



# PARAGON HIGHWAYS



## Highfields Highfield Road Huddersfield Transport Statement

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Project 1546

### Paragon Highways

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- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposed change of use from D1 (formerly used by Kirklees College) to residential use (C3) for the Highfields Centre, New North Road, Huddersfield in the District of Kirklees. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to convert the extents of the Highfields Centre to 33no. apartments that will be used for both student accommodation and private rentals. The existing car parking will generally remain as existing along with the current access arrangements.
- 1.1.3 This Transport Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.
- 1.1.4 The site has been the subject of a pre-application enquiry in August 2018. The outcome of the pre-application meeting was that subject to the proposed development being of a suitable quality and subject to the relevant documentation being submitted as part of any planning submission, the Council believe that the proposals, in principle, can be supported

## 2 EXISTING CONDITIONS

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### 2.1 Site Description

- 2.1.1 The site is located on the eastern side of the A629 New North Road, to the south of its junction with Highfields Road, within the Green Head Park / New North Road Conservation Area approximately 800 metres north west of Huddersfield Town Centre. The site comprises of:
- Building A – The 2-/3-storey main building fronting New North Road, Grade II listed.
- Building B – The 2-storey Georgian building, accessed from Highfields Road. Grade II listed.
- Link building and tower – The single-storey building between building A and 60 New North Road, and a 2-storey tower connected to building B.
- The floor space of the buildings is approximately 3178 sqm.
- 2.1.2 The site benefits from two parking areas both accessed off the Highfields Road leading to some 26no. off street parking spaces.
- 2.1.3 To the west of the site is the A629 New North Road, to the north and east Highfields Road and to the south residential properties fronting the A629 and Belgrave Terrace.

## 2.2 Local Highway Network

- 2.2.1 The A629 New North Road is an arterial route into Huddersfield Town Centre and forms part of the Local Strategic Highway Network and is therefore subject to relatively high levels of vehicular traffic throughout the day, more so in the typical network peak periods. The A629 locally runs from the Huddersfield ring road to the south east to junction 24 of the M62 and further north west Eland and Halifax town centre. To the south east of the site is a signal-controlled pedestrian crossing facility.
- 2.2.2 In proximity of the site the A629 New North Road is a two-way single carriageway with a pedestrian signalised crossing located immediately to the south of the frontage with corresponding zig – zag road markings and pedestrian guard rails. New North Road is the subject of a 30-mph speed limit at this location and is lit to main road standards.
- 2.2.3 The A629 New North Road is subject to waiting restrictions at strategic locations in this area. This A629 is also a bus route with fare stages located within 200 metres of the site to the north west and Huddersfield bus station within 600 metres to the south east.
- 2.2.4 Vehicular access to the site will be gained via Highfields Road which forms a priority junction with the A629 to the north of the site and then runs easterly and then south easterly to a simple priority junction with Belgrave Terrace, a distance of approximately 210 metres. Highfields Road extends south easterly beyond this junction for another 50 metres or so into a cul-de-sac.
- 2.2.5 Highfields Road is the subject of a 30-mph speed limit, is a two-way single carriageway and is lit to side road standards. There are traffic regulation orders along the majority of the route restricting on street parking and waiting. Along the route there are several side road junctions with some frontage properties having direct vehicular access.
- 2.2.6 Highfields Road is lightly trafficked even at the recognised peak times. Along the majority of the northern frontage of the application site, Highfields Road is of a single-track width, has a footway along the northern side only with a setted carriageway and a stone flagged footway.

## 2.3 Transport Sustainability

2.3.1 The site is in a very sustainable location being within a short walking distance of local bus services, Huddersfield bus and rail stations and all the amenities within Huddersfield town centre plus the University Campus.

2.3.2 The new National Planning Policy Framework (NPPF) was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.3.2 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.3.3 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to and from the local amenities along the A629 and also it is a short walk into Huddersfield town centre and the bus and rail services.

- 2.3.4 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site includes the rail station, College and University Campus in Huddersfield Town Centre as well as the neighbouring settlements of Hill House, Birkby, Lockwood, parts of Lepton and Milnsbridge and Golcar.
- 2.3.5 The nearest bus stops to the site are located immediately outside the premises. On the nearside the fare stage has a flag / pole and timetable case and on the opposite side of the highway for the outbound service, which is reached via the signalised pedestrian crossing point, this has the benefit of a passenger shelter, seat and timetable case. The bus services available from these fare stages are as per the table below:

SERVICE NO	From – To	Frequency Mon – Sat	Late evenings and Sundays
503	Huddersfield – Edgerton – Ainley Top – Elland - West Vale - Halifax	10 mins	60 even 25 Sundays

### Local Bus Services

- 2.3.6 As can be identified from the above, there is one regular service which operates from the nearest bus stops providing circa 6 bus services per hour throughout the day to the surrounding areas of Edgerton, Elland as well as Huddersfield and Halifax Town Centres. The Huddersfield bus station is also only a short walk from the application site. The bus services are considered to be suitable to provide an alternative to the private car in line with current Government guidelines.
- 2.3.7 The Huddersfield Rail station is within a short walking distance of the site. The station is on the Calder Vale and Huddersfield Lines providing regular services to Leeds / Bradford / Manchester / and Dewsbury, thereby providing opportunities for multi modal travel.
- 2.3.8 The site is therefore considered to be in a very sustainable location given its proximity to bus stops and also Huddersfield Town Centre, which contains high density residential areas and a multitude of amenities, facilities, employment and transport opportunities, the Huddersfield College and University Campus. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.

### 3 THE DEVELOPMENT PROPOSALS

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#### 3.1 Proposed Development

- 3.1.1 The proposals are to convert the extents of the Highfields Centre to 33no. apartments that will be used for both student accommodation and private rentals. The existing car parking will generally remain as existing along with the current access arrangements.

#### 3.2 Vehicular Access

- 3.2.1 The existing vehicular access points onto Highfields Road are to be retained without alteration due to the sites conservation area and listed building status. The access to the north of the main building is gated and a “tight” manoeuvre is required to satisfactorily access the parking area. However, this area has been historically used for the parking of vehicles and a Google Earth Image from 2009 is shown below of vehicles parked within the yard area. Visibility is poor on egressing however, the railings on the boundary do allow some intervisibility. There have also been no recorded injury accidents along Highfields Road within the last 5 years up to December 2017 , so the access has operated safely.



Google Earth image

- 3.2.2 The second point of access is located to the south east of the buildings. It is generally a single width access with return radii formed by boundary walls. It is gated some 4.5 metres or so from the highway boundary. The access is laid out with setts leading to a tarmac car parking area.

### **3.3 Parking Provision**

- 3.3.1 The parking provision is to remain the same as per the existing use. Parking spaces will be maintained with the inclusion of 2 spaces for disabled use.
- 3.3.2 From the Council's Car Parking standards, it can be considered, given the former uses and sites location, that the 'minimum operational requirements' apply in this instance, the number of parking spaces provided will be 10 no. in the northern car park and 16 no. in the southern car park giving a total of 26 no. off street spaces.
- 3.3.3 Notwithstanding the above it has to be recognised that the site is in a very sustainable location with a very good bus service operating from the nearest bus stops providing circa 6 bus services throughout the day to the Edgerton, Elland, Halifax as well as Huddersfield Town Centre. The site is also well within the accepted walking distance of the Huddersfield bus and rail stations and all the facilities available within the town centre, plus the University and College campuses. Therefore, it can be considered that there will be a much lower car parking demand than the car parking provision required by the Council's Car Parking Standards.
- 3.3.4 Furthermore, bearing in mind the previous use of the site which is to be replaced by the apartments, it is considered that there will naturally be a reduction in both car parking demand and vehicular trip generation.

### **3.4 Pedestrian and Cycle Provision**

- 3.4.1 Pedestrian access to the property will be retained from the existing points of entry to the buildings.
- 3.4.2 Secure cycle storage facilities will be provided within the site to a standard and at a location to be agreed with the LPA.

### **3.5 Servicing**

- 3.5.1 The servicing requirements to the building will not change from what is currently experienced.

### **3.6 Accidents Data**

- 3.6.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been no recorded injury accidents along the full length of Highfield Road during the last five years up to December 2017.
- 3.6.2 There has been no recorded injury accident which occurred close to the junction of Highfields Road with the New North Road. This incident involved 4 vehicles with the severity of same recorded as being slight with an injury to one person only. The incident happened in December 2015 during daylight hours, in dry conditions, with following vehicles colliding with each other when the first vehicle stopped suddenly.
- 3.6.3 The very good injury accident record in the vicinity of the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposals.

**4 TRAFFIC IMPACT**

- 4.1.1 The proposals are to change the use of the former D2 use (formerly used as part of the Huddersfield College) to 33 no. apartments (12no. 1 bed / 19no. 2 bed and 2no. 3 bed roomed apartments). The existing car parking areas accessed off the Highfields Road will generally remain as existing, along with the current access arrangements.
- 4.1.2 In terms of traffic generation of 33 apartments, Table 4A provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposals. However, this must be balanced against the actual number of parking spaces provided which does not equate to 1 space per apartment.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
<b>Trip Rate</b>	<b>0.078</b>	<b>0.241</b>	<b>0.319</b>	<b>0.215</b>	<b>0.110</b>	<b>0.325</b>
<b>Generated Trips</b>	<b>2.574</b>	<b>7.953</b>	<b>10.52</b>	<b>7.095</b>	<b>3.63</b>	<b>10.725</b>

**Table 4A – Predicted Development Trip Rates & Generation – Apartments**

- 4.1.3 As can be seen from the above table, the proposed development, assuming each apartment had 1no. parking space, the development has the potential to generate some 10 - 11 trips at the peak periods. However, given the shortfall in parking provision and the sites excellent connectivity to Huddersfield the actual number of trips associated with the development could be less than predicated. This number of trips is considered to be significantly less trips than that generated by the former D2 use of the site.
- 4.1.4 Furthermore, as the site is in an extremely sustainable location with an excellent bus services operating from the nearest bus stops providing a circa 6 buses per hour throughout the day to the conurbation along the A629 as well as Huddersfield Town Centre, Elland and Halifax, and its proximity to Huddersfield bus and rail services it is considered that the anticipated trip generation would be further reduced.

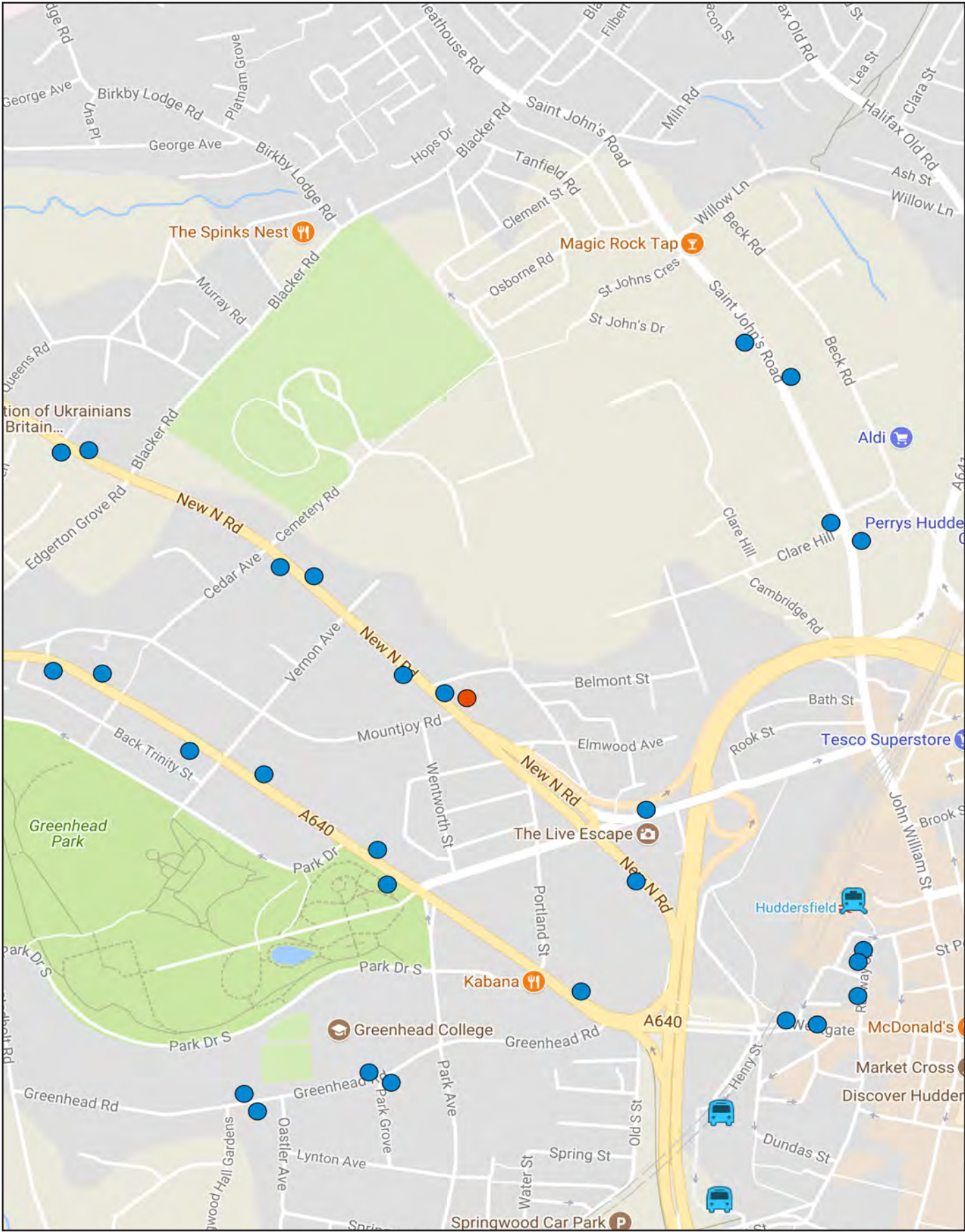
4.1.5 The sites last known use was in association with Kirklees College and was utilised as part classroom, part office and part storage with glass corridors linking the buildings. The total floor space of the buildings is circa 3178 sqm. Notwithstanding this the actual rooms / and floor space utilised by each use class is unknown and given the small-scale of the actual site and that it was used as a satellite of the main Kirklees College actual trip rates would be difficult to provide or estimate. Given that the site could accommodate 26 no. parking spaces it would be acceptable to assume that during the peak hours that the trips commensurate with this number of off-street spaces would be generated albeit that they would be trips to the site rather than leaving the development should the apartment scheme receive approval. However, this low number of vehicle movements would still be on the local network but potentially travelling in opposing directions.

4.1.6 Accordingly, it is considered that the traffic generation of the development proposals would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

- 5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and generally compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in an extremely sustainable location given its proximity to bus stops and also Huddersfield Town Centre, which contains high density residential areas and a multitude of amenities, facilities, employment and transport opportunities, the Huddersfield College and University Campus. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 It is considered that the proposed development would result in a reduction in the number of vehicle trips to and from the site which can only be a major benefit to highway safety in this very busy location. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

# Appendix A

Location plan



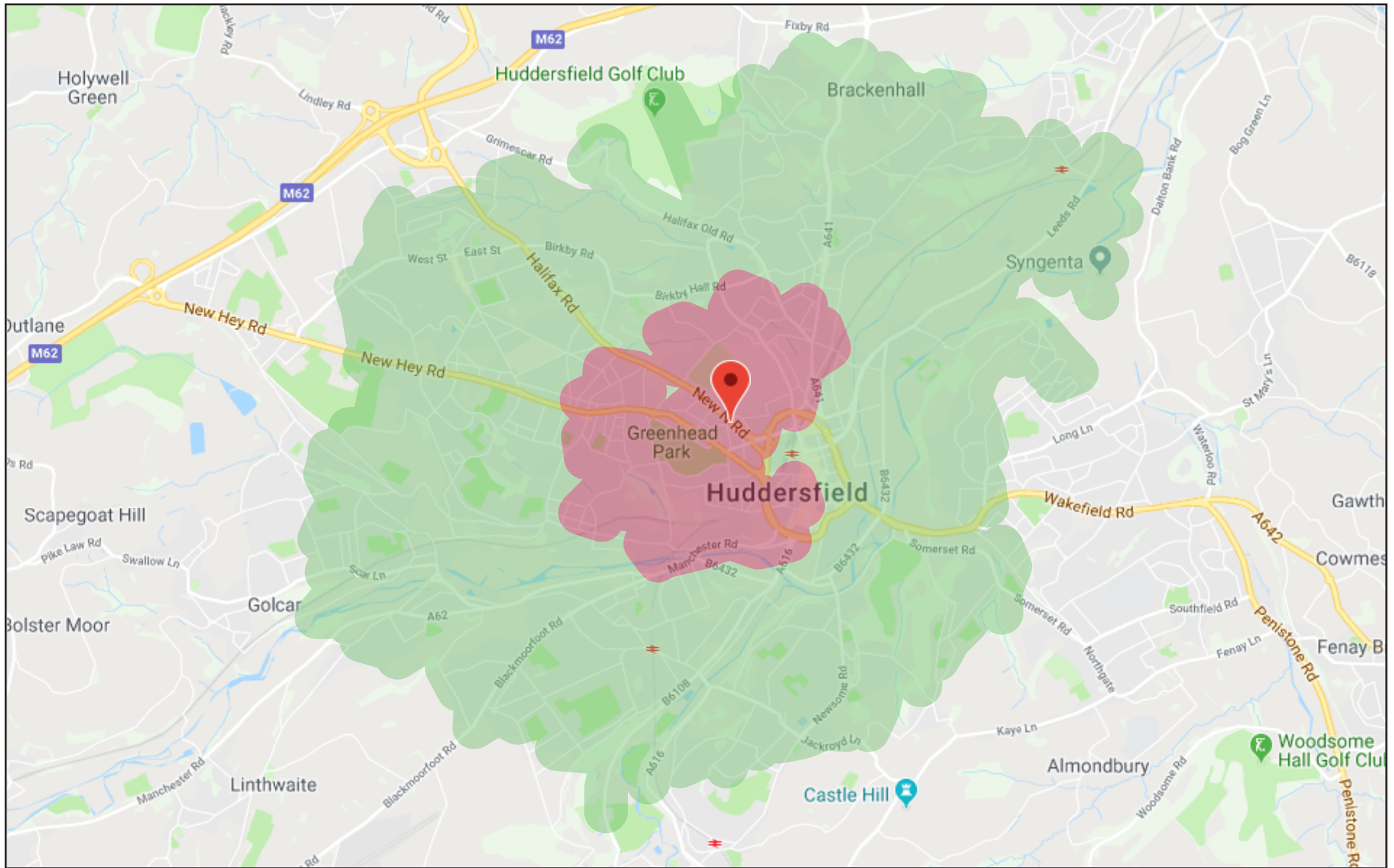
- SITE LOCATION
- BUS STOP LOCATION






UNIT 2, THE OFFICE CAMPUS,  
 PARAGON BUSINESS PARK, RED HALL COURT,  
 WAKEFIELD WF1 2UY

# Appendix B

Pedestrian and Cycle Catchment



-  5km CYCLE CATCHMENT
-  2km WALKING CATCHMENT
-  SITE LOCATION



UNIT 2, THE OFFICE CAMPUS,  
PARAGON BUSINESS PARK, RED HALL COURT,  
WAKEFIELD WF1 2UY

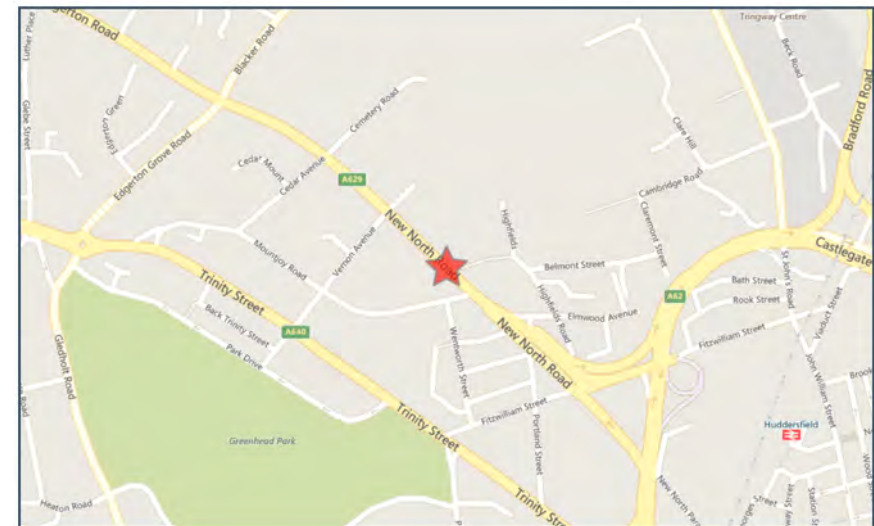
# Appendix C

Accident Data



**Crash Date:** Tuesday, December 08, 2015      **Time of Crash:** 1:10:00 PM      **Crash Reference:** 2015132C80657

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A629	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Kirklees			<b>Number of Vehicles:</b>	4
<b>Local Authority:</b>	Kirklees			<b>OS Grid Reference:</b>	413835    417187
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)



### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Other	None	None
2	Car (excluding private hire)	4	Male	56 - 65	Vehicle is slowing down or stopping	Back	Other	None	None
3	Car (excluding private hire)	7	Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
4	Car (excluding private hire)	12	Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
4	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/aboutthedata](http://www.crashmap.co.uk/home/aboutthedata) and [www.crashmap.co.uk/home/definitions](http://www.crashmap.co.uk/home/definitions)