

## Highways Supporting Statement

### Proposed Classroom and Dining Hall Extension – Manor Croft Academy, Dewsbury

28<sup>th</sup> September 2023

#### Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to discharge the second part of **Condition 8** (Application Reference: 2021/62/94723/E), to support the recently constructed classroom extension block:

*Prior to the hereby approved classroom extension, dining room extension and additional car parking being brought in to use a traffic survey shall be undertaken on Canterbury Road, Old Bank Road and the Bywell Road/Canterbury Road junction and submitted to and approved in writing by the Local Planning Authority. Within six months of the classroom and dining room extension block being brought in to use a further traffic survey shall be carried out and submitted to, and approved in writing by, the Local Planning Authority, together with a schedule of any mitigation measures considered necessary to mitigate the impact of associated development traffic, identified between the two surveys, with timescales for implementation. Unless otherwise agreed in writing the approved mitigation measures shall be implemented and retained in accordance with the approved timescales.*

**Reason:** *To ensure the proposal's impact upon the local highway network is appropriately assessed and mitigated against, in the interest of Highway safety and efficiency, to comply with the aims and objectives of Policy LP21 of the Kirklees Local Plan.*

In accordance with the Condition 8 wording, a second traffic survey has been undertaken within the required timeframes of the extension block being brought into use. Details of the before and after development parking beat survey are therefore detailed within this HSS for KC to review and approve.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Parking Provision and Survey Data;
  - Re-Surveyed On-Street Capacity; and
  - Comparison of Before / After Classroom Extension.
- ▶ Conclusion.

The following are appended to this statement:

- ▶ **Appendix A** – Raw Parking Beat Survey Data.

#### Description of Site Location

The site is located on a plot of land to the north of the main building of Manor Croft Academy which is currently used as a car park and two temporary teaching buildings.

The Local Highway Authority (LHA) is Kirklees Council (KC).

## Parking Provision and Survey Data

As detailed within the proposed site layout plan, detailed in 2021/62/94723/E, to accommodate the proposed classroom and dining room extension, the development proposes to remove 18 staff and visitor parking spaces. These however will be replaced by 22 new car parking spaces to accommodate for any additional staff and visitors arriving at Manor Croft Academy.

The parking beat surveys adopt the same scope and methodology of those previously confirmed by Mark Berry at Kirklees Council as acceptable.

As such the surveys have been undertaken to assess the same time periods and study area as previously agreed.

A parking beat survey was undertaken on Thursday 7<sup>th</sup> September 2023 at five-minute intervals between the school drop-off and pick-up times of 07:45 to 09:45 and 14:00 to 16:00 to coincide with what is considered to be the busiest times during a typical school day for a robust assessment.

As requested by KC, the surveyed area includes the following residential streets and junctions of Canterbury Road, Old Bank Road and the Bywell Road/Canterbury Road junction.

- ▶ Canterbury Road;
- ▶ Old Bank Road; and
- ▶ The Bywell Road/Canterbury Road junction.

Details of the area surveyed are provided in **Figure 1**.

A copy of the raw parking beat survey data for all the roads surveyed is appended at **Appendix A**.

**Figure 1 – Parking Beat Survey Location Plan**



### ***Re-Surveyed On-Street Capacity***

As detailed within the survey data provided in **Appendix A**, the findings from the parking beat survey have been separated into four key areas within the study area, identifying the number of parking spaces potentially available on street within these areas;

- ▶ **Canterbury Road:** Northern Side: End of Zone (W) to Chiltern Road, Chiltern Road to Bywell Road total of 30 possible parking spaces. Southern Side: Bywell Road to Ripon Road, Ripon Road to York Road, York Road to End of Zone (W) total of 33 possible parking spaces.
- ▶ **Bywell Road:** Western Side: End of Zone (S) to Canterbury Road, Canterbury Road to End of Zone (N) total of five possible parking spaces. Eastern Side: End of Zone (N) to Rumble Road, Canterbury Road to End of Zone (S) total of four possible parking spaces.
- ▶ **Rumble Road:** Northern Side: End of Zone (W) to End of Zone (E) total of eight possible parking spaces. Southern Side: End of Zone (E) to End of Zone (W) total of eight possible parking spaces.
- ▶ **Old Bank Road:** Northern Side: End of Zone (W) to Local Access, Local Access to Sugar Lane, Sugar Lane to Local Road, Local Road to York Road, York Road to End of Zone (E) total of 57 possible parking spaces. Southern Side: End of Zone (E) to Local Access, Local Access to Fairfield Avenue, Fairfield Avenue to Huddleston Court, Huddleston Court to Local Road, Local Road to Regal Court, Regal Court to End of Zone (W) total of 54 possible parking spaces.

The parking beat survey identified there to be a total of 63 possible parking spaces along Canterbury Road, 9 possible parking spaces along Bywell Road, 16 possible parking spaces on Rumble Road and 111 possible parking spaces on Old Bank Road.

It is therefore calculated that a total of 199 possible parking spaces are available within the study area requested by KC.

It should be noted, that although the study area remains the same as that previously assessed within the April 2022 survey, the on-road parking spaces has reduced slightly from 200 to 199.

**Table 1.1: AM Parking Beat Survey 07:45 to 08:45**

|                 | 07:45     |           | 07:50     |           | 07:55     |           | 08:00     |           | 08:05     |           | 08:10     |           | 08:15     |           | 08:20     |           | 08:25     |           | 08:30     |           | 08:35     |           | 08:40     |           | 08:45     |           |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                 | Veh       | %         |
| Canterbury Road | 17        | 27        | 21        | 33        | 24        | 38        | 26        | 41        | 28        | 44        | 20        | 32        | 19        | 30        | 19        | 30        | 15        | 24        | 15        | 24        | 12        | 19        | 11        | 17        | 11        | 17        |
| Bywell Road     | 1         | 11        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 0         | 0         | 0         | 0         | 1         | 11        |
| Rumbel Road     | 3         | 19        | 2         | 13        | 3         | 19        | 4         | 25        | 4         | 25        | 4         | 25        | 4         | 25        | 4         | 25        | 3         | 19        | 3         | 19        | 2         | 13        | 2         | 13        | 2         | 13        |
| Old Bank Road   | 22        | 20        | 22        | 20        | 24        | 22        | 30        | 27        | 31        | 28        | 31        | 28        | 39        | 35        | 42        | 38        | 41        | 37        | 41        | 37        | 40        | 36        | 37        | 33        | 40        | 36        |
| <b>Total</b>    | <b>43</b> | <b>22</b> | <b>45</b> | <b>23</b> | <b>51</b> | <b>26</b> | <b>60</b> | <b>30</b> | <b>55</b> | <b>28</b> | <b>55</b> | <b>28</b> | <b>63</b> | <b>32</b> | <b>66</b> | <b>33</b> | <b>60</b> | <b>30</b> | <b>60</b> | <b>30</b> | <b>54</b> | <b>27</b> | <b>50</b> | <b>25</b> | <b>54</b> | <b>27</b> |

**Table 1.2: AM Parking Beat Survey 08:50 to 09:45**

|                 | 08:50     |           | 08:55     |           | 09:00     |           | 09:05     |           | 09:10     |           | 09:15     |           | 09:20     |           | 09:25     |           | 09:30     |           | 09:35     |           | 09:40     |           | 09:45     |           |    |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----|
|                 | Veh       | %         |    |
| Canterbury Road | 8         | 13        | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 5         | 8         | 6         | 10        | 6         | 10        |    |
| Bywell Road     | 1         | 11        | 1         | 11        | 1         | 11        | 0         | 0         | 1         | 11        | 1         | 11        | 2         | 22        | 1         | 11        | 1         | 11        | 2         | 22        | 1         | 11        | 1         | 11        |    |
| Rumbel Road     | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        | 2         | 13        |    |
| Old Bank Road   | 40        | 36        | 40        | 36        | 44        | 40        | 45        | 40        | 45        | 41        | 45        | 41        | 44        | 40        | 44        | 40        | 44        | 40        | 44        | 40        | 44        | 40        | 44        | 40        | 44 |
| <b>Total</b>    | <b>51</b> | <b>26</b> | <b>48</b> | <b>24</b> | <b>52</b> | <b>26</b> | <b>52</b> | <b>26</b> | <b>53</b> | <b>27</b> | <b>53</b> | <b>27</b> | <b>53</b> | <b>27</b> | <b>53</b> | <b>26</b> | <b>52</b> | <b>26</b> | <b>53</b> | <b>27</b> | <b>53</b> | <b>27</b> | <b>53</b> | <b>27</b> |    |

**Table 2.1: PM Parking Beat Survey 14:00 to 15:00**

|                 | 14:00     |           | 14:05     |           | 14:10     |           | 14:15     |           | 14:20     |           | 14:25     |           | 14:30     |           | 14:35     |           | 14:40     |           | 14:45     |           | 14:50     |           | 14:55     |           | 15:00     |           |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                 | Veh       | %         |
| Canterbury Road | 19        | 30        | 21        | 33        | 23        | 37        | 22        | 35        | 21        | 33        | 24        | 38        | 20        | 32        | 18        | 29        | 19        | 30        | 18        | 29        | 18        | 29        | 16        | 25        | 10        | 16        |
| Bywell Road     | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        | 1         | 11        |
| Rumbel Road     | 2         | 13        | 2         | 13        | 2         | 12        | 3         | 19        | 4         | 25        | 4         | 25        | 4         | 25        | 4         | 25        | 4         | 25        | 4         | 25        | 3         | 19        | 3         | 19        | 3         | 19        |
| Old Bank Road   | 35        | 32        | 36        | 32        | 36        | 32        | 40        | 36        | 40        | 36        | 40        | 36        | 40        | 36        | 40        | 36        | 39        | 35        | 37        | 33        | 36        | 32        | 36        | 32        | 29        | 26        |
| <b>Total</b>    | <b>57</b> | <b>29</b> | <b>60</b> | <b>30</b> | <b>62</b> | <b>31</b> | <b>66</b> | <b>33</b> | <b>66</b> | <b>33</b> | <b>69</b> | <b>35</b> | <b>65</b> | <b>33</b> | <b>63</b> | <b>32</b> | <b>63</b> | <b>32</b> | <b>60</b> | <b>30</b> | <b>58</b> | <b>29</b> | <b>58</b> | <b>29</b> | <b>43</b> | <b>22</b> |

**Table 2.2: PM Parking Beat Survey 15:05 to 16:00**

|                 | 15:05     |           | 15:10     |           | 15:15     |           | 15:20     |           | 15:25     |           | 15:30     |           | 15:35     |           | 15:40     |           | 15:45     |           | 15:50     |           | 15:55     |           | 16:00     |           |    |
|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----|
|                 | Veh       | %         |    |
| Canterbury Road | 9         | 14        | 8         | 13        | 7         | 11        | 7         | 11        | 7         | 21        | 8         | 13        | 8         | 13        | 8         | 13        | 8         | 13        | 8         | 13        | 8         | 13        | 8         | 13        |    |
| Bywell Road     | 2         | 22        | 2         | 22        | 1         | 11        | 1         | 11        | 1         | 11        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0  |
| Rumbel Road     | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 3         | 19        | 2         | 13        |    |
| Old Bank Road   | 27        | 24        | 26        | 23        | 23        | 21        | 23        | 21        | 23        | 21        | 24        | 22        | 23        | 21        | 22        | 20        | 19        | 17        | 17        | 15        | 16        | 14        | 14        | 14        | 13 |
| <b>Total</b>    | <b>41</b> | <b>21</b> | <b>39</b> | <b>20</b> | <b>34</b> | <b>17</b> | <b>34</b> | <b>17</b> | <b>34</b> | <b>17</b> | <b>35</b> | <b>18</b> | <b>34</b> | <b>17</b> | <b>33</b> | <b>17</b> | <b>30</b> | <b>15</b> | <b>28</b> | <b>14</b> | <b>27</b> | <b>14</b> | <b>24</b> | <b>12</b> |    |

As detailed within **Tables 1.1, 1.2, 2.1 and 2.2**, the parking beat surveys have identified that car parking within the vicinity of the application site remains at a relatively constant level across the surveyed time periods of 07:45 to 09:45 and 14:00 to 16:00.

A reason for the similar level of parking across the surveyed time is due to the demand from the surrounding residential dwellings across the surveyed time periods.

**Comparison of Before / After Classroom Extension**

When comparing the busiest hour period of pupil ‘drop-off’, considered to be 08:00 to 09:00, the recently constructed classroom extension is calculated as having the following impact on spare capacity on the surrounding local roads.

Details of the before and after classroom extension are provided in **Table 3-1**.

**Table 3-1 – 2022 and 2023 Data Comparison – AM Peak**

|       | April 2022<br>AM 08:00 to 09:00 |          | September 2023<br>AM 08:00 to 09:00 |          |
|-------|---------------------------------|----------|-------------------------------------|----------|
|       | Vehicles                        | % Stress | Vehicles                            | % Stress |
| 08:00 | 40                              | 20%      | 60                                  | 30%      |
| 08:05 | 40                              | 20%      | 63                                  | 32%      |
| 08:10 | 41                              | 21%      | 55                                  | 28%      |
| 08:15 | 57                              | 29%      | 63                                  | 32%      |
| 08:20 | 49                              | 25%      | 66                                  | 33%      |
| 08:25 | 49                              | 25%      | 60                                  | 30%      |
| 08:30 | 50                              | 25%      | 60                                  | 30%      |
| 08:35 | 48                              | 24%      | 54                                  | 27%      |
| 08:40 | 49                              | 25%      | 50                                  | 25%      |
| 08:45 | 49                              | 25%      | 54                                  | 27%      |
| 08:50 | 50                              | 25%      | 51                                  | 26%      |
| 08:55 | 52                              | 26%      | 48                                  | 24%      |
| 09:00 | 53                              | 27%      | 52                                  | 26%      |

As detailed in **Table 3-1**, the recently observed September 2023 survey data shows a minor increase in parking across the whole hour period.

In April 2022 the observed car parking data identified that the number of parked cars ranged from 40 spaces to 57 spaces, whereas after the completion of the classroom extension the car parking data identifies that the number of parked cars ranged from 48 to 66.

When considering that the local roads have the capacity to accommodate a total of 199 parked cars, the observed parking beat surveys demonstrate that the classroom extension has resulted in minimal increase in occupancy levels increasing from 29% stress in 2022 to 33% stress in 2023.

It is therefore calculated that even during the busiest five-minute period, the local roads surrounding Manor Croft Academy result in an overall spare capacity of 67%, this equates to 133 parking spaces which are un-occupied.

When comparing the busiest hour period of pupil 'pick-ups', considered to be 14:15 to 15:15, the recently constructed classroom extension is calculated as having the following impact on spare capacity on the surrounding local roads.

Details of the before and after classroom extension are provided in **Table 3-2**.

**Table 3-2 – 2022 and 2023 Data Comparison – PM Peak**

|       | April 2022<br>PM 14:30 to 15:30 |          | September 2023<br>PM 14:30 to 15:30 |          |
|-------|---------------------------------|----------|-------------------------------------|----------|
|       | Vehicles                        | % Stress | Vehicles                            | % Stress |
| 14:15 | 78                              | 39%      | 66                                  | 33%      |
| 14:20 | 84                              | 42%      | 66                                  | 33%      |
| 14:25 | 88                              | 44%      | 69                                  | 35%      |
| 14:30 | 82                              | 41%      | 65                                  | 33%      |
| 14:35 | 82                              | 41%      | 63                                  | 32%      |
| 14:40 | 64                              | 32%      | 63                                  | 32%      |
| 14:45 | 59                              | 30%      | 60                                  | 30%      |
| 14:50 | 55                              | 28%      | 58                                  | 29%      |
| 14:55 | 57                              | 29%      | 55                                  | 28%      |
| 15:00 | 56                              | 28%      | 43                                  | 22%      |
| 15:05 | 57                              | 29%      | 41                                  | 21%      |
| 15:10 | 58                              | 29%      | 39                                  | 20%      |
| 15:15 | 53                              | 27%      | 34                                  | 17%      |

As detailed in **Table 3-2**, the recently observed September 2023 survey data shows a similar, if not slightly reduced, level of parking across the whole hour period.

In April 2022 the observed car parking data identified that the number of parked cars ranged from 53 spaces to 88 spaces, whereas after the completion of the classroom extension the car parking data identifies that the number of parked cars ranged from 34 to 69.

When considering that the local roads have the capacity to accommodate a total of 199 parked cars, the observed parking beat surveys demonstrate that the classroom extension has resulted in minimal reduction in occupancy levels increasing from 44% stress in 2022 to 35% stress in 2023.

It is therefore calculated that even during the busiest five-minute period, the local roads surrounding Manor Croft Academy result in an overall spare capacity of 65%, this equates to 130 parking spaces which are un-occupied.

## **Conclusion**

The two car parking beat surveys were undertaken on comparable times and days to providing a true and representative survey demonstrating the existing situation for both the before and after classroom extension development.

It is therefore considered that classroom extension resulted in a negligible impact on the surrounding local highway network in relation to parking availability and demand.

It is considered that the findings in this HSS relating to the on-street parking beat survey demonstrate that there is sufficient capacity on the local highway network to cater for the classroom extension block with an ample buffer.

## Appended Documents

### Appendix A – Raw Parking Beat Survey Data







