



PARAGON HIGHWAYS



Huddersfield Road, Thongsbridge

Proposed Industrial Development

Transport Statement Second Addendum

July 2017

Project 1212

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	July 2017			
Prepared by	PAH			
Checked by	AH			

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this second Addendum to the original Transport Statement dated January 2017 for the site off the Huddersfield Road in Thongsbridge. This Addendum relates to the proposed industrial development on land to the north of the existing site access situated off the Huddersfield Road and also to consider the proposed Aldi Foodstore (Class A1) and the formation of a car park and associated works located to the south of the existing access – planning ref: 2017/91796.

1.1.2 This Addendum has been prepared in relation to a request by Kirklees Councils Highways Development Management Team (Mark Berry) to consider both sites in relation to traffic data should planning approval be granted for both uses.

1.1.3 The developments mentioned above would share the already approved access located off the Huddersfield Road. This report also makes reference to the original Transport Assessment prepared by EXIGO in support of the Foodstore application and also to the Addendum to that report dated May 2017.

2.0 DEVELOPMENT TRIP RATES

2.1 Planning approval has been previously granted in 2005 for a commercial development comprising of circa 2100sqm of B1 light industrial units on the proposed industrial portion of the site. This development will be served off the spine road leading from the Huddersfield Road which will be the same access arrangement to serve the current 2017 commercial application which has 2400sqm of additional floor space.

2.2 In this respect the TRICS database has been utilised to provide the peak time trip rates for the proposed additional commercial development. The results are shown below:

Proposed 2400sqm	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
B1 LIGHT	1.512	0.281	1.793	0.195	1.209	1.404
INDUSTRIAL	36	7	43	5	29	34

Table 1: TRICS Data (light industrial) Proposed

2.3 As can be noted from the above Table 1 the proposed additional B1 light industrial units will have the capacity to generate 43 trips in the morning peak and some 34 trips in the evening peak hour. Add these additional trips to the previously approved (2005) development this would result in a combined am and pm trip rate of 80 and 63 respectively.

2.4 Table 2 below provides the trip rates associated with the proposed Discount Foodstore application based on the information available within the TRICS database:

Discount Foodstore 1254sqm	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
	1.158	0.782	1.940	4.163	4.789	8.952
	14	10	24	52	60	112

Table 2: TRICS Data Foodstore

- 2.5 As can be noted from this information the am peak trip rates are comparably low based against the pm peak. However, the evening peak would have had the combined potential to generate 146 two-way trips.
- 2.6 Notwithstanding the TRICs assessment of the associated peak time trip rates Kirklees Council requested the ALDI Stores Transport Consultants EXIGO to undertake a further survey of traffic movements at the nearby LIDL store located further south (approximately 0.8km) along the the Huddersfield Road for both a weekday pm peak and the Saturday peak of between 11.00 – noon. The results of this survey revealed a higher two-way pm peak trip rate than that envisage by TRICs. Therefore, these more robust trip rates were utilised within the junction assessment of the proposed site access onto the Huddersfield Road. It was agreed with Kirklees Council Highways Officers that no separate assessment of the junction was necessary at this time.
- 2.7 The busiest pm peak hour was used as part of the sensitivity test to compare the interaction of the two junctions on the new estate road and the combined effect of both developments at the existing junction arrangement onto the Huddersfield Road.
- 2.8 The results of the PICADY output for both the internal crossroads and the junction with Huddersfield Road revealed that both access points on the estate road operate well within capacity and result in no queuing on the estate road itself or back out onto the public highway namely Huddersfield Road during all scenarios.

3.0 CONCLUSION

- 3.1 The trip rates for the industrial development (B1 light industrial) have been accepted by Kirklees Council. The trip rates for the Aldi Store (based on a more robust assessment based on a nearby LIDL store generations) have also been accepted by the Local Authority.
- 3.2 Junction modelling has been undertaken utilising the PICADY software to assess the both the opposing junctions to the ALDI store and the industrial development and also the predicted cumulative impact of both developments on the spine roads junction with the Huddersfield Road. The results of the assessments revealed that all tested scenarios operated well within capacity with no internal queuing and more importantly no queuing back from the spine road onto the major route, the Huddersfield Road.
- 3.3 In conclusion, it has been demonstrated that the development of the adjacent sites would not result in any detriment to the local highway network or queuing within the bellmouth of the junction or onto the Huddersfield Road and the proposals should be acceptable from a highway safety and capacity perspective.