

TRANSPORT STATEMENT

MARKET STREET HUDDERSFIELD



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Introduction

This statement is submitted in support of the proposed student residential development at Kirklees House, Huddersfield.

This application seeks approval for 107 no. self-contained studio apartments and a change of use.

This statement is to be read in conjunction with the submitted documentation.

The purpose of this statement is to communicate to the Local Planning Authority and other interested parties any transport issues relating to the proposed development and any impacts on the site and adjacent context.

Kirklees House is located on Market Street, and Theadneedle Street Street which are located within the South West part of the town centre.

The site is close to the University of Huddersfield whose main campus is located a five minute walk to the east, just beyond the A62 ring road.

To the West of the site is Huddersfield Bus Station and to the North is Huddersfield Railway Station, which provide excellent public transport links to the wider West Yorkshire area.

The site is accessed for vehicular traffic off the A62 Queensgate Ring Road, via Market Street, with the entrance to the basement level off Threadneedle Street.

To the West of the site runs High Street and Imperial Arcade which is pedestrianised and links the south end of the A62 Ring Road to the town centre. Pedestrian access into Kirklees House can be gained from Market Street and High Street.

Proposed Development

The development proposes a change of use to the existing Kirklees House, converting the nine storey tower office accommodation into 107 studio apartments for students with the Ground and lower ground be developed as a gym, food & drink unit, residence lounge and study area, and a residence entrance.

Currently the basement level is occupied by parking, plant and refuse, which will convert into the amenity space but parking allowance for drop off and pick up with remain.

The basement level serves the rest of the building with passenger and goods lifts, as well as a staircase.

The Ground Floor has additional parking which also provides bin storage. It is proposed again this area to be reduced and used for bike storage, bin storage and a further parking space.

New secure cycling provisions will be provided in the ground floor Level with 1No storage unit per apartment.

Transport Policy and Planning Context

The National Planning Policy Framework (NPPF) core principles include managing growth in order to make the fullest possible use of public transport, walking and cycling, seeking to focus significant development in sustainable locations so as to reduce the need to travel and maximise use of sustainable transport modes (paras 17 and 34).

Encouragement should be given to solutions which reduce greenhouse gas emissions and reduce congestion (para 30). Where developments generate significant amounts of

movement, decisions should take account of whether sustainable transport opportunities have been taken up, with reference to the nature and location of the site; whether safe and suitable access to the site can be achieved; and whether improvements can limit any significant impacts (para 32).

With regard to parking standards, the NPPF requires local authorities to take into account the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles (para 39).

Saved Policy T1 of the Kirklees Unitary Development Plan (1999) aims for 'coordinating land use change with transport provision so as to minimise the need to travel, and locating new development where it can be best served by public transport and where it minimises the need for expansion of the highway network'. Saved Policy T10 seeks to avoid development which creates or adds to problems of highway safety and environmental harm, and/or attracts or generates a significant number of journeys, without adequate existing public transport or highway provision. Policy T19 requires off-street parking, with Appendix 2 seeking 'the operational minimum level' of parking for town centre residential conversions.

The application site is highly sustainable, being located within easy walking distance of the bus and train stations, and the facilities of the town centre. Unlike the occupiers of the existing office space, the student residents will have no need to own cars due to the proximity of the University campus. Hence the impact of the scheme will be positive – a reduction in traffic congestion and associated pollution. Cycle parking will be provided, but car parking will not be required.

Baseline Transport Condition

Generally the site and building are accessible for a number of forms of transportation, with the site existing served being from all sides by either pedestrian routes or roads through the town centre.

Vehicular access to the site is accessed via the Huddersfield Ring Road (A62), with access of Threadneedle Street for Parking. The site can be accessed from the A62 via either Market Street, to the West of the site. Exit from the site leads vehicles back to the A62 via Market Street.

Pedestrians

The main point of access for pedestrians into the building is from Market Street which will be served by a concierge, or access control, as part of the proposals. Providing suitable egress onto the site by foot. Pedestrian routes surrounding the site provide good, well lit access to local retail, leisure and transport facilities.

Cyclists

Cycling is considered to be the main form of transport for the new users of the student accommodation as there are excellent links to the surrounding university campus and beyond, and will be encouraged where possible.

Sufficient, secure, cycling storage provisions will be provided in the Ground Level of the building, where there will be one storage point per unit.

The university strategy for cycling encourages students to cycle to the Queensgate campus with adequate, secure, cycling storage and facilities. Additional public cycling storage is located around the town centre, which encourages sustainable transport to the surrounding environment; these include the following locations – Huddersfield Bus Station, Huddersfield Railway Station, Queensgate Market,

Sports Centre, Library and various Civic Centres.

Public Transport

With the site being in the town centre there are excellent links to public transport which serve the wider West Yorkshire area and beyond. The Bus Station is a one minute walk to the West of the site, with a number of bus stops within a couple of minutes' walk along Peel Street and High Street.

The train station is a three minutes' walk to the North of the site, which is easily accessed by foot through Huddersfield town centre.

Huddersfield Bus Station, other than serving the Kirklees District, provides regular services to Leeds, Bradford, Dewsbury, Wakefield and Manchester. Additionally, there is a freetownbus to navigate the town centre. Services run seven days a week, from early in the morning into the evening. Facilities at the Bus Station include cash machines, café, toilets, travel centre, telephones, newsagent and photo booths.

Huddersfield Railway Station provides regular services to Leeds, Bradford, Halifax, Manchester, Wakefield, Dewsbury, Barnsley and Sheffield. Services run seven days a week with the station open 24 hours a day. Facilities include a café, cash machines, toilets, telephones, newsagent, ticket office, car parking and a taxi rank.

Summary

The analysis within this section identifies that there are excellent existing sustainable forms of transport serving the existing site, which will give future residents of the site a range of transport opportunities in and around Huddersfield town centre, to and from the site. Further, sustainable transport will be encouraged with the introduction of cycling facilities for students to navigate the town centre.

Transport Impact

The proposed development is for studio student apartments converted from offices which will help reduce the trip generation in Huddersfield town centre due to the proximity of amenities, facilities and campus for the envisaged residents.

Cycling will be encouraged with the introduction of cycle storage to the ground floor, although the majority of journeys are likely to be made on foot.

The car parking will be reduced as the proposals are to replace existing offices on the upper floors with student accommodation it is considered that the number of cars serving the site, and thus the town centre, will be reduced, with cycling encouraged.

Utilising the Basement Level and ground floor level parking spaces as a drop off point at the designated weekends during the academic year will have a minimal impact on the network. Designated Thursday-Sunday will be managed accordingly with the existing tenants.

A management strategy for student drop off and picking up will be enforced for the start and end of term time to eradicate queuing and congestion at the vehicular entrance to the site. This will allow the number of cars entering the site to be controlled at any one time through designated drop off slots over a selected time period. It is envisaged that the periods for dropping off / picking up will be at the start and end of each term.

With three terms during the academic year, there will be six periods of the year nominated for drop off and pick up times. Time slots for collection will be allocated to students to be able to access the site with a manned entrance off Threadneedle Street to ensure this are followed.

It is considered that five drop off spaces will be available for the designated weekends, therefore at maximum occupancy of the accommodation (107 no residents), 21 slots will

be required.

Based on 1.5 hour time slots this amounts to a total of 32 hours which would be split over Thursday, Friday, Saturday and Sunday for allowing students to be dropped off as required. Time slots for drop off would be between 10am – 5:30pm on the Thursday/Friday/ Saturday and between 10am – 4pm on the Sunday.

Travel Plan

Proposed Measures

The measures that can be implemented as part of the development to help achieve the above objectives, are set out below.

Measures to raise awareness of sustainable travel

- A Resident Welcome Pack will be provided upon occupation. This pack will include information on active travel opportunities and the use of public transport. Information provided within the pack is sought to be agreed with Kirklees Council;
- Should certain residents need to travel by car on occasions, local car club opportunities could be promoted through a travel notice board within the building providing information on such initiatives and associated nearby parking spaces within the town centre. This information would be provided within the Resident Welcome Pack upon occupation of each unit;
- Residents will be provided with the contact details for the Travel Plan Co-ordinator and news on any sustainable travel initiatives. Up-to-date information on bus services, including suggested walking routes to the local bus stops surrounding the site, up-to-date timetable information and website addresses to allow residents to access real-time travel information; and Personal Journey Planning will be available to residents upon request. *Measures to promote walking*
- Given the excellent level of pedestrian infrastructure surrounding the site, residents will be provided with a map of suggested walking routes, including routes to popular amenities and the location of suggested safe crossing points;
- Information on the Walkit website will be contained within the Travel Information Brochure; and Information will also be given to residents in the form of Kirklees Council online walking/cycling route map.

Measures to promote cycling

- Encourage the uptake of cycling through the provision of quality cycle parking facilities located on the basement level of the site;
- Providing residents with information on local cycling routes;
- The Travel Plan Co-ordinator will establish contact with Kirklees Council in relation to the ongoing promotion of cycling and will retain active contact with officers to ensure that any future improvements to the surrounding network is fed through to residents; and Information regarding any free on-road cycle training and maintenance classes by Kirklees Council. Such information will also include the provision of the 'Cycling Opportunities Booklet' designed by Kirklees Council and 'Cyclescheme West Yorkshire',.

Measures to promote Public Transport

- The benefits of travelling to the site by bus, as well as the location of local bus stops, will be provided to residents;
- Providing residents with information on public transport services in the area, such as Huddersfield bus station and railway station which are both located within a short walk from the site;
- The 'YorkshireTravel' website will be promoted to residents. This initiative will allow residents to plan their journey by public transport and includes a timetable finder as well as a live departure facility; and Should this be feasible, the potential for negotiation of discounts on public transport tickets for residents will be investigated, including bus and rail travel once residents have occupied the development.

Deliveries

The development will be encouraged to arrange deliveries to residents outside the peak hours in order to reduce the development's impacts on the surrounding environment.

Sustainable Travel Promotions

A number of sustainable travel promotions are held nationally throughout the course of the year. Travel Plan Coordinator will publicise these event in communal areas and will encourage residents to participate wherever possible.

TRAVEL PLAN MONITORING

Introduction

As noted in Section 1, the Travel Plan is intended to be a dynamic document, and the information provided to residents needs to be monitored to ensure that it is up-to-date and remains relevant. If any feedback has been received from residents regarding the effectiveness of the Plan, including ways this could be improved, the Travel Plan Coordinator will consider ways to update documents or information to reflect this.

In order to record modal split amongst residents of the development, a travel survey will be completed and as such an initial survey strategy is now described.

Travel Survey Strategy

A comprehensive survey of residents' travel is fundamental in the delivery of the Travel Plan. When this information is obtained it will provide baseline data from which to derive modal shift aspirations. Surveys will be completed either by hard-copy or electronically using whichever option is most convenient to the resident. Once completed the travel survey will then be collected by the appointed Travel Plan Coordinator. They will be completed once the development is fully occupied and then on a biennial basis for a period of 6 years.

The results of the travel survey will be used to review the Travel Plan's targets and objectives, as well as how successfully the measures described in Section 5 are performing. It is vital that the data is to be recorded numerically (i.e. numbers and percentages) so that year-on-year comparisons can be made when the Travel Plan Coordinator is undertaking Travel Plan Reviews.

Role of the Travel Plan Coordinator

As described above, the Travel Plan Coordinator will carry out an annual review of the Travel Plan including the following:

- Check Welcome Packs have been effectively issued to residents;
- Check information provided in the Welcome Pack regarding pedestrian, cycle and public transport is up to date. In particular check that any timetable information provided is current;
- Check that the basement level cycle parking is well maintained;
- Check that details of the sustainable travel events promoted are current and determine next event dates;
- Action any feedback received from residents over the preceding year;
- Implement and review the Travel Plan;
- Raise awareness of sustainable transport among residents and promote/organise publicity and awareness events;

- Provide Personal Travel Planning advice for any resident requiring transport information and liaise with the pertinent authority and residents to successfully implement Travel Plan Actions;

and Coordinate the monitoring programme for the Travel Plan.

Notification of any changes to the Travel Plan or Welcome Pack will be placed on a noticeboard within a communal area to ensure residents are aware of the changes.

Plan Administration

It is expected that sustainable travel at the development as a whole will be led by one Travel Plan Coordinator. The Travel Plan Coordinator is expected to be a member of the building management team and will make themselves known to Kirklees Council's Sustainable Travel Plan Officer where contact details will be provided. Kirklees Council's Sustainable Travel Plan Officer will be notified of the date of first occupation and any change in the Travel Plan Coordinator will be notified to the pertinent authorities.

The Travel Plan Coordinator will be the first point of contact for residents in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from residents relating to the Travel Plan. Hard measures will be implemented prior to occupation and budget management will be agreed in liaison between the Travel Plan Coordinator and Kirklees Council's Sustainable Travel Plan Officer.

The Review of the Travel Plan will be undertaken for a 6-year period. Thereafter the strategy for its continuation will be discussed between the end-user and the pertinent authorities.

Construction

When building commences, contact will be made to Kirklees Council's Travel Plan Officer. Kirklees Council's Travel Plan Officer will also be notified of the handover process that will be responsible for the Travel Plan once development is complete.

SUMMARY

The proposed development comprises the change of use from office space to residential units, along with a communal gym, coffee shop and resident amenity space.

This Framework Travel Plan will act as an initial strategy document which will be used for the preparation of Full Travel Plan.

As shown, the development is highly accessible by both public transport and active travel alternatives. It is therefore concluded that infrastructure is in place that will make it easy to live at the site without needing a car. Nonetheless, the applicant is committed to the promotion of sustainable travel amongst residents and this will be achieved by providing a long-term management strategy for a site which as set out in this document will be improved, monitored, reviewed.