route	Frequency (buses/hr)			
		Day	Eve	Sat	Sun/BH
590	Rochdale - Littleborough - Todmorden - Hebden Bridge - Sowerby Bridge (Burnley Road) – Halifax	1	1	1	3 total AM Hrly Eve
592 from Burnley	Burnley - Mereclough - Todmorden - Hebden Bridge - Warley - Sowerby Bridge (Burnley Road) – Halifax	1	1	1	1
592 from Todmorden	Todmorden - Hebden Bridge - Warley - Sowerby Bridge (Burnley Road) – Halifax	5	1	5	2

Notes: The table indicates frequency in one direction; frequency in the opposite direction is similar. Eve is the evening and BH is Bank Holidays.

- 3.10 Both the 590 and 592 services start very early in the morning and run well into the evening. The services therefore provide realistic opportunities for travel to employment opportunities.
- 3.11 The 592 service runs at a high frequency from Todmorden via the site towards Halifax; including at peak hours. The service from Burnley is generally hourly, but does run early in the morning and late into the evening.

### Rail Services and Infrastructure

- 3.12 Sowerby Bridge railway station is an approximate 1.3km walk from the proposal site. The station provides cycle parking. A total of 56 car parking spaces are provided at the station with no charge to park. There is no ticket office at the station but ticketing machines are provided.
- 3.13 The station provides access to regular services between; Preston and York, Manchester Victoria and Leeds, Southport and Leeds, including via local stations.

### Summary of Sustainable Facilities and Transport

- 3.14 The site has a high level of facilities typically used on a day-to-day or weekly basis by residents that can be easily reached by walk or cycle modes. In addition, the site is very well served by buses adjacent to the site with Sowerby railway station giving frequent access by train to a wide range of local and regional destinations.

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## 4.0 Highway Safety

### Crashmap Data

- 4.1 The Crashmap website has been investigated to establish the existing accident record on Burnley Road in the vicinity of the site access. Personal injury accident (PIA) data has been downloaded for the most recent five-year period available (2014-2018) and a plan indicated the location and severity of the accidents recorded is provided in **Appendix A**.
- 4.2 The data indicates that there were no PIAs recorded at the site access to the quarry site in this time period. Three PIAs were recorded at the junction of Burnley Road with Albert Road; two being classified as slight in severity and one as serious.
- 4.3 Although all PIAs are regrettable the volume and severity of the accidents recorded do not give undue cause for concern and we consider that the level and type of traffic associated with the redevelopment proposal will not have any unacceptable impact on highway safety.

## 5.0 Summary and Conclusions

### Summary

- 5.1 The proposal is the redevelopment of an existing quarrying operation to develop 25 residential dwellings. The existing operation is accessed from a simple priority junction with Burnley Road in Sowerby Bridge and it is proposed that the residential development would be accessed from a slightly modified access to allow for a pedestrian footway access to the site. It is considered that the slightly modified site access would be safe and suitable for the intended use.
- 5.2 The proposal site is well located to access a wide range of facilities and services by the active travel modes of walking and cycling, and is also very well located to take advantage of a range of public transport services suitable for access to a range of employment opportunities at typical business hours.
- 5.3 The traffic impact of the development proposal is predicted to be minimal (at worst) and, beyond the site access, the traffic generated by the proposal is unlikely to be perceptible to existing highway users.

### Conclusion

- 5.4 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users. The development is well located to make use of existing infrastructure and services and is sustainable in transport terms.
- 5.5 Bearing the above in mind, the NPPF states that:
- 5.6 *“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.”*
- 5.7 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will have a minimal impact on the operation of the local highway network and will not have an unacceptable impact on highway safety.
- 5.8 On the basis of the above, it is concluded that the proposals accord with national, regional and local transport related policies and, as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.

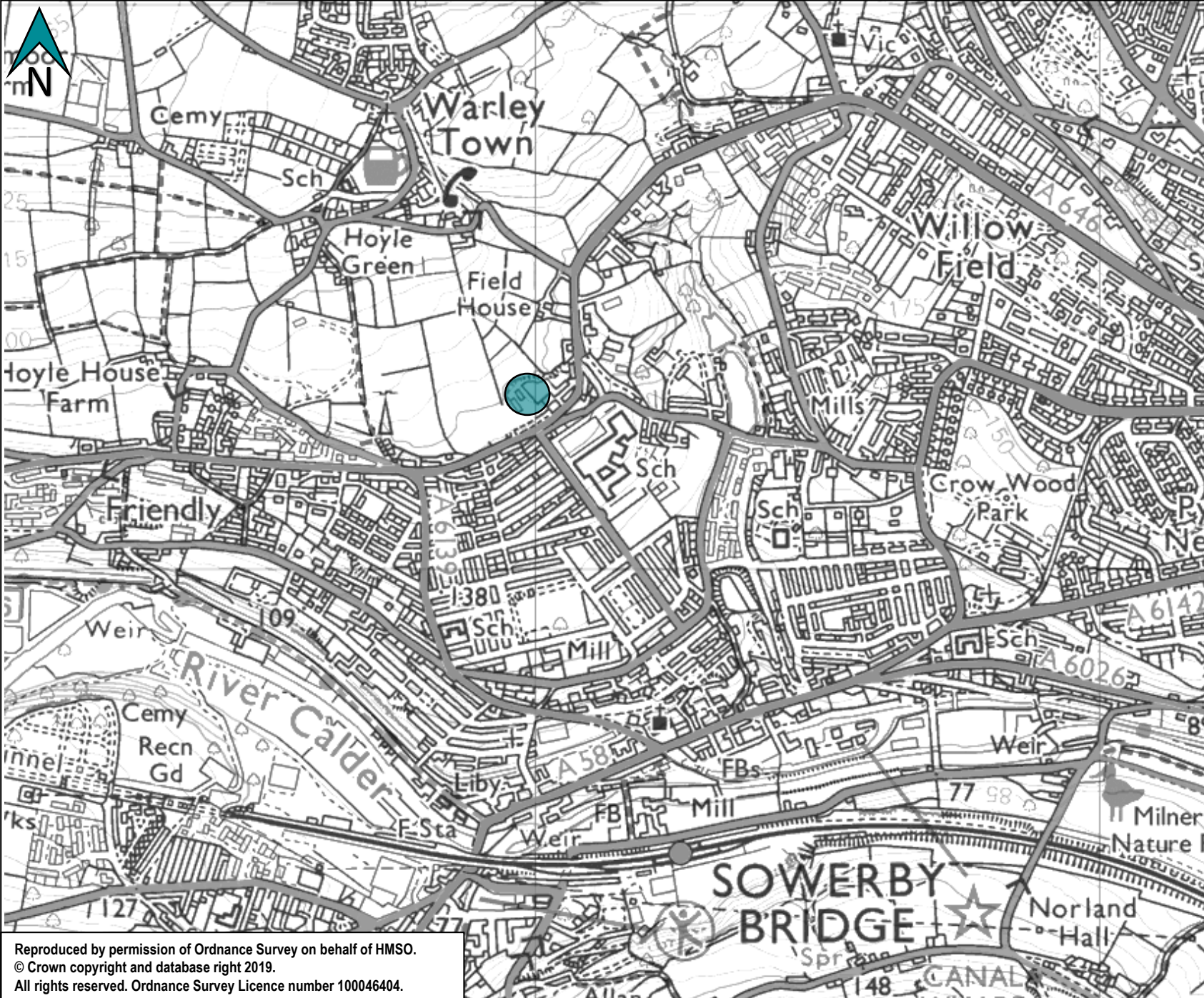



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## Figures



Legend  
 Site Location

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Not to Scale  
 Sowerby Bridge  
 Figure 1.1 – Site Location Plan

**T19520**  
**Burnley Road, Sowerby Bridge**



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## Appendix A

### Crashmap Data

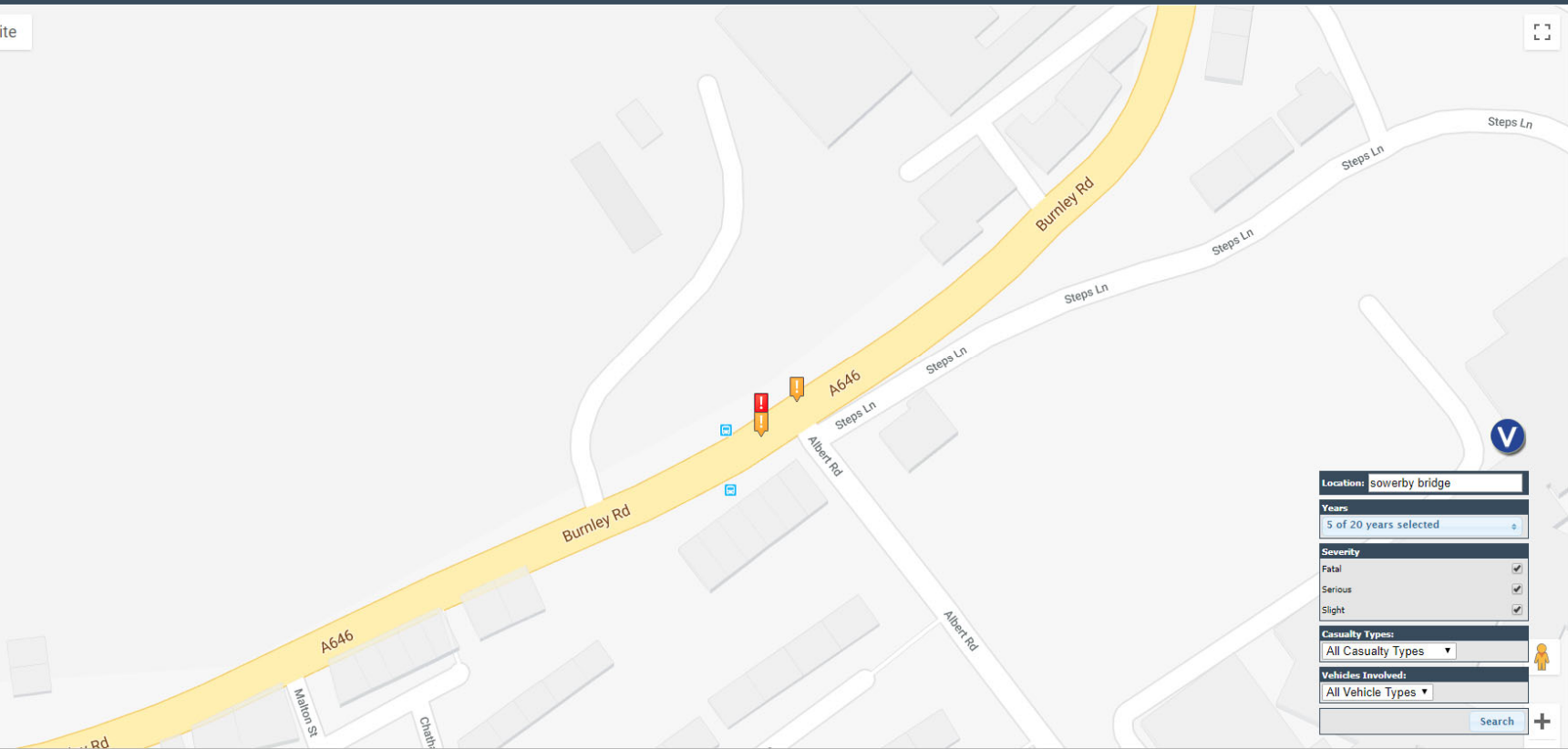
Map Satellite



**Incident Severity**

Slight Serious Fatal

3 results found



Location: sowerby bridge

Years: 5 of 20 years selected

Severity: Fatal, Serious, Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search