



**Portland Nurseries**  
**Former Eastgate Depot, Honley, Huddersfield**

**November 2019**

**Prepared For: Portland Nurseries**

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## Document Record

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# 1. INTRODUCTION

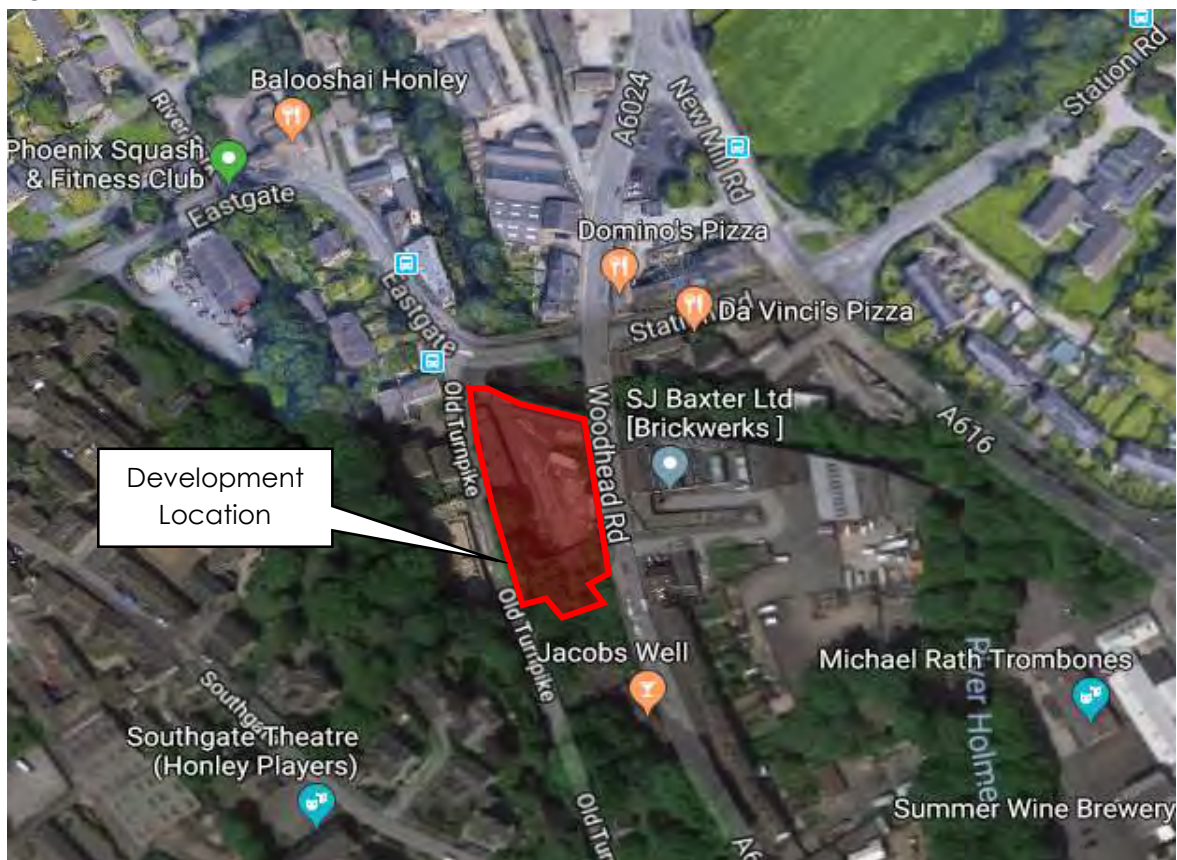
## Introduction

- 1.1 TPS Transport Consultants Ltd (TPS) have been appointed by Portland Nurseries to prepare a Transport Assessment (TA) in support of a new nursery facility located at the former Kirklees Council Eastgate depot in Honley, Huddersfield.
- 1.2 Portland Nurseries formed over 27 years ago, originally at a single nursery site at Portland House, Hungerford Road, Huddersfield. Portland Nurseries now operates 4 nurseries across Huddersfield, caring for over 700 families annually and employing 98 staff.

## Development Proposals

- 1.3 The proposed site location is shown in **Figure 1.1** below, as can be seen, the site is bound by Old Turnpike to the west, Eastgate and the River Holme to the north and Woodhead Road to the east. The southern boundary of the site consists of undeveloped land and the Jacobs Well Pub.

**Figure 1.1 - Site Location**



(Source: Google Maps)



- 1.4 The development proposals compromise the construction of a new nursery facility on the former depot site, the facility will provide a nursery with a maximum capacity of 80-85 children between the ages of 0-5years. In addition, the nursery will have 21 staff members. A proposed site layout drawing is provided in **Appendix A**.
- 1.5 A total of 12 car parking spaces are to be provided as part of the development proposals, these spaces will be shared between use for staff and parents (when dropping off and picking up).

## **Report Structure**

- 1.6 Following this introductory section:
- **Section 2** – sets out the national and local policy context relating to the development and transport;
  - **Section 3** – provides a summary of the site's accessibility via non-car modes of travel;
  - **Section 4**- provides an assessment of the local highway network surrounding the site and an accident analysis of the past 5 years;
  - **Section 5** – provides the trip generation for the development proposals and assesses the demand for parking;
  - **Section 6** - provides the results of the capacity assessments of the development proposals;
  - **Section 7** - considers the access proposals of the development; and
  - **Section 8** - provides a summary of the report and conclusions.



## 2. POLICY CONTEXT

### Introduction

- 2.1 This section of the Transport Assessment outlines the relevant national and local policy in relation to the development proposals.

### National Policy

#### National Planning Policy Framework (NPPF – July 2018)

- 2.2 The NPPF sets out the government's planning policies for England and how they should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 Section 2 of the NPPF details how the framework proposes to achieve sustainable development. In this section, three overarching objectives are identified, these being;
- **An Economic Objective-** *"to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure";*
  - **A Social Objective-** *"to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being";*
  - **An Environmental Objective-** *"to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".*
- 2.4 Section 9 of the NPPF focuses on "Promoting Sustainable Transport", and how development related transport issues should be addressed. In particular, the NPPF recommends that "transport issues should be considered from the earliest stages of plan-making and development proposals", so that:
- A) the potential impacts of development on transport networks can be addressed;



*B) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*C) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*D) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*E) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

2.5 The section also addresses how development proposals should be considered regarding transport. The NPPF states that development proposals should ensure:

*A) appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;*

*B) safe and suitable access to the site can be achieved for all users; and*

*C) any significant impacts from development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.*

2.6 It also states that development proposals should only be prevented or refused if the proposals would generate an unacceptable impact on highway safety, or if the residual cumulative impact of the proposals on the road network is severe. In order to minimise the impact of development proposals, the NPPF states that proposals should:

*A) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*B) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*



*C) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*D) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*E) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

- 2.7 Furthermore, the section states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan and the application should be supported by a Transport Statement or Transport Assessment, so that the likely impacts of the proposal can be assessed.
- 2.8 The development proposals seek to provide a new nursery facility for the local area which is highly accessible via all modes of transport (including non-car modes). This Transport Assessment also demonstrates that the proposals could be safely accommodated on the local highway network.

## **Local Policy**

### **Kirklees Council, Draft Local Plan Strategies and Policies- November 2015**

- 2.9 The Local Plan guides the scale and location of future development in the district and establishes policies necessary to achieve the strategy. When adopted, the Kirklees Local Plan will become the main planning policy document for the district.
- 2.10 Policy PLP 20 – Sustainable Travel
- New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area;
  - The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low



emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working;

- Travel plans will be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable;
- Proposals for new development shall be designed to encourage sustainable modes of travel and will be required to facilitate the needs of the following user hierarchy:
  - A. pedestrians;
  - B. cyclists;
  - C. public transport; and
  - D. private vehicles.

#### 2.11 Policy PLP 21 -Highway Safety

- Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users;
- New development will not be permitted if it adds to highway safety problems or in the case of development which will generate a substantial amount of trip generation, cannot be adequately served by the existing local highway network;
- Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network;
- All proposals shall:
  - A) ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
  - B) in locations where development is otherwise considered acceptable, new infrastructure or improvements on or off site may be required to ensure safe access from the highway network to the development site for pedestrians or disabled people, cyclists, public transport users, and private vehicles which will



not materially add to highway safety problems or reduce the efficiency of the highway network;

- C) be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
- D) take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- E) take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- F) take into account access for emergency, service and refuse collection vehicles;
- G) have provision for electric vehicle charging points within the site layout;
- H) provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

#### 2.12 Policy PLP 22 – Parking

The provision of parking will be based on the following principles:

- C) provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes;
- F) new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;
- G) provision will be made to meet the needs of cyclists for cycling parking in new developments;
- H) provision will be made to accommodate the needs of disabled people for the parking of vehicles.

- 2.13 The development proposals are supportive of the policies within this document. This Transport Assessment demonstrates that the development will be fully accessible by all



modes of transport, can be accommodated on the highway network without negatively impacting on the highway operation and does not introduce a road safety issue.

### **Kirklees Unitary Development Plan (Revised 2007)**

- 2.14 The UDP sets out the policy context for development within Kirklees. The document identifies a number of challenges for the area, which includes improving transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, to commercial traffic and cycling and walking.
- 2.15 Chapter 1 of the document sets out the main points of the Strategic Guidance for West Yorkshire, stating that “every opportunity should be taken to bring vacant and derelict land in urban areas back into use”. The Portland Nurseries’ redevelopment of the extant Eastgate Depot is in line with this policy.
- 2.16 The UDP contains a number of policies aimed at encouraging sustainable transport. Policy T1 includes the authority’s strategic transport priorities including:
- i. satisfying the travel needs of all sections of the community through an effectively integrated transport system, with emphasis on improving public transport and encouraging a modal shift away from travel by private car;
  - ii. promoting a transport network on which it is safe to travel, and which causes minimal disturbance through danger, noise and air pollution; and
  - iii. Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can best be served by public transport and where it minimises the need for expansion of the highway network improving road safety.
- 2.17 In addition to the above, Policy C1 aims to provide community facilities in accessible locations, normally within local centres, the proximity of the proposed nursery to the centre of Honley village means this development complies with this policy. Furthermore, this Transport Assessment has established that the development site is fully accessible via all modes of transport, including all non-car modes.

### **Summary**

- 2.18 This section has summarised the relevant local and national policy relative to the development proposals. The development proposals adhere to the policies outlined both nationally and locally, due to the site’s highly accessible location by non-car modes.



### 3. SITE ACCESSIBILITY

#### Introduction

- 3.1 This section will outline the accessibility of the site by non-car modes and clearly demonstrates how staff, parents and children will be able to access the nursery by non-car modes.

#### Walking Accessibility

- 3.2 The proposed nursery takes access from Old Turnpike via an existing priority T-junction to the immediate south of Eastgate, Honley. Routes within the vicinity of the site, including Eastgate, have footways alongside, are lit, and have dropped kerbs at appropriate crossing points.
- 3.3 Footways are provided on the western side of Old Turnpike, both sides of Eastgate as it passes over the River Holme and the northern/ eastern side of the carriageway towards the residential areas of Honley. Footways are also provided on both sides of the A6042 on the northern approach towards Eastgate to the staggered junction of Eastgate and the A6042.
- 3.4 As can be seen from the site layout, provided at **Appendix A**, the existing footways on the site side of Old Turnpike will be continued into the site, with an uncontrolled pedestrian crossing provided along the pedestrian desire line on Old Turnpike, with a second crossing also located within the site itself.
- 3.5 Following guidance provided by IHT on walking distances, shown in **Table 3.1**, it is acknowledged that there is a preferred maximum walking distance of 2km for walking to a school or commuting.

**Table 3.1 - Acceptable Walking Distances**

| Walking Distance  | Commuting/ School/ Sight-seeing |
|-------------------|---------------------------------|
| Desirable         | 500m                            |
| Acceptable        | 1000m                           |
| Preferred Maximum | 2000m                           |

(Source: IHT, 2000)

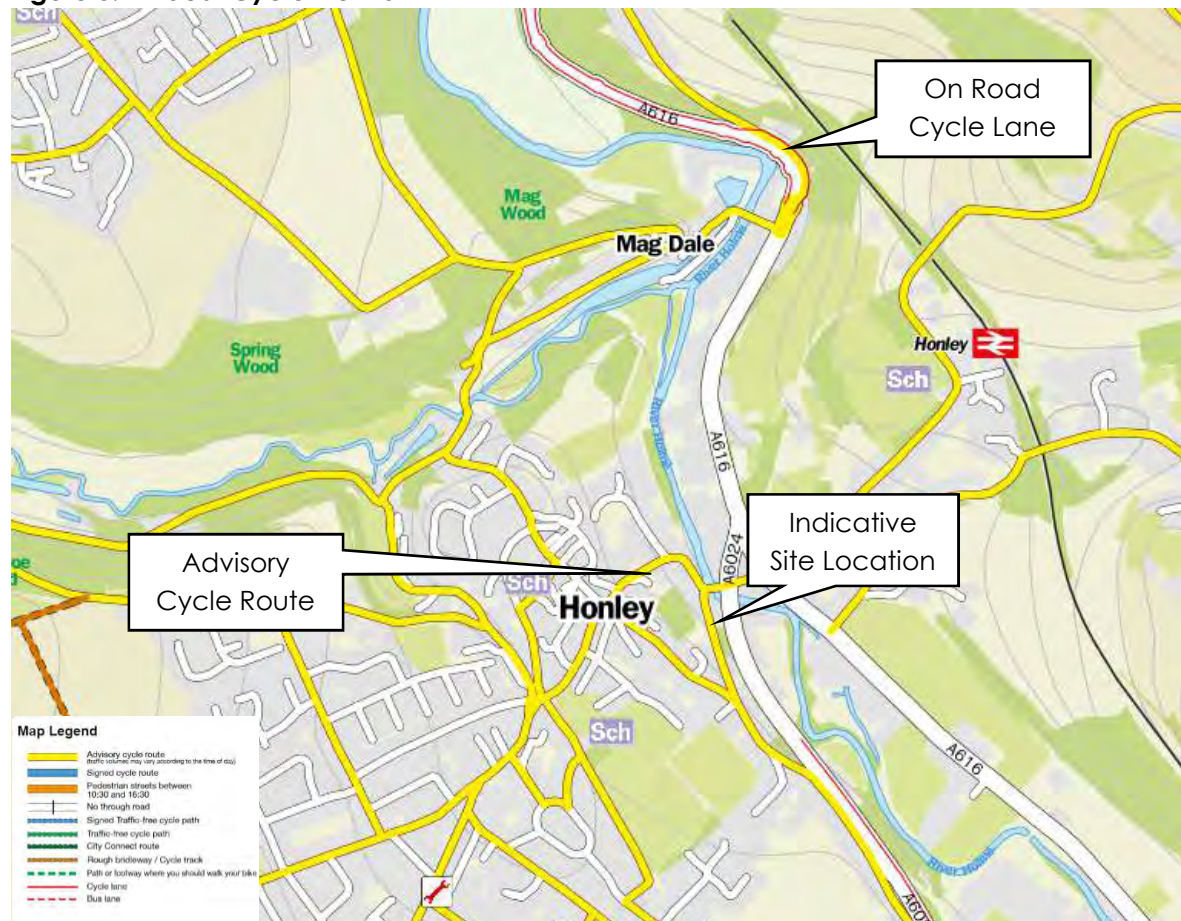
- 3.6 Honley in its entirety falls within a 1km catchment of the proposed development site, as such it would be considered an acceptable walking distance for staff commuting or parents

bringing children to the Nursery. The preferred maximum walking catchment of 2km would also encompass the areas of Armitage Bridge and Brockholes.

## Cycling Accessibility

- 3.7 Whilst children are unlikely to travel to nursery by bicycle with their parents, there is potential for staff to cycle to work. Below is an extract from the West Yorkshire Cycle Map which illustrates a number of on carriageway cycle lanes and advisory routes within the proximity of the proposed Nursery.
- 3.8 Several major cycle routes are situated within an accessible proximity of the site location; shown in the map below, **Figure 3.1**.

**Figure 3.1 - Local Cycle Network**

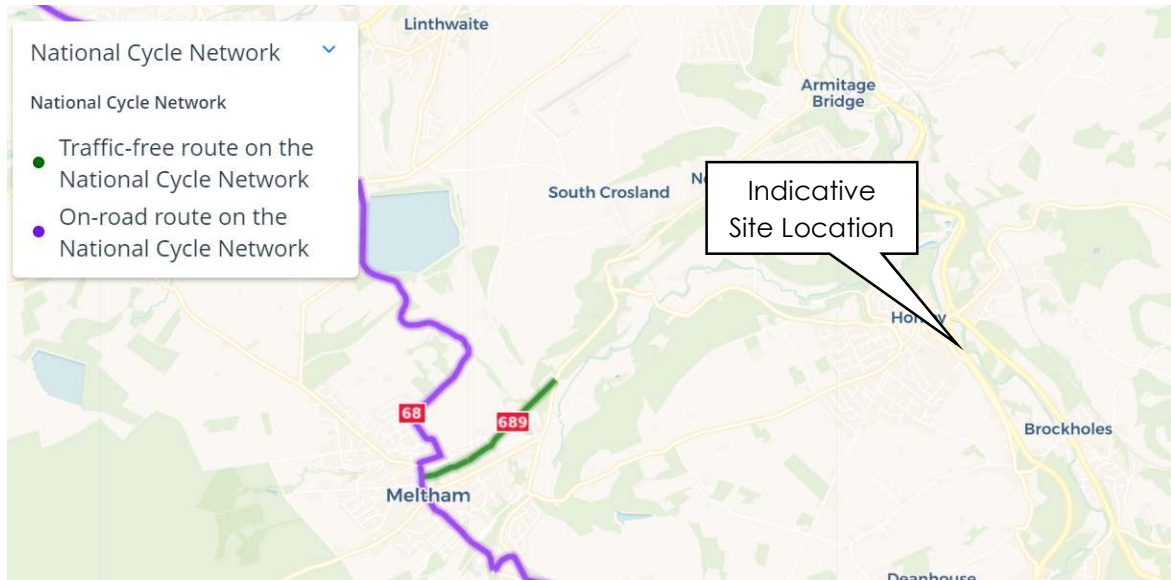


(Source: West Yorkshire Cycle Map)

- 3.9 In addition to the cycle routes advised by the West Yorkshire Cycle Map, NCN route 68 is located on an approximate 30-minute cycle ride southwest of the development site and is accessed via Old Turnpike and Meltham Road. This route runs the length of the Pennines,

between Derby and Berwick-upon-Tweed, more locally the route through local destinations such as Holmfirth, Upperthong and. This is shown in **Figure 3.2** overleaf.

**Figure 3.2- National Cycle Routes**



(Source: Sustrans)

## Public Transport Accessibility

### Bus

- 3.10 The nearest bus stop to the site is located adjacent to the site access, on Eastgate, this stop benefits from a flag and timetable information, with the stop opposite being located an approximate 50 metre walk from the site access. Additional bus stops are located on Woodhead Road, with the closest stop being located an approximate 2-minute walk (110 metres east) from the site entrance to Woodhead Road. The stop on Woodhead Road benefits from a shelter, timetable information and flag. The locations of these bus stops are identified in **Figure 3.3**.
- 3.11 **Figure 3.3** overleaf, illustrates that there are a large number of bus services that operate within just a short walk of the nursery. These services, along with their frequency and route, are summarised in **Table 3.1**.

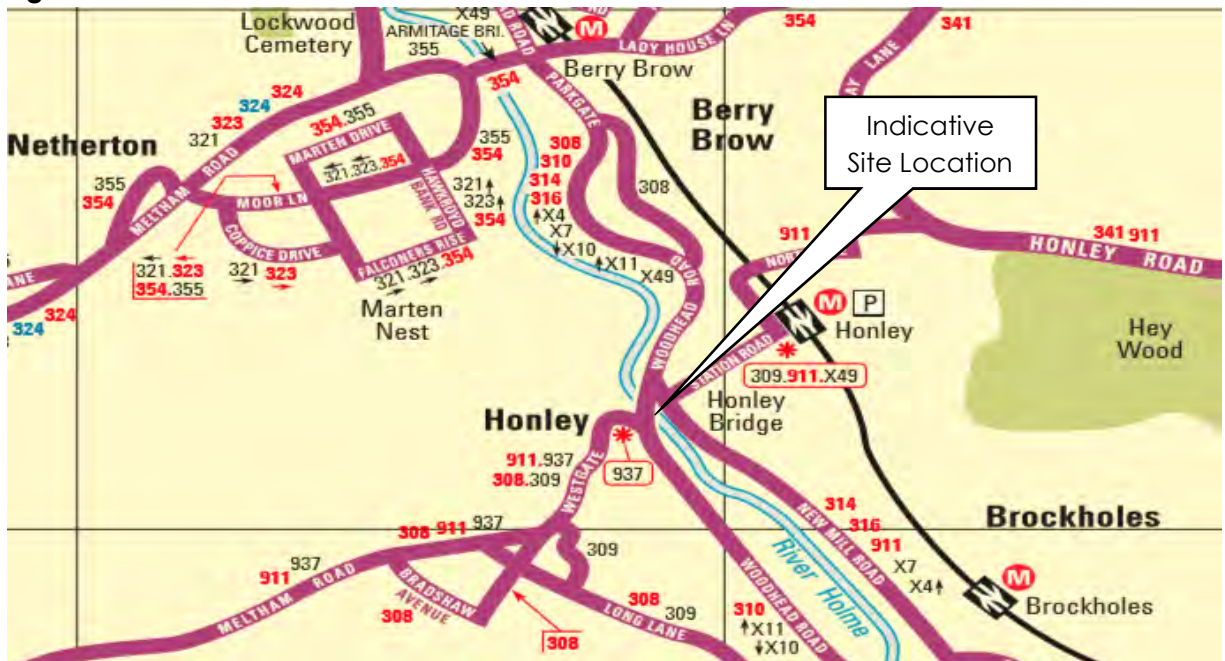
**Figure 3.3- Bus Stop Locations**



(Source: OpenStreetMap)

3.12 **Figure 3.4** below, identifies the bus services which pass the site location, along Eastgate and Woodhead Road.

**Figure 3.4- Bus Routes**



(Source: Wy Metro)



3.13 **Table 3.1** below summaries the local bus services and their subsequent frequencies which stop close to the site.

**Table 3.1 – Bus Services and Frequency**

| Bus Service         | Route                                            | Frequency       |                  |            |
|---------------------|--------------------------------------------------|-----------------|------------------|------------|
|                     |                                                  | Mon - Fri       | Saturday         | Sunday     |
| Eastgate Stops      |                                                  |                 |                  |            |
| 308                 | Holmfirth – Honley – Huddersfield                | 30 minutes      | 30 minutes       | 60 minutes |
| 309                 | Holmfirth – Netherthong - Honley                 | 1 service daily | No service       | No service |
| 911                 | Meltham – Thurstonland Circular                  | 60 minutes      | 60 minutes       | No service |
| 937                 | Marsden – Meltham - Honley                       | 1 service daily | 2 services daily | No service |
| Woodhead Road Stops |                                                  |                 |                  |            |
| 310                 | Hepworth - Holmfirth - Huddersfield              | 30 minutes      | 30 minutes       | 60 minutes |
| X10                 | Huddersfield – Honley - Holmfirth                | 1 service daily | No service       | No service |
| New Mill Road       |                                                  |                 |                  |            |
| 314                 | Holme - Holmfirth - Huddersfield                 | 60 minutes      | 60 minutes       | 60 minutes |
| 316                 | Huddersfield – New Mill - Holmfirth – Upperthong | 60 minutes      | 60 minutes       | No service |

(Source: Public Transport Operator Websites)

3.14 As can be seen from **Table 3.1**, there are a number of high frequency services that stop within close proximity to the site, travelling to the site by bus would be a viable option for both staff and parents.

#### **Rail**

3.15 The nearest rail station to the development site, Honley Railway Station, is located just 700m to the northeast of the development site. Honley Railway Station is situated on the Penistone line and is served by hourly services to Huddersfield and Sheffield (via Barnsley) Monday to Saturday.

3.16 Due to the close proximity to the railway station, travelling to the nursery via train would be a viable option for staff commuting and parents onwards journeys.



## **Summary**

- 3.17 This section of this Transport Assessment has demonstrated the accessibility of the proposed Nursery, by non-car modes. This section has demonstrated that the location of the proposed Nursery would facilitate trips on foot, as the entirety of Honley falls within a walking distance, furthermore there are numerous public transport facilities (bus and rail) within a close proximity of the site location which could be utilised by parents and staff. Cycling facilities are also provided close to the site, providing links to the surrounding towns and villages.

- 4.3 The proposed nursery will take access via a priority T-junction with Old Turnpike to the immediate south of the Eastgate / Old Turnpike priority T-junction. The existing access onto Old Turnpike is shown in **Figure 4.2** overleaf.

**Figure 4.2- Existing Site Access**



(Source: Google Maps)

- 4.4 Old Turnpike runs along the western boundary of the site and is a single carriageway, some 5 metres wide, connecting Eastgate to the north and Southgate to the South. Old Turnpike is subject to a 30mph speed limit there are also double yellow lines prohibiting on-street parking in the vicinity of the site access.
- 4.5 Eastgate runs along the northern boundary of the site, it is a single carriageway some 7.5 metres wide which forms the western approach towards Woodhead Road / Station Road signalised crossroads in the east and continues towards Honley village centre to the west. The carriageway is subject to a 30mph speed limit as it passes the site. This reduces to 20mph for vehicles travelling west into Honley village 160 metres west of the site access. On-street parking is restricted on Eastgate with double yellow lines on both sides of the carriageway to the north and east of the proposed development site. There are a limited number of unmarked on-street parking spaces (which can accommodate 6 vehicles) to the immediate north of the site on the northbound side of the carriageway; this is subject to a single yellow line restriction.
- 4.6 Woodhead Road (A6024) follows the eastern boundary of the site and is accessed via a signalised crossroads junction with Eastgate and Station Road. To the north of the junction, the A6024 becomes Huddersfield Road (A616) and continues towards Huddersfield and to

the south links to Thongsbridge and Holmfirth. The carriageway is some 5.8 metres wide as it passes the development sites western boundary and is subject to a 30mph speed limit in the vicinity which increases to 40mph approximately 400m south of the proposed development site.

## Accident Analysis

- 4.7 Accident data for the most recent 5-year period (2014-2018) has been obtained from the Crashmap database. The study area, which includes all of the main routes and junctions in the immediate vicinity of the proposed site is shown in **Figure 4.3** below.

**Figure 4.3- Accident Study Area**



(Source: Crashmap.co.uk)

- 4.8 As can be seen, a total of 6 accidents occurred within the accident study area in the most recent 5-year period. Details of the severity and year of each accident are summarised in **Table 4.1** below.

**Table 4.1 – Accidents (by Year and Severity)**

| Severity | 2014 | 2015 | 2016 | 2017 | 2018 | Total |
|----------|------|------|------|------|------|-------|
| Slight   | 0    | 0    | 3    | 2    | 0    | 5     |
| Serious  | 1    | 0    | 0    | 0    | 0    | 1     |
| Fatal    | 0    | 0    | 0    | 0    | 0    | 0     |

(Source: Crashmap)

- 4.9 **Table 4.1** demonstrates that 83% (5) of the accidents recorded within the latest 5-year period were slight, with the remaining accident recorded as serious. No fatal accidents have been



recorded in the most recent 5-year period. No accidents have been recorded at the site access.

- 4.10 Given that the number of accidents within the vicinity of the site equate to an average of 1.2 accidents per year, and these were predominantly recorded as slight, it is considered that there is not an existing highway safety issue within the vicinity of the proposed Nursery which would be exacerbated by the development proposals.

### **Summary**

- 4.11 This section of the Transport Assessment has assessed the existing highway network and accident trends on the network surrounding the site location.
- 4.12 Following an assessment of the accident trends of the highway network surrounding the site, it would not be anticipated that the not be anticipated that the development would not result in a detrimental impact to highway safety



## 5. TRIP GENERATION

### Introduction

- 5.1 This section of the Transport Assessment will assess the likely trip generation associated with the previous land use as well as the proposed nursery in order to demonstrate the impact of the development proposals on the local road network.

### Previous Use Trip Generation

- 5.2 The site was previously a Kirklees Council depot but has not been occupied for the past 3 years. The TRICS database has been interrogated to establish the trip generation associated with the former use on the site.
- 5.3 This is set out in **Table 5.1**, the full TRICS outputs are provided at **Appendix B** of this document. The following TRICS parameters have been used:

- Land Use - Employment;
- Category - Industrial Unit;
- Size – 1068-3000sqm GFA;
- Location - Edge of town, Suburban Area;
- Weekday Surveys Only; and
- Greater London Surveys Omitted.

**Table 5.1 - Depot Use Vehicular Trip Generation**

|                 | AM Peak (08:00-09:00) |       |         | PM Peak (16:00-17:00) |       |         |
|-----------------|-----------------------|-------|---------|-----------------------|-------|---------|
|                 | Arr                   | Dep   | Two Way | Arr                   | Dep   | Two Way |
| Trip Rate       | 0.483                 | 0.151 | 0.634   | 0.091                 | 0.553 | 0.644   |
| Trip Generation | 9                     | 3     | 12      | 2                     | 10    | 12      |

(Source: TRICS 7.5.4)

- 5.4 As can be seen from **Table 5.1**, the former depot use is anticipated to generate 12 two-way vehicular trips in the AM and PM peak hours.



## Proposed Use Trip Generation

- 5.5 In order to calculate the trip generation associated with the proposed Nursery, traffic counts were undertaken on Thursday 7<sup>th</sup> February 2019, at an existing Portland Nursery, Portland House, located on New Hey Road, Huddersfield.
- 5.6 Portland House is considered to be a comparable in terms of scale and capacity to the proposed nursery. There are 98 pupils and 21 staff at the nursery.
- 5.7 The counts undertaken at Portland House Nursery, were undertaken between 07:15-09:00 and 16:00-18:00. **Table 5.2** below, identifies the observed AM and PM peak hours for the existing Portland House Nursery. The full counts are provided at **Appendix C** of this document.

**Table 5.2- Portland House, Observed Trips**

| Peak             | Arrivals | Departures | Two-Way |
|------------------|----------|------------|---------|
| AM (08:00-09:00) | 57       | 56         | 113     |
| PM (16:00-17:00) | 38       | 37         | 75      |

(Source: Traffic Survey Results)

- 5.8 **Table 5.2** identifies that there were 113 two-way vehicle trips in the AM peak hour (08:00-09:00) and 75 two-way vehicle trips in the PM peak hour (16:00-17:00). The trip rate observed at Portland House Nursery has been derived using the total number of children (98), the resultant trip rates are summarised in **Table 5.3**.

**Table 5.3- Portland House Trip Rate**

| Peak             | Arrival | Departure | Two-Way |
|------------------|---------|-----------|---------|
| AM (08:00-09:00) | 0.582   | 0.571     | 1.153   |
| PM (16:00-17:00) | 0.388   | 0.378     | 0.765   |

(Source: Consultant Calculation)

- 5.9 The anticipated trip generation associated with the proposed nursery at Honley, this is summarised in **Table 5.4** overleaf. The proposed nursery will have a maximum capacity of 85 children.

**Table 5.4- Proposed Nursery Trip Generation**

| Peak                  | Arrivals | Departures | Two-Way |
|-----------------------|----------|------------|---------|
| AM peak (08:00-09:00) | 49       | 49         | 98      |
| PM peak (16:00-17:00) | 33       | 32         | 65      |

(Source: Consultant Calculation)



5.10 As can be seen from **Table 5.4**, the proposed nursery is anticipated to generate some 98 AM peak hour two-way vehicular trips and 65 PM peak hour two-way vehicular trips.

5.11 **Table 5.5** below provides a comparison of the peak hour vehicle trip generation for the former depot use and the proposed nursery.

**Table 5.6- Trip Generation Comparison**

|                  | AM Peak (08:00-09:00) |     |         | PM Peak (16:00-17:00) |     |         |
|------------------|-----------------------|-----|---------|-----------------------|-----|---------|
|                  | Arr                   | Dep | Two Way | Arr                   | Dep | Two Way |
| Former Depot     | 9                     | 3   | 12      | 2                     | 10  | 12      |
| Proposed Nursery | 49                    | 49  | 98      | 33                    | 32  | 65      |
| Difference       | +40                   | +46 | +86     | +31                   | +22 | +53     |

(Source: TRICS and Traffic Count Survey)

5.12 As shown **Table 5.5** it is anticipated, as a consequence of the development proposals, there might be an additional 86 two-way vehicular trips in the AM peak hour and 53 two-way vehicular trips in the PM peak hour

### Nursery Person Trips

5.13 Portland Nurseries supplied staff mode split information from a recent staff travel survey undertaken in November 2018. This has been applied to the proposed vehicle trip generation (**Table 5.4**) to derive total person trips associated with the development proposals, this is shown in **Table 5.6** below.

**Table 5.6 - Person trips by Staff Modal Split**

| Mode             | %           | AM Peak   |           |            | PM Peak   |           |            |
|------------------|-------------|-----------|-----------|------------|-----------|-----------|------------|
|                  |             | Arr       | Dep       | Two-Way    | Arr       | Dep       | Two-Way    |
| Pedestrian       | 14%         | 11        | 13        | 24         | 9         | 6         | 15         |
| Public Transport | 23%         | 18        | 21        | 39         | 14        | 10        | 24         |
| Car Alone        | 50%         | 40        | 46        | 86         | 31        | 22        | 53         |
| Car Share        | 12%         | 10        | 11        | 21         | 7         | 5         | 13         |
| Cycle            | 1%          | 1         | 1         | 2          | 1         | 0         | 1          |
| <b>Total</b>     | <b>100%</b> | <b>80</b> | <b>92</b> | <b>172</b> | <b>62</b> | <b>44</b> | <b>106</b> |

(Source: Staff Travel Survey)

5.14 **Table 5.6** above, identifies that there would be a total of 172 two-way person trips in the AM peak hour and 106 two-way person trips in the PM peak hour.

5.15 As the modal split data used to determine this breakdown, was based on staff data, a sensitivity test modal split has been derived using the TRICS database.



5.16 As aforementioned, in order to be fully robust a TRICS assessment has been undertaken to determine a representative modal split of trips for staff and parents. The results of the modal split obtained from the TRICS data have used to breakdown the likely breakdown of the proposed development trip generation, this is shown in **Table 5.7** below. To undertake the TRICS assessment, the following parameters of the database were followed:

5.17 Summarised in **Table 5.7** below, overleaf, is the modal split derived from TRICS, the full TRICS output is provided in **Appendix B** of this document

- Education: Nursery;
- Number of Pupils: 50-138 pupils;
- Date Range: 01/01/2010-18/10/2016;
- Location: Edge of Town Centre, Suburban Area;
- Weekday Surveys Only; and
- Greater London Surveys Omitted.

**Table 5.7- Total Person Trips (TRICS)**

| Mode             | %           | AM Peak    |            |            | PM Peak   |           |            |
|------------------|-------------|------------|------------|------------|-----------|-----------|------------|
|                  |             | Arr        | Dep        | Two-Way    | Arr       | Dep       | Two-Way    |
| Pedestrian       | 36%         | 53         | 51         | 104        | 35        | 35        | 70         |
| Public Transport | 3%          | 4          | 4          | 9          | 3         | 3         | 6          |
| Car Alone        | 30%         | 44         | 43         | 87         | 29        | 29        | 58         |
| Car Share        | 30%         | 44         | 43         | 87         | 29        | 29        | 58         |
| Cycle            | 1%          | 1          | 1          | 3          | 1         | 1         | 2          |
| <b>Total</b>     | <b>100%</b> | <b>147</b> | <b>143</b> | <b>290</b> | <b>97</b> | <b>97</b> | <b>194</b> |

(Source: TRICS 7.5.4)

5.18 **Table 5.7** above, identifies that in total 87 two-way vehicular trips would occur in the AM peak hour, with 58 two-way vehicular trips occurring in the PM peak hour. It is noted that this is a marginal difference from what was established from the staff survey in regard to vehicular trips, although there is a notable increase in pedestrian trips with the breakdown using TRICS data. As previously discussed in the accessibility section, the large pedestrian catchment of the proposed Nursery would have the propensity for an increased number of pedestrian trips as all of Honley is within an acceptable walking distance of the site location.

5.19 As there is a marginal increase in the number of trips when subject to the modal split, it would be anticipated that the most representative breakdown to adopt would be that obtained



from the TRICS data. As the modal split incorporates the movements of staff, pupils and parents, rather than just the modal split of the staff.

### **Base Traffic Flows**

5.20 As has been discussed in **Section 4** of this Transport Assessment, baseline traffic counts were undertaken at the following junction on Thursday 22<sup>nd</sup> November 2018:

- Site Access / Old Turnpike
- Eastgate / Old Turnpike.

5.21 Traffic count data is provided within **Appendix C** of this document, the observed turning counts have subsequently been provided within **Figure 5.1** of **Appendix D**.

### **Trip Distribution**

5.22 The development trips associated with the development proposals have been distributed on the local highway network in line with the observed turning movements at the junctions, this is demonstrated in **Figure 5.2** in **Appendix D**.

### **Summary**

5.23 This section of the Transport Assessment has assessed the trip generation of the development proposals.

5.24 The development proposals are anticipated to generate a total of 98 two-way vehicular trips in the AM peak hour and 65 two-way vehicular trips at the PM peak hour.

5.25 The distribution of the trips associated with the development has been derived from observed turning counts which were undertaken in November 2018.

5.26 The next section of the report will assess the capacity impacts of the trip generation of the proposed Nursery onto the local highway network.



## 6. OPERATIONAL ASSESSMENTS

### Introduction

- 6.1 This section of this Transport Assessment will establish the impact the proposed nursery will have on the operation of the highway network at the site access with Old Turnpike and the Old Turnpike / Eastgate junction.

### Traffic Growth

- 6.2 Traffic counts were undertaken at the Old Turnpike / Eastgate T-junction in November 2018 to establish the baseline level of traffic in the vicinity of the site.
- 6.3 The base traffic flows (2018) have been factored to the current year (2019) and to a design year (2024), using national traffic model forecasts, factored with TEMPRO for Kirklees MSOA 053. The resultant growth rates that have been applied to the observed traffic movements in the AM and PM peak hours, which are as follows:
- 2018-2019:
    - AM peak hour: 1.0109; and
    - PM peak hour: 1.0118.
  - 2018-2014:
    - AM peak hour: 1.0798; and
    - PM peak hour: 1.0803
- 6.4 The flow diagrams which demonstrate the traffic growth on the network have been provided in **Appendix D**.

### Capacity Assessment

- 6.5 Junctions 8 modelling software has been used to assess the operation of the site access and Old Turnpike / Eastgate junctions. Junctions 8 software predicts the ratio flow to capacity (RFC) on each approach / turning movement and the resultant queue length. An RFC of less than 0.85 is generally accepted as indicating that a junction is operating within theoretical capacity. The Junctions 8 outputs are provided in **Appendix E**.
- 6.6 As the proposed site access and Old Turnpike / Eastgate junctions are located in close proximity it is acknowledged there is likely to be interaction, however, there is no provision within Junctions 8 to model this arrangement. Therefore, the two junctions have been



modelled in isolation, with specific consideration given to queue lengths and potential interactions when determining the likely impact of the development proposals.

#### *Site Access/ Old Turnpike*

- 6.7 The site access has been modelled in the Base 2019 + Development and Base 2024 + Development. The results are summarised in **Table 6.1** overleaf.

**Table 6.1- Nursery Access / Old Turnpike T-Junction, Base and Nursery Scenarios**

| Movement                                              | 2019 Base |      |      |      | 2024 Base |      |      |      |
|-------------------------------------------------------|-----------|------|------|------|-----------|------|------|------|
|                                                       | AM        |      | PM   |      | AM        |      | PM   |      |
|                                                       | RFC       | Q    | RFC  | Q    | RFC       | Q    | RFC  | Q    |
| Site Access – Old Turnpike South                      | 0.05      | 0.05 | 0.02 | 0.02 | 0.05      | 0.05 | 0.02 | 0.02 |
| Site Access – Old Turnpike North                      | 0.05      | 0.05 | 0.04 | 0.04 | 0.05      | 0.05 | 0.04 | 0.04 |
| Old Turnpike South – Site Access / Old Turnpike North | 0.06      | 0.06 | 0.03 | 0.03 | 0.06      | 0.06 | 0.03 | 0.03 |

(Source: Junctions 8)

- 6.8 As can be seen in **Table 6.1**, the junction is anticipated to operate within capacity, with a maximum RFC of 0.6 on the Old Turnpike South – Site Access / Old Turnpike North movement in the 2024 AM peak hour with an associated queue length of 0.06 PCUs

#### *Old Turnpike / Eastgate*

- 6.9 **Table 6.2** below sets out the anticipated operation of the Old Turnpike / Eastgate junction following a capacity assessment of the priority T junction in the 2019 and 2024 base scenarios.

**Table 6.2 - Old Turnpike / Eastgate, Base**

| Movement                      | 2019 Base |      |      |      | 2024 Base |      |      |      |
|-------------------------------|-----------|------|------|------|-----------|------|------|------|
|                               | AM        |      | PM   |      | AM        |      | PM   |      |
|                               | RFC       | Q    | RFC  | Q    | RFC       | Q    | RFC  | Q    |
| Old Turnpike – Eastgate       | 0.03      | 0.03 | 0.05 | 0.05 | 0.04      | 0.04 | 0.05 | 0.05 |
| Eastgate North – Old Turnpike | 0.00      | 0.00 | 0.00 | 0.00 | 0.00      | 0.00 | 0.00 | 0.00 |

(Source: Junctions 8)

- 6.10 **Table 6.2** above demonstrates that the Old Turnpike / Eastgate junction as forecast to operate within capacity in both the 2019 and 2024 base scenarios. **Table 6.3**, illustrates the anticipated operation of the Old Turnpike / Eastgate junction with the addition of the nursery flows.



**Table 6.3- Old Turnpike / Eastgate, Base + Nursery**

| Movement                      | 2019 Base |      |      |      | 2024 Base |      |      |      |
|-------------------------------|-----------|------|------|------|-----------|------|------|------|
|                               | AM        |      | PM   |      | AM        |      | PM   |      |
|                               | RFC       | Q    | RFC  | Q    | RFC       | Q    | RFC  | Q    |
| Old Turnpike – Eastgate       | 0.10      | 0.11 | 0.10 | 0.11 | 0.11      | 0.12 | 0.11 | 0.12 |
| Eastgate North – Old Turnpike | 0.03      | 0.03 | 0.01 | 0.01 | 0.03      | 0.03 | 0.01 | 0.01 |

(Source: Junctions 8)

- 6.11 As can be seen in **Table 6.3** above, with the addition of flows associated with the nursery it is anticipated that the junction would continue to operate within capacity, with a maximum RFC of 0.11 on the Old Turnpike / Eastgate movement in the 2024 AM and PM peak hours with an associated queue length of 0.12 PCUs.
- 6.12 As has been discussed, given proximity, there is likely to be interaction between the site access and Old Turnpike / Eastgate junction. There is sufficient space for one vehicle to be queueing on the Old Turnpike approach to the Old Turnpike / Eastgate junction before the queue would block the site access. As can be seen from **Table 6.3** the maximum queue forecast is just 0.12 PCU in the 2024 AM and PM Base + nursery scenario. This level of queue is therefore, not forecast to block the site access.

## Summary

- 6.13 This section of the Transport Assessment has sought to determine the impact of the proposed nursery on the local highway network and has provided the results of the operational assessments undertaken at the nursery access / Old Turnpike and the Old Turnpike / Eastgate T-junction.
- 6.14 The results of the operational assessment has indicated that the proposed nursery would not result in a severe impact upon the highway network.



## 7. PARKING AND SERVICING

### Introduction

- 7.1 This section of the Transport Assessment sets out the proposed parking and servicing arrangements for the proposed nursery.
- 7.2 The development proposals consist of a total of 12 car parking spaces for the entire development proposals, which will be shared between staff and parents (for pupil pick up and drop off).

### Parking

- 7.3 **Table 7.1** below identifies the relevant parking standards for D1 Education (Day Nurseries, Playgroups and Schools) as outlined in the Unitary Development Plan provided by Kirklees Council. **Table 7.1** summarises the relevant standards provided by Kirklees Council outlined in Appendix 2 of the Kirklees Unitary Development Plan.

**Table 7.1- Kirklees Council Parking Standards**

| Land Use Class                                      | Visitor Car Parking                                                                                                                                             | Staff Parking          | Cycle Parking Standards    |
|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------|
| D1 A- Education, Day Nurseries/ Playgroups/ Schools | 1 space per:<br>6 children classroom<br>or 30 students<br>Space for parents<br>to drop off and<br>collect children and<br>for school buses will<br>be required. | 1 space per 3<br>staff | 1 space per 20<br>students |

(Source: Kirklees Council)

- 7.4 As has been discussed, the proposed nursery will cater for a maximum of 85 children and have 21 staff. As can be seen from the layout provided in **Appendix A**, a total of 12 car parking spaces are proposed within the site's curtilage of the site. Based upon the above standards a total of 7 staff parking spaces would be permitted, the remaining 5 parking spaces will be available for visitors and parent drop off / collection. Ten cycle parking spaces will also be provided
- 7.5 Based on the parking standards, 4 cycle parking spaces would be required, the cycle parking provision, therefore, meets and exceeds the requirements which support and encourage cycling amongst staff.



- 7.6 The cycle parking provision of the proposed Nursery would adhere to the provision provided by Kirklees Council. The Council provision would require a total of

## **Servicing**

### *Refuse Collection*

- 7.7 General servicing and delivery access will be from Old Turnpike, as shown on the site layout, provided at **Appendix A**. Waste will be collected by a private company, controlled by Portland Nurseries. As a consequence, it will be possible to stipulate the size of the refuse vehicle and the collection times. Portland Nurseries have confirmed that refuse will be collected by Kirklees Commercial Waste, in line with their other locations, therefore a 10.12m refuse vehicle has been tracked to demonstrate that this can access and egress the site in a forward gear, as shown at **Appendix F**.

### *Emergency Vehicle Access*

- 7.8 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long.
- 7.9 Fire tenders and emergency vehicles will access the site via the site access from Old Turnpike.

## **Summary**

- 7.10 This section has sought to determine the impact of parking and servicing of the development proposals. In regard to the parking provision, the provision adheres to standards outlined by Kirklees Council for both car parking and cycle parking. This section has set out the parking and servicing arrangements for the proposed nursery. Parking is provided in line with standards outlined by Kirklees Council for both car parking and cycle parking.
- 7.11 Servicing is to be undertaken on street, in particular, refuse collection will be undertaken by a private contractor stipulated by Portland Nurseries. Refuse collection for the nursery will be undertaken in the same manner as to how the adjacent residential properties are

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undertaken on Old Turnpike. Access for emergency vehicles will also be undertaken via Old Turnpike.



## 8. SUMMARY AND CONCLUSION

### Summary

8.1 This Transport Assessment has been prepared to accompany a planning application for a new nursey for 80-85 children and 21 staff on the site of the former Eastgate depot in Honley, Huddersfield. The following summarises the key findings of the Transport Assessment:

- The development is highly accessible from the surrounding areas by foot, bike and public transport;
- An analysis of contemporary accident data suggests there have been no accident trends that might be exacerbated by the addition of development related trips;
- An assessment of likely traffic generation indicates that the proposals might generate some 98 two-way vehicle trips in the AM peak hour and 65 two-way vehicle trips in the PM peak hour;
- The impact of these trips has been considered at the site access and Old Turnpike / Eastgate junctions and it has been demonstrated that the junctions will operate within capacity;
- Proposed car parking provision is provided in line with Kirklees Council's parking standards; and
- Servicing has been considered to appropriately safeguard the local streets.

### Conclusion

8.2 Given the summary above, this Transport Assessment has demonstrated that the development site is highly accessible by all modes of transport and that the proposed Nursery would not result in a severe impact onto the local highway network.

8.3 It is, therefore, considered that there are no substantive highway reasons why the proposals should not be granted consent.