

## Parking Survey and Traffic Impact Summary

### **Parking Survey**

Parking surveys have been arranged to ascertain parking demands associated with the development site at Masjid Noor & Education Centre, Lees Hall Road, Dewsbury. This parking survey and traffic impact summary should be read in conjunction with the supporting Highway Statement dated March 2024 (Project 2288).

The development proposes an extension and alterations to the existing building to improve facilities for existing visitors and staff (planning application 2024/90952).

As part of the planning application process Kirklees Council Highways Development Management have responded (consultation response dated 30<sup>th</sup> July 2024) with the following: -

***‘The additional capacity of the two halls (The potential number of prayer mats the halls can accommodate) should be assessed and the traffic generation and parking should be based on peak Friday afternoon prayer session traffic and parking surveys.’***

To ascertain the parking demands at the on-site car park at Masjid Noor & Education Centre, an independent car park survey was carried out during the busiest time (Friday afternoon prayers) on the 23<sup>rd</sup> August 2024 to coincide with the 2pm prayer time. The survey was carried out between 1145hrs and 1600hrs. Appendix A provides the car park survey summary. During the times of the survey the car park was marshalled, and it was noted that around 32 parking spaces could be accommodated at the site, which is contrary to the underestimate contained within the supporting highway statement. The car park survey shows a maximum demand of 26 cars within the site car park between 1400hrs and 1415hrs providing a parking stress of 81% (with around 6 spaces remaining).

During the time of the survey, the centre also conducted their own visitor survey, providing information on the number of visitors, what time they arrived, how they travelled to the site and the postcode of where they live. The survey sheets can be found at Appendix B and demonstrate that of the 49 visitors, 23 travelled to the site by car (equating to 47%) and 26 walked to the site. The number of people that travelled to the site by car generally corroborate the findings from the on-site car park survey at Appendix A.

The overall parking stress for the surrounding streets was also surveyed and follows the Lambeth methodology in determining parking stress within 200m of the site (equivalent to 2 minutes walking time). As can be seen from the survey data at Appendix C, the local streets within 2 minutes walking distance provide between 113 and 138 car parking spaces, equating to an overall parking stress of 41%.

## **Traffic Impact**

As can be seen from the above, the model split of 47% for car use would provide an overall traffic/ parking demand of 23 vehicles during the busiest period (Friday afternoon prayer sessions) based on a typical visitor demand.

The proposals provide an increase in floor area from 464 sqm to 587 sqm, equating to a 27% increase. Based on the percentage increase in floor area and applying that increase to the surveyed visitor numbers, traffic and parking demands, the proposals could result in an increase demand from 23 cars to 29 cars providing an increase of 6 car parking spaces. It should be noted that the on-site car park had an unused capacity of 6 spaces during the busiest time, so these spaces would be used by any additional guests associated with the 27% increase in floor area. It should also be noted that the surrounding highway network does not have a parking problem with an overall parking stress of 41%, equating to between 113 and 138 on street parking spaces available for use.

The above calculations are based on a proportionate increase in visitor numbers due to the modest increase in floor area as a result of the development proposals to improve facilities for existing visitors and staff. As stated within the supporting Highway Statement the visitor numbers should not change as the other centres nearby are used by the wider catchment.

Based on the parking survey results it is concluded that the proposals should not result in any significant increases in parking demands at the site and are likely to be retained within the marshalled on-site car park. In the unlikely event that the parking demands exceed the current parking stock, the adjacent highway network can easily cater for any additional on-street parking demands.

Date: 10-09-2024

Ref: 2288A

# APPENDIX A

## CAR PARK SURVEY



**ABACUS**  
TRAFFIC SURVEYS  
14 CLIFF HILL COURT,  
HOLMFIRTH, HD9 1JF

Location: Masjid Noor & Education Centre
Date: 23 - 08 - 24
Type of Survey: Car Park - Parking Stress Survey
32 Parking Spaces Available Overall

Time	Total cars parked	Number of spaces available	Parking stress
1145-1200	1	31	3%
1200-1215	1	31	3%
1215-1230	1	31	3%
1230-1245	1	31	3%
1245-1300	1	31	3%
1300-1315	1	31	3%
1315-1330	2	30	6%
1330-1345	4	28	13%
1345-1400	12	20	38%
1400-1415	26	6	81%
1415-1430	8	24	25%
1430-1445	3	29	9%
1445-1500	2	30	6%
1500-1515	2	30	6%
1515-1530	2	30	6%
1530-1545	2	30	6%
1545-1600	2	30	6%

Maximum Parking Stress (between 1400hrs and 1415hrs) = 81%

# APPENDIX B

## VISITOR SURVEY

# MASJID NOOR WEEKDAY STRESS TEST

DATE 23/8/24 HOURS – 12PM – 4 PM

VISITOR NO	TIME	POSTCODE	TRAVELLED TO SITE (WALK/BUS/ CYCLE/TAXI/ DRIVE
1	1:44	WF12 PDG	walk
2	1:44	WF12 NT	walk
3	1:44	WF12 OAB	walk
4	1:15	WF12 9DU	walk
5	1:20	WF12 9PB	walk
6		WF12 DG	walk.
7	1:45	WF12 9QN	Car.
8	1:47	WF13 3DA	Car.
9	1:52	WF12 9NT	walk car
10	1:53	WF12 13D	car
11		WF12 TT	walk
12	1:53	WF12 DT1 2NG	Car
13	1:54	WF12 OAB	Car.
14	1:55	WF12 AB	walk

15	2:00	WF12 02E	Car
16	2:00	WF12 909	car.
17	2:02	WF12 94H.	Walk
18	2:02	WF2 94H	walk
19	2:02	WF12 94H	Walk.
20	2:03.	WF12 94H	Car.
21	2:03	WF12 9ET	Car.
22	2:04.	WF12 9ES.	Walk.
23	2.04	WF 1202E	WALK
24	2.04	WF 1294H	WALK
25	2.05	WF 1294B	WALK
26	1.50	WF12 4LD	CAR
<del>27</del>			
<del>28</del>			
<del>29</del>			
<del>30</del>			
<del>31</del>			
<del>32</del>			
<del>33</del>			
<del>34</del>			
<del>35</del>			
<del>36</del>			
<del>37</del>			

<del>84</del>	27	1:50	WF12 OAR	CAR
<del>85</del>	28	1:50	WF13 3EF	CAR
<del>86</del>	29	1:51	WF13 3EF	CAR
<del>87</del>	30	1:52	HID 2 T	CAR
<del>88</del>	31	1:52	WF12 9 EY	Walk
<del>89</del>	32	1:53	WF12 9 H E	car
<del>90</del>	33	1:54	WF12 9 H B	CAR
<del>91</del>	34	1:54	WF12 19 H B	Walk
<del>92</del>	35	1:54	WF12 9 H X	CAR
<del>93</del>	36	1:55	WF12 9 E S	CAR
<del>94</del>	37	1:55	WF12 9 E U	WALK
<del>95</del>	38	1:56	WF12 AT	Walk
<del>96</del>	39	1:57	WF12 9 H E	WALK
<del>97</del>	40	1:57	WF12 9 H F	WALK
<del>98</del>	41	1:58	WF12 9 G H	CAR
<del>99</del>	42	1:58	WAF 9 G H	CAR
<del>100</del>	43	2:00	WF2 8 U P	Walk
<del>101</del>	44	2:01	WF12 O AT	WALK
<del>102</del>	45	2:02	WF12 9 F B	WALK
<del>103</del>	46	2:02	WF12 O P J	CAR
<del>104</del>	47	2:02	WF12 9 J H	Walk
<del>105</del>	48	2:03	WF12 O A U	Walk.
<del>106</del>	49	2:04	WF12 9 E T	CAR

# APPENDIX C

## ON STREET PARKING SURVEY



Location: Masjid Noor & Education Centre
Date: 23/08/2024
Type of Survey: 200m parking survey
Surveyors: K & S Barnard

Key  
 13 Number of Cars Parked On-Street  
 (13) Number of Car Parking Spaces Available On-Street  
 30% Parking Stress

Street Name	Time										Overall Parking Stress
	1200hrs		1300hrs		1400hrs		1500hrs		1600hrs		
Kimberley Street	10 (14)	42%	9 (15)	38%	10 (14)	42%	10 (14)	42%	11 (13)	46%	<b>42%</b>
Fiddler Hill	2 (3)	40%	2 (3)	40%	1 (4)	20%	1 (4)	20%	2 (3)	40%	<b>32%</b>
Lees Hall Road	19 (21)	37%	14 (26)	35%	16 (24)	40%	12 (28)	30%	14 (26)	35%	<b>37%</b>
Morton Grove	2 (12)	14%	2 (12)	14%	5 (9)	55%	4 (10)	28%	4 (10)	28%	<b>27%</b>
Lee Holm	15 (18)	45%	14 (19)	42%	22 (11)	66%	22 (11)	66%	17 (16)	51%	<b>54%</b>
Brewery Lane	16 (6)	72%	12 (10)	54%	18 (4)	81%	11 (11)	50%	12 (10)	54%	<b>62%</b>
Lees Holm Rear	4 (5)	44%	4 (5)	44%	5 (4)	55%	5 (4)	55%	6 (3)	66%	<b>52%</b>
Providence Court	12 (4)	75%	10 (6)	62%	13 (3)	81%	14 (2)	87%	10 (6)	62%	<b>73%</b>
Charlesworth Street	2 (5)	28%	0 (7)	0%	6 (1)	85%	0 (7)	0%	1 (6)	14%	<b>25%</b>
Access to surgery and community centre - off Brewery Lane	8 (36)	18%	5 (29)	11%	7 (37)	15%	9 (35)	20%	6 (38)	13%	<b>15%</b>
Eyre Street	0 (2)	0%	0 (2)	0%	0 (2)	0%	0 (2)	0%	0 (2)	0%	<b>0%</b>
<b>Total Parking Spaces Available - Roads within Study Area</b>	126		138		113		128		133		<b>41%</b>