

SUMMARY OF PROOF OF EVIDENCE - HIGHWAYS



Town and Country Planning Act 1990 Section 247 - Proposed Stopping Up and Diversion of Public Footpath HOL/60/20 (Part), Adjacent to Wolfstones Heights Farm, Upperthong, Holmfirth

(Public Inquiry scheduled 24th August 2021)

PRESENTED BY ERIC APPLETON, VIA SOLUTIONS LTD ON BEHALF OF Mr R H Butterfield

August 2021



Quality Management

Project Number	21104
Filename	21104 Wolfstones Rd Holmfirth Highways Summary Proof
Issue No	1
Issue Date	03.08.2021
Author	Eric Appleton
Reviewer	Chris Yarrow

Signatures:



This report is the copyright of the authors Via Solutions Ltd to whom all requests for the use or copying of its content should be directed.

Report limitation

Via Solutions cannot be held responsible for the accuracy of third-party information used within this report. Unless stated in the report, such third-party information has not been verified

1. Summary of Proof of Evidence

1. I am Eric Appleton. I am a Chartered Civil Engineer and a Member of the Institution of Civil Engineers and Chartered Institution of Highways and Transportation. I have been employed for over 40 years in the Highways and Traffic Management field, mainly with various Local Authorities and consultancies, presently Via Solutions Ltd.
2. Via Solutions has been appointed to prepare a Proof of Evidence regarding the impact and safety implications of the proposed stopping up and diversion of part of Footpath HOL/60/20.
3. Objectors to the proposals have raised concerns in terms of safety in using the alternative route, particularly on Wolfstones Road, which it is alleged is dangerous and that vehicles travel at high speed.
4. In my Proof of Evidence, I describe the existing situation with the local highway network and review the road safety record to date. I also draw on the survey and reporting by Messrs Paragon Highways with particular regard to the quantum and speed of traffic that has been surveyed and recorded over a long period of time. I also provide detailed analysis of the surveys in respect of the pedestrian usage of the network. I then go on to demonstrate following this analysis what the actual potential increase in pedestrian movements on Wolfstones Road will be and compare this to other sections of this road and the guidance from the 'Manual for Streets' 1 and 2, before concluding.
5. My Proof of Evidence concludes that traffic volumes are low, as is the speed of the traffic. There is no record of any collision incident resulting in injury on this section of road in the last 21.5 years of data. Use by cycles and horses is negligible.

1----

6. Analysis of pedestrian movements shows that quantum is low. Less than half of pedestrians using the current Footpath 60 route then continue across the road and use the permissive path to the Trig Point land. The surveys actually show that the majority of pedestrians actually use Wolfstones Road.
7. The evidence shows that although the part closure and diversion of Footpath 60 will very slightly increase the pedestrian flows on Wolfstones Road, those flows will be in the same order as already exists on the section of that road to the south which and would be along a road where traffic travels at low speeds, for which there is a convenient grass verge to use if needed (which does not exist to the south). Although the slightly longer distance (193m) to walk would add about 2.5 minutes to their journey, but this would be along a more pleasant gentle traffic-free gradient.
8. I also conclude that, the anecdotal opinion of objectors that all or a significant number of pedestrians using the existing Footpath 60 do so to reach the Trig Point land and that the alternate route along a section of Wolfstones Road would experience a significant increase in usage of this road by pedestrians and be in conflict with motor vehicles travelling at high speed, is baseless. The factual evidence and information I have gathered and my analysis of this is that there is no substance to any such opinions and objections on this basis are completely without foundation.
9. The proposal will not result in a material or significant increases in pedestrian/vehicle conflict on Wolfstones Road. Accordingly, there is seemingly no good reason for the Secretary of State not to make the final order on the basis of highways and safety issues.

2----

