

Calderdale Local Plan

HIGHWAY AUTHORITY COMMENTS ON ADDITIONAL REPRESENTATIONS BY NORTHERN TRANSPORT PLANNING LTD ON BEHALF OF EXLEY LANE RESIDENTS

Calderdale Metropolitan Borough Council

March 2021



LP1567

Highway Authority Comments on additional representations

- 1.1 A representation was submitted on behalf of residents of Exley Lane in an NLP report dated March 2021. This Note responds to the comments made under the paragraph numbers in that report.
- 1.2 Many of the matters raised are existing constraints that would be addressed at the planning application stage. The site has been reviewed in light of the constraints and opportunities and I consider that the site could be accessed safely on foot, by cycle and vehicle subject to a number of improvements.

1.4.1 and 1.4.2

- 1.3 This refers to a “main pedestrian route” to the northern site and raises concerns about the deficiencies in the footway width.
- 1.4 The route that connects the site to Exley Lane to the east of the 90 degree bend would be a secondary pedestrian link. In an Annex I attach details of the proposed pedestrian and cycle bridge over the river and canal which would be located about 35m west of the Exley Lane junction with Park Road. This is being secured by the Elland Station Access Package.
- 1.5 The Elland Rail Station and associated Access Package are funded by the West Yorkshire Transport Fund. The proposal is well advanced and the highway authority has recently had pre-application discussions on the design details prior to the planning applications being submitted in 2021.
- 1.6 For most residents of the northern site the shortest route to Elland town centre will be via Woodlands Road and Park Road. This route has a number of constraints, in particular under the rail bridge where the development would be required to fund improvements with some footway widening and improved lighting. Continuous footways and cycle lane, with street lighting, would be needed along Woodland Road up to the point where the route connects with the site.
- 1.7 Turning back to the Exley Lane pedestrian route, I measure the distance from the bend as 45m not the stated 35m. This is sufficient to provide a safe crossing point given the observed speeds of vehicle approaching from the east in accordance with Table 1 of Manual for Streets.
- 1.8 The carriageway is 6.4m at this point so the existing 1.5m verge could be widened to 2m with a raised informal crossing providing a flat topped ramp on the carriageway. That ramp, with a localised widening to 5.9m, would form part of a scheme of traffic calming to discourage the use of Exley Lane as a route to Halifax via Siddal to reinforce the current “access-only” restriction.

1.4.4

- 1.9 This refers to the width on the southern side of Exley Lane being below the 2m minimum in Manual for Streets. This would indeed be an issue if it were the only or main pedestrian route. The southern site will need to have a complaint internal pedestrian and cycle route that would access the site just north of the junction of the A629 off-slip and Exley Lane.
- 1.10 As the extract of Calderdale Council land ownership in the Annex indicates, there is sufficient width to provide a 2m footway and a cycleway south of this access to connect with a new controlled crossing of Park Road. This would be secured by the masterplanning and planning application processes. Residents will have no need to use the existing footway north of this access.

1.4.5- 1.4.10

- 1.11 The report refers to a number of existing deficiencies. However the highway authority has assessed the site against the NPPF requirement that significant development should be focused on locations which are or can be made sustainable.
- 1.12 It can be seen from the Annex that many of the items in Elland Station Access package will improve the quality of active travel and reduce the travel distance to Elland town centre. The town centre will be within 1km for residents of both parts of the site allocation
- 1.13 Most trips under a mile (1.6km) are made on foot according to the National Travel Survey:
<https://publications.parliament.uk/pa/cm201719/cmselect/cmtrans/1487/148705.htm>
- 1.14 The distance from the new Elland Rail Station to the pedestrian entrance on the southern site will be less than 700m via the new canal & river bridge.
- 1.15 There is a bus stop on Exley Lane which is closer to the one referred to on the A6025. Nevertheless there will also be a need for bus stops to be provided close to the pedestrian access points for both sites. This will allow most residents to be within 400m of a stop.
- 1.16 Discussions have been carried out with the West Yorkshire Combined Authority about securing improved bus services such as S106 pump priming of increased frequency in the initial development phases.

1.5.1

The site is slightly elevated above Elland town centre. There is a 29m level distance on the 450m length of road from the bend on Exley Lane to the Park Road junction. That is a 1 in 15 gradient which would be attainable for most cyclists.

1.17 Calderdale is building a network of cycle routes as part of its transport strategy despite challenging gradients in some areas. This is because cycling infrastructure is being designed with electric cycles in mind. Halfords reported an increase from 14% in 2019 to almost a third of new adult bike sales in 2020:

[Electric bike and scooter sales boom](#)

1.18 It can be seen from the planned improvements in the Annex that the site will be well connected to Elland by cycle.

1.7.1-1.7.13

1.19 The highway authority has assessed the possible vehicle access points and considers that suitable accesses can be achieved to current standards.

1.20 It is envisaged that the northern site would be served with a single access off Exley Lane providing an internal loop road with an emergency access off Plains Lane.

1.21 The existing on-street parking south of the proposed northern access would not preclude the use of the northern access given the intervisibility available to approaching drivers and the remaining width. The on-street parking will probably need to be formalised, with it being restricted to one side only and a gap in the central block to allow larger vehicles, particularly buses, to pass.

1.22 The highway authority is aware of the local capacity constraints. The Local Plan modelling showed that the Park Road junction with Exley Lane will need to be signalised given the traffic impact of the additional dwellings. The designed and capacity assessment would be included in the Transport Assessment.

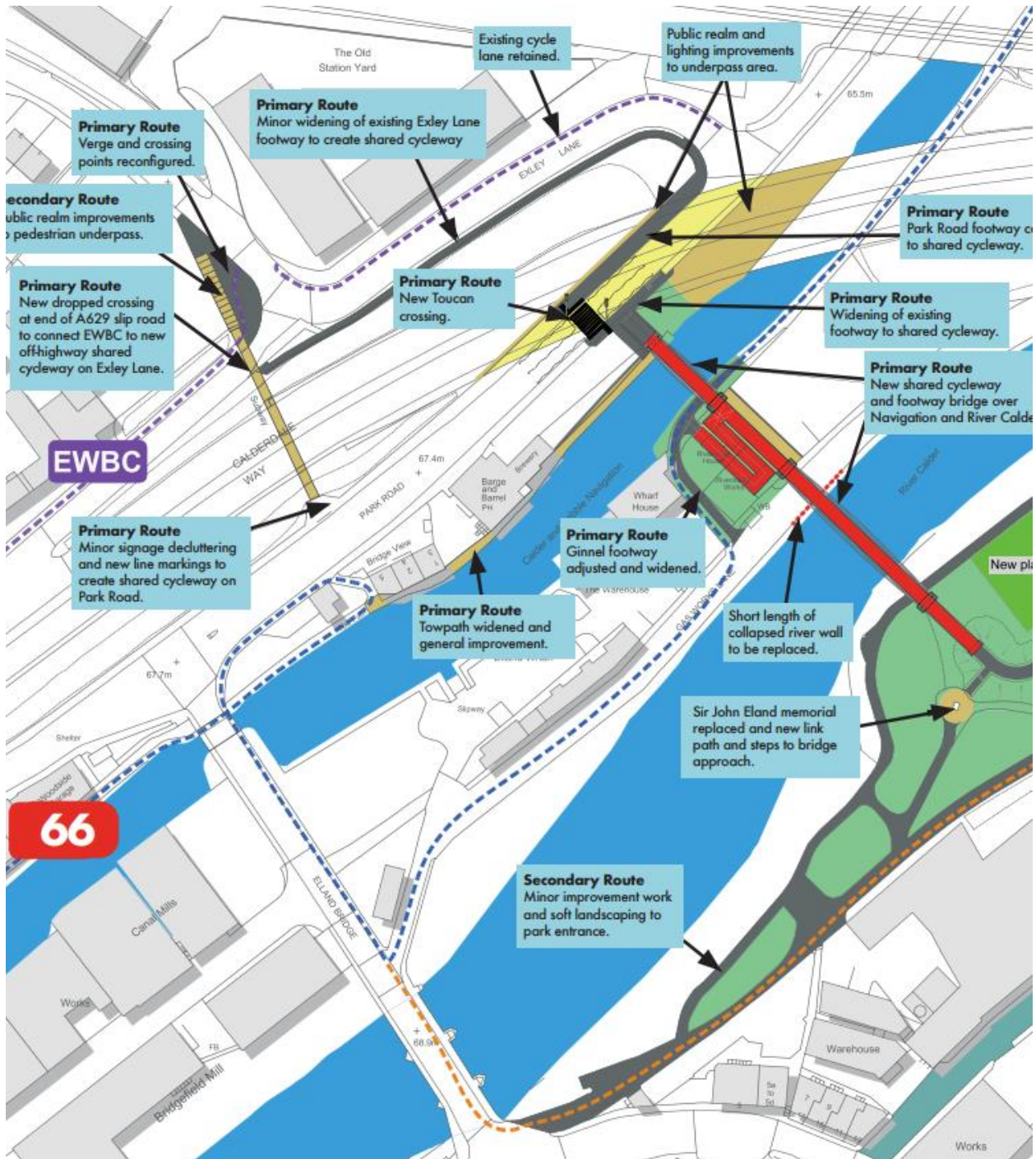
Conclusion

1.23 The highway authority has determined that the site is capable of being served by active travel modes, public transport and car, with the necessary improvements and mitigations that would be secured by the planning process.

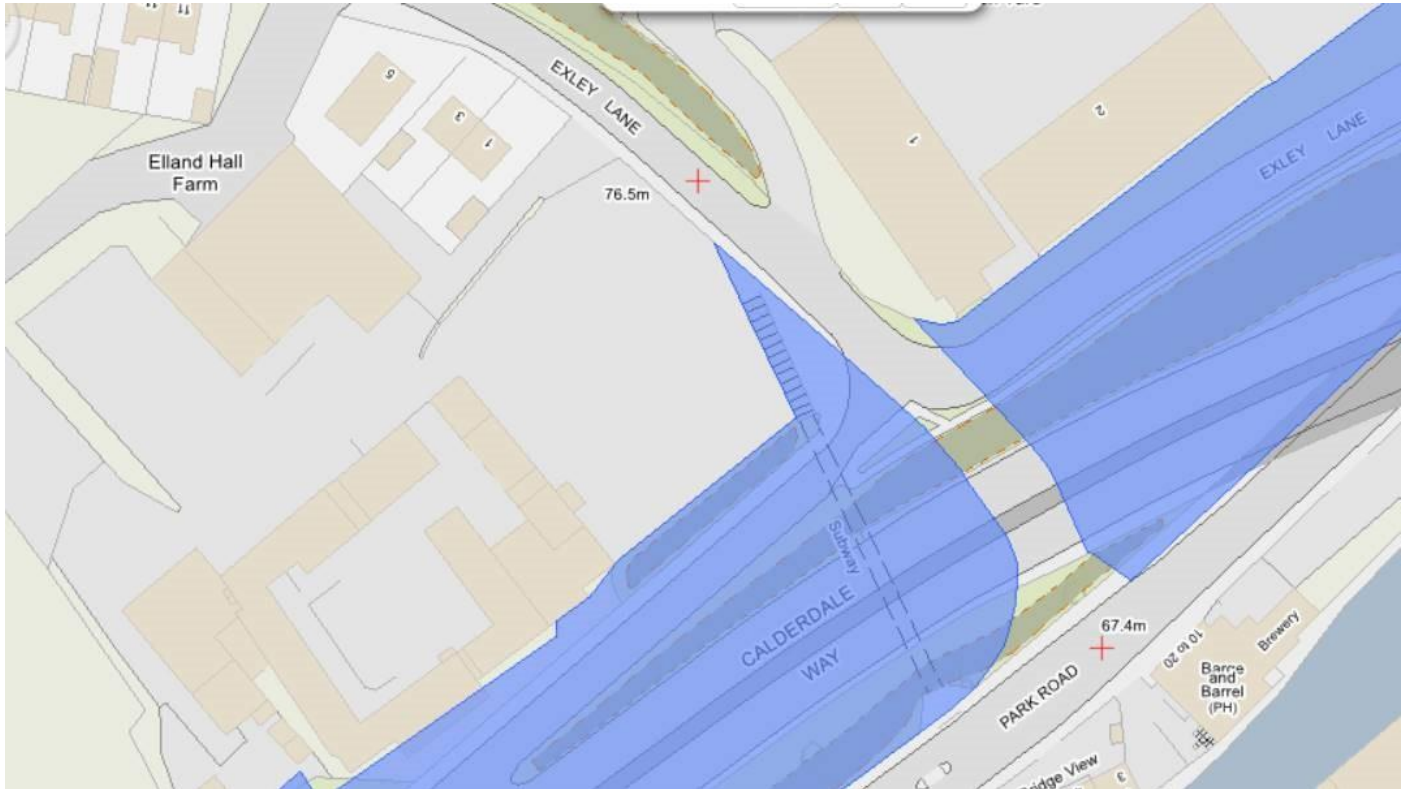
Andrew Dmoch
Highway Development Control Manager
Calderdale Council
26th March 2021

Annex

A. Extracts from Elland Access Package drawings



Land Ownership south of potential southern access (south site)



- Land and property
- Archibus asset i...
- CMBC ownership