

3.4 Traffic Impact

Existing Traffic

3.4.1 The site has previously been occupied by car sales (1492 sqm), vehicle repair garage (333sqm), and contains four terrace houses. To determine the existing potential trip generation from the lawful uses at the site, the national TRICS database has been interrogated.

3.4.2 The tables below identify the existing traffic generation based on the following TRICS parameters, which are considered to be accurate having regard to the site location:

- Sites located within England only (excluding Greater London)
- Located within Neighbourhood Centre, Suburban Area or Edge of Town locations.
- The cross test variation (to ascertain variation percentage) on the sites selected ranges between 8.1% and 12.4% during the network morning peak period (between 8am and 9am) and between 5.8% and 14.8% during the network evening peak period (between 5pm and 6pm).

	Rates		Trips		Two Way
	ARR	DEP	ARR	DEP	
AM Peak	0.16	0.64	1	2	3
PM Peak	0.64	0.16	2	1	3

Table 2 – Trip Rates and Generations (Houses)

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	30.088	12.370	5	2	7
PM Peak	11.492	21.548	2	3	5

Table 3 – Trip Rates and Generations (Car Showroom)

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	1.884	1.159	6	4	10
PM Peak	0.145	0.580	0	2	2

Table 4 – Trip Rates and Generations (Vehicle Repair Garage – Slow Fit)

	Trips		
	ARR	DEP	Two Way
AM Peak	12	8	20
PM Peak	4	6	10

Table 5 – Total Traffic Generations (Existing Use)

3.4.3 As can be identified above, the existing site has the potential to generate up to 20 movements during the morning peak period and 10 movements during the evening peak period, using all 3 access points, which is far from ideal given that 2 of these access points are too close to the signal stop lines at the Huddersfield Road/ Leeds Road junction.

Proposed Traffic

3.4.4 The application site is situated in the centre of Birstall on the A62 Huddersfield Road and A643 Leeds Road, which are busy routes throughout the day with a noticeable increase in trips at the network peak periods. 'Pass by and Diverted Trips' TRICS Research Report 14/1 provides some information on the number of pass by trips. This guidance states that 'On other less significant commuting routes, in and out of locations and in urban areas with smaller populations, the pass-by proportion can be assumed to be in the range of 15 to 25%'. As the site is located on two principal routes, it is assumed that the actual proportion of pass-by trips would be much higher. However, the proposed pass by proportion of 20% is considered to be robust and has been confirmed acceptable by the Councils Highways Officer.

3.4.5 Whilst the above demonstrates that 20% of vehicle trips to the site would be pass-by, all of these vehicles would use the proposed access point on Leeds Road. Using the TRICS database the tables below provide the trip rates and generations for the proposed convenience store. As with the existing uses, the same parameters within the TRICS database have been used with a cross test variation percentage of between 4.2% and 14.8% during the morning peak period (between 8am and 9am) and between 15.6% and 5.2% during the evening peak period (between 5pm and 6pm).

	Rates		Trips		
	ARR	DEP	ARR	DEP	Two Way
AM Peak	8.792	8.307	36	34	70
PM Peak	10.562	10.248	43	42	85

Table 6 – Trip Rates and Generation (Convenience Store)

	Trips		
	ARR	DEP	Two Way
AM Peak	24	26	50
PM Peak	39	36	75

Table 7 – Net Generation Increase

3.4.6 Table 6 above identifies that the store would generate between 70 and 85 trips during the network peak hours. The proposed generations are comparable to a similar convenience store development at Hill Top, Gomersal, where the local Sainsburys store was envisaged to generate between 75 and 77 trips during the network peak hours (planning application reference 2013/93067).

3.4.7 As can be seen from Table 7 above the proposed convenience store would provide a net increase of between 50 and 75 movements during each of the network peak periods. However, it has been agreed that 20% of trips could be regarded as pass-by, where visiting the proposed convenience store would be part of another journey. Table 8 below identifies the adjusted traffic generation for vehicles already located on the adjacent network visiting the convenience store and is shown below. Table 9 provides the net generation increase along the adjacent network with pass-by deducted, demonstrating the impact on the adjacent highway network.

	Trips		
	ARR	DEP	Two Way
AM Peak	29	27	56
PM Peak	34	34	68

Table 8 – Convenience Store Generations (Adjusted For Pass-By)

	Trips		
	ARR	DEP	Two Way
AM Peak	17	19	36
PM Peak	30	28	58

Table 9 – Net Generations Increase (Adjusted For Pass-By)

- 3.4.8 From the tables above, the proposed development would provide a net traffic increase of between 36 and 58 traffic movements during the network morning and evening peak hours, providing a 1 traffic movement on average every minute during the busiest hour. It is envisaged that the above trips would be distributed evenly along the surrounding highway network given the status of adjacent roads.
- 3.4.9 As can be identified above the increase in traffic associated with the development would not be significant nor severe, as per the current test within the current NPPF.
- 3.4.10 In summary the proposed development has little or no residual impact on the local highway network and could not be considered to be severe as per the test within the current NPPF.