



PROPOSED REDEVELOPMENT OF THE
MOLDGREEN CLUB SITE
CHURCH STREET, MOLDGREEN, HUDDERSFIELD

SUPPORTING HIGHWAYS STATEMENT

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1 INTRODUCTION

1.1 Introduction

1.1.1 I have been appointed by Mark Brotherton Architects Ltd to advice on highways and traffic issues relating to proposals for the redevelopment of the Moldgreen Club site at Church Street, Moldgreen.

1.1.2 The site is bounded by Church Street to the east, Highroyd Crescent to the north and west and Aspley Heights apartments to the south.

1.1.3 This report provides a transport and traffic assessment of the development proposals to assist the determination of a planning application for a development of 10 no apartments on the site. The report demonstrates that the development proposals should be acceptable for planning approval purposes.

1.2 Scope of the Report

1.2.1 This report considers the transport and traffic related issues relevant to the proposed development.

1.2.2 Following this brief introduction, Section 2 describes the site in more detail and provides a review of the existing highway network. Section 3 then describes the proposed development. Section 4 assesses the site's accessibility by non-car modes whilst Section 5 provides an assessment of the Traffic Impact of the proposed development within the local highway network. The conclusions are provided in Section 6.

2 SITE DESCRIPTION AND EXISTING HIGHWAY NETWORK

2.1 Site Description and Existing Operations

2.1.1 The site is situated on the western side of Church Street and is situated between the junctions of Aspley Heights and Highroyd Crescent. The site is currently occupied by Moldgreen Club and associated stewards' accommodation with a small car park and servicing area to the front.

2.1.2 Existing vehicular access to the site is gained from Highroyd Crescent via a junction arrangement that does not meet current standards in terms of visibility and its proximity to a junction. Visibility for egressing drivers is severely restricted to the left by the proximity of the Club building and the substandard footway width on the site frontage. The sight line to the right (critical direction) is restricted by the junction alignment and the retaining wall on the frontage to Church Street. The general width of Highroyd Crescent also does not allow for adequate two way flow and for emergency vehicle access / egress.

2.2 Existing Highway Network

2.2.1 Church Street is a two-way, single carriageway road which links Kilner Bank to the south with Church Lane to the north. Church Street is a lightly trafficked route throughout the working day and also at peak times. Church Street is the subject of a 30mph speed limit and is lit to side road standards. There are no traffic regulation orders on the immediate site frontage, however, there are keep clear "zig – zag" markings on the opposite side of the carriageway to the proposed development site. On the immediate site frontage to Church Street the highway has the following characteristics:

Nearside footway – 1.45 metres – Carriageway – 6.9 metres and far side footway averaging – 1.85 metres.

- 2.2.2 Highroyd Crescent is a residential street with a narrow carriageway averaging some 3.6 metres with a nearside footway of 1.1 metres in width. The gable and boundary walls of no.17 Church Street immediately abut the carriageway on the far side of Highroyd Crescent opposite the site entrance point. Highroyd Crescent is also the subject of a 30mph speed limit and is lit to side road standards. It has a relatively steep gradient of approximately 1 in 10 with a substandard junction arrangement with Church Street in relation to junction radii / platform, general gradient, pedestrian provision, carriageway width and visibility. Highroyd Crescent is estimated to be lightly trafficked at all times.

3 THE DEVELOPMENT PROPOSALS

- 3.1.1 The proposed development consists of 10 apartments with the majority having 2 bedrooms. Parking provision will consist of 12 no. parking spaces inclusive of 1no. disabled parking bay which will be situated within a parking courtyard underneath the proposed building. The disabled parking bay will be situated close to one of the lifts. A bin storage area will also be located close to the lift, however, the actual location is open to discussions with the Local Planning & Highway Authority.
- 3.1.2 Access to the site from Church Street will be via a new junction arrangement with a 5.5 metre wide access and 4.6 metre kerb radii. The existing vehicular access off Highroyd Crescent will be permanently closed and the crossing reinstated as footway to the satisfaction of the Local Highway Authority.
- 3.1.3 The footway on the site frontage to Church Street will also be widened to a minimum of 2.0 metres and a 4.6 metre radius provide at the junction of Highroyd Crescent with Church Street on the site frontage.
- 3.1.4 Cycle spaces are to be provided within the building; however, they can be re-sited at the discretion of the Local Planning and Highway Authority.

4 TRANSPORT PLANNING CONSIDERATIONS

4.1 Introduction

4.1.1 The main sources of national policy relating to transport and development are in Planning Policy Statement 1: Housing (PPS1) and Planning Policy Guidance Note 13: Transport (PPG13).

4.1.2 Government Policy confirms the commitment to sustainability and the integration of transport and land use planning. The Government White Paper entitled 'A New Deal for Transport' published in July 1998, and 'A Strategy for Sustainable Development for the UK' published by DETR in May 1999.

4.2 Planning Policy Statement 1: Sustainable Development

4.2.1 The key components of PPS1 can be summarised as follows:

4.2.2 Sustainable development should be pursued in an integrated manner. Developments should be encouraged which reduce the need to travel by private car.

4.2.3 Provide for improved access for all by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by private car, while recognising that this may be difficult in rural areas.

4.2.4 Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development and planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public facilities.

4.3 Planning Policy Guidance Note 13

4.3.1 The main objectives of PPG 13 are set out in paragraph 4 and state:

“The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- *Promote more sustainable transport choices for both people and for moving freight;*
- *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and*
- *Reduce the need to travel, especially by car”*

4.3.2 When considering the location of new development, the main thrust of national transport policy is that new development should be conveniently accessible by a range of transport modes, including public transport.

4.4 Access to the Proposed Development by Choice of Transport Modes

4.4.1 The accessibility of the proposed development by a range of modes of transport has been considered in particular to objectives in line with PPG13.

Accessibility on Foot

4.4.2 The site will benefit from pedestrian access directly from Church Street to the main entrance point to the apartment block. This will be at a level appropriate for all users including those in wheelchairs. The internal arrangements then provides linkages to the existing pedestrian infrastructure within the vicinity of the site.

4.4.3 PPG 13, paragraph 75 indicates that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2000m. The threshold suggested by PPG13 equates to a walk time of approximately 24 minutes based on a generally accepted walk speed of 1.4 metres per second (3.2 miles per hour). This walk speed is documented in the Institution of Highways and Transportation (IHT) document ‘Guidelines for Providing for Journeys on Foot’.

- 4.4.4 'Guidelines for Providing for Journeys on Foot' also suggests acceptable walking distances for planning and evaluation purposes. Table 3.2 on page 49, 'Suggested Acceptable Walking Distance,' gives acceptable walking distances of 1000m for commuting and 2000m as a preferred maximum distance.
- 4.4.5 The site is situated in a very sustainable location being within less than 2 minutes walking distance to the local shopping and health care facilities which include: public houses / hair salons / post office / newsagents / doctors and dentists / mini supermarket / 2 chemists / several takeaways / cafe and bakery. These facilities are situated very close to the proposed development which should again ensure that local journeys are made on foot rather than by the private car which is in line with current Government legislation.
- 4.4.6 The local footway routes are at a general gradient that will suit all needs including the ambulant disabled. It can be seen from the above that the proposed development provides opportunities for convenient pedestrian access for both residents and visitors.
- 4.4.7 Footways surrounding the site are considered to be of an acceptable width and are well lit. The existing footway network will ensure that the site is easily accessible on foot.

Accessibility for Cyclists

- 4.4.8 With regards to cycling, PPG 13: Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport".
- 4.4.9 As mentioned above the site is within cycling distance of all the local facilities situated close to the site near the Broad Lane / Wakefield Road junction. The site is also located within cycling range of Huddersfield Town Centre and the Bus and Railway Stations therefore, it is located where cycling could be used as a very practical part of a multi-modal journey. Some local employment centres / business parks are also situated within cycling distance including - Silver Court Ind Estate / Shaw Business Park Broomfield Business Park / Bradley Mills industrial estate.

Accessibility by Bus

4.4.10 The site is accessible by several services which run along the Wakefield Road and Broad Lane. All these fare stages are within 350 metres of the site. The fare stages on Broad Lane and Wakefield Road all have the benefit of passenger shelters. The services available from these points are as shown in Fig 4.410A below:

Service Number	Route	Frequency	
		Mon-Sat (Daytime)	Sundays
80 / 81	Huddersfield / Lepton / Kirkburton / Skelmanthorpe / Scissett / Clayton West	Every 30 mins	Every 60 mins
83 / 84	Huddersfield / Kirkburton / Shepley / Birdsedge / Denby Dale	Every 60 mins	No Service
82	Huddersfield / Kirkburton / Skelmanthorpe / Scissett / Denby Dale	Every 60 mins	Every 120 mins
231/232	Huddersfield / Lepton / Grange Moor / Flockton / Midgley / West Bretton / Netherton / Horbury / Wakefield	Every 30 mins	Every 60 mins
241/242	Huddersfield / Waterloo / Lepton / Grange Moor	Every 60 mins	No Service
261	Huddersfield / Upper Heaton	Hourly Mon – Friday only	
262/263	Huddersfield / Waterloo / Kirkheaton / Mirfield / Dewsbury	Every 15 mins	Every 60 mins
340/341	Stocksmoor / Almondbury / Huddersfield	Every 60 mins	Every 60 mins
342	Almondbury – Huddersfield circular	Every 20 mins	No Service
358	Huddersfield / Lowerhouses	Every 30 mins	Every 60 mins
370/371	Rawthorpe / Dalton / Huddersfield / Marsh / Royal Infirmary / Lindley Red Line	Every 15 mins	Every 30 mins
372	Almondbury / Huddersfield / Lindley Sky Blue Line	Every 15 mins	Every 30 mins
374/375	Huddersfield / Dalton	Every 60 mins	No Service
399	Huddersfield / Storthes Hall Park	Sat – Every 60 mins	Sun – Every 60 mins

Fig 4.4.10A

4.4.11 As an extra incentive to use public transport future residents of the apartments will be offered subsidised metro cards which will be provided with a 100% subsidy for the first year and 50% and 25% for the second and third years respectively, after completion.

Conclusions

It is generally accepted that fare stages must be within a 400 metre walk to be of effective use for non car journeys. In this location there are fare stages either side of Broad Lane and Wakefield Road which are all within the accepted walking distance. The public transport service is, therefore, considered to be above the accepted requirements of national and local guidance in that the fare stages are located close to the site and the average frequency of service is less than 10 minutes during the normal working week to the nearest employment centre i.e. Huddersfield. Having regard to the above and the proposal to provide subsidised metro cards, it can be concluded that the proposed development is consistent with all relevant national policy guidance set out in PPG 13.

5 TRAFFIC EFFECTS

5.1 Introduction

5.1.1 This section of the report considers the traffic effects of the proposal on the local highway network.

5.1.2 The primary aim of this section is to evaluate whether the traffic movements from the site would have any material impact within the local highway network.

5.2 Traffic Considerations

Proposed Development Traffic Generation

5.2.1 A robust traffic generation assessment from the apartment development has been assessed using data from the national TRICS 2006(b) database.

5.2.2 Table 5.1 provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1900-2000 hours) and likely traffic generation of the proposed apartments.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.04	0.17	0.21	0.16	0.14	0.30
Generated Trips	0.40	1.70	2.10	1.60	1.40	3.00

Table 5.1: Predicted apartment trip Rates & Generation

5.2.3 As can be seen from the above table, the proposed development may generate approximately 2 and 3 trips during the morning and evening peak hours respectively. This equates on average to less than 1 vehicle movement from the site per 20 minutes during the busiest evening peak time.

Should a more robust assessment trip rate of 0.4 per be used and based on these standards then at peak times this development will still only generate a maximum of 4 vehicle movements (1 trip every 15 minutes on average) to / from the proposed point of access onto Church Street at both the am and pm peaks. Given the sites location within close proximity to an excellent bus services and local amenities there will be a high likelihood that residents and visitors to the development will choose to walk / cycle or utilise public transport rather than use the private car and the number of trips could be considerably less than estimated.

5.3 Existing traffic generation

- 5.3.1 No detailed traffic / trip rate information can be given for the existing use of the site as the club is presently being run down prior to the application for redevelopment being submitted. However, the present owner of the site informs me that the current opening hours are 20.30 – 23.30 Monday to Sunday with Saturday lunchtime hours of 13.00 – 16.00 and Sunday 12.00 – 16.00hrs. The club has in the past accommodated over 200 customers on an evening.

Car parking

- 5.3.2 **Existing** - The existing car park for the Club could accommodate a maximum of 6 vehicles; therefore, the existing premises operating at capacity would have had the potential to generate a considerable amount of on street parking in and around the Club to the disbenefit of the amenity for local residents and highway safety.
- 5.3.3 **Proposed** – Kirklees Councils parking standards for apartment type developments recommend a maximum level of car parking for 2 bed roomed apartments of 1.5 spaces per apartment. Therefore, in this case the proposed development would require the provision of 15 spaces. As can be noted from the drawings prepared by Mark Brotherton Ltd, 12 spaces are proposed, however, given the excellent bus services and the nearby amenities in this locality it is considered that the need for car ownership is greatly reduced and the provision of 12 no. spaces will be sufficient in this case.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 The proposed development consists of 10 apartments. The majority have 2 bedrooms with the provision of 12 no. parking spaces inclusive of 1no. disabled parking bay which will be situated within a parking courtyard underneath the proposed building. The disabled parking bay will be situated close to the lift. A bin storage area will also be located close to the lift, however, the actual location is open to discussions with the Local Authority.
- 6.1.2 The proposed development is consistent with relevant national policy guidance set out in PPG 13 and is very accessible by non-car modes and is located in a very sustainable location close to all local amenities and public transport services.
- 6.1.3 The traffic predicted to arise as a result of the development, especially at peak times, is not expected to significantly impact upon highway operations. Adequate off street parking facilities for residents is to be provided within the site which should ensure that the development does not generate on street parking on the adjacent side streets.
- 6.1.4 The proposed development has the potential to realise a significant reduction in on street parking on the local streets and reduce the number of service / delivery vehicles visiting the site. The scheme will also see the permanent closure of a very substandard access point situated at the junction of Church Street with Highroyd Crescent and the widening of the footway on the site frontage to 2.0 metres which are significant improvements to road and pedestrian safety.
- 6.1.5 In view of the above, there are no traffic or highways reasons which would prevent the granting of consent for the proposed development.