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Your Ref: 11/00200/FUL

Our Ref: C157

Peter Melhuish
Calderdale Council
Planning
Via E-Mail
05 Apr. 11

Dear Peter

HYBRID PLANNING APPLICATION. DETAILED PLANNING APPLICATION FOR INFRASTRUCTURE WORKS INCLUDING NEW HIGHWAY LINK (BETWEEN WAKEFIELD ROAD AND FALL LANE), NEW CANAL AND RIVER BRIDGES, CUT AND FILL EARTHWORKS TO PREPARE SITE LEVELS, FLOOD ALLEVIATION MEASURES, THE PROVISION OF ALLOTMENTS, OPEN SPACE AND LOCAL NATURE RESERVE.

OUTLINE PLANNING APPLICATION INCLUDING DETAILS OF ACCESS, WITH MATTERS OF SCALE, APPEARANCE, LAYOUT AND LANDSCAPING RESERVED; FORMING A COMPREHENSIVE MIXED USE DEVELOPMENT FOR EMPLOYMENT (USE CLASSES B1, B2 & B8), RESIDENTIAL (USE CLASS C3) RETAIL (USE CLASS A1). LEISURE (USE CLASSES A3, A4 & D2) AND COMMUNITY USES (USE CLASS D1) WITH ASSOCIATED LANDSCAPING, CAR PARKING, TREE PLANTING PUBLIC OPEN SPACE AND RELATED INFRASTRUCTURE, ANCILLARY WORKS AND UTILITIES

Thank you for consulting with Metro on the above application. Metro have held pre application discussions with consultants acting on behalf of the developer and had discussions with the council's highways department on the application proposals.

Metro are unable to support the application in its current form. Our main concerns relate to the accessibility of the site by sustainable modes. Proposal 12 of the new Local Transport Plan 3 seeks to ensure that development is concentrated in 'sustainable, accessible and safe locations'. Metro consider that the site is not located in an area which will contribute towards this proposal.

An accessibility assessment was undertaken on 1 February 2011 which looked at the current infrastructure, Public Transport Accessibility Levels (PTAL) and accessibility using Accession. The full assessment is attached to this response. In summary the report concluded that:

- the site is not conducive to encourage sustainable travel;
- the base bus service is low and would require some enhancements to encourage greater modal shift;
- Metro would not be able to guarantee that the enhanced service would be maintained beyond a developer funded period.

In order to make the site more acceptable, Metro considers that a significant public transport enhancement package would have to be developed by the developer. This would have to include long terms bus service enhancements, bus infrastructure improvements, public transport information improvements within the site and ticketing incentives. However, given Metro current funding constraints, even if the package was developed to make the site



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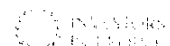
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01/02/2011 - Copley Valley – Public Transport Assessment.

Metro have been requested by Calderdale Council (Highways) to provide an accessibility assessment on the proposed development at the Sowerby Bridge Copley Valley, Wakefield Road.

This assessment considers the following:

- Stage 1 - Current level of public transport operating past the site;
- Stage 2 - Assessment of accessibility to public transport services;
- Stage 3 - Accessibility assessment of the site to other destinations.

Stage 1

Infrastructure

The main public transport access points are located on Wakefield Road. These are very basic bus stops located on lighting columns. There is currently no shelter or bus service information boards provided.

Both stops do not have raised kerbs, stop 22977 is positioned on drainage kerbs to they are slightly more elevated than standard kerbs.



Figure 1 - Stop 22976 & Stop 22977

Bus Services (as of 31/01/2011)

The stops are served by the 531 service operated by Centrebus. The service operates from Halifax bus station to Rippondon. The service operates at an hourly frequency Monday to Friday between 0640 and 2240. An hourly service is also operated on Saturday and Sunday. In addition the C15 school service is also registered to stop at these stops which serve Ryburn Valley School.

- d) Maximum connection distance: 0.40Km
- e) Maximum connection distance between stops: 0.4Km
- f) Period: Monday; Start time: 07:00:00; End time: 10:00:00

The Accessibility Assessment results show that Halifax and Sowerby Bridge is within a 30 minute journey time by bus from the site based on the current public transport network. This includes a wait time at the stops. Whilst the accession results show a range of destination accessible within a reasonable journey time, it is worth considering however that:

- a) equivalent car journey time is approximately 1/3 of the public transport travel time;
- b) the accession results are based on straight line walks to bus services – in reality parts of the site are non within 400 metres of bus stops (as reflected in the PTAL results);
- c) accession assumes a perfect timetable;
- d) an hourly service isn't conducive to encourage modal shift.

Conclusion

It is Metro's view that the site is not conducive to encourage sustainable travel.

The base bus service is low and would require some enhancements to encourage greater modal shift. Unfortunately it is unlikely that the level of development proposed would generate enough additional demand (revenue) to cover the additional cost of any enhancements. It is therefore not likely that a commercial operator would be prepared to increase service frequencies as a result of the development.

Any additional enhancements would therefore have to be funded by the developer. As the development is not likely to generate demand to cover the cost of the enhancements there will be an on-going revenue risk to Metro post any agreed funding period. Metro would not be able to guarantee that the enhanced service would be maintained beyond a developer funded period.