Transport Statement

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1. Introduction

Hydrock Fore is commissioned by Teakwood Investments Limited to provide transport and highways advice in relation to a planning application for a proposed development at land north of Willow Lane, north of Huddersfield town centre.

The planning application seeks permission to use the site (comprising approximately 0.75 hectares of land) for storage of containers use (under the B8 storage and distribution use class).

Given the scale of the proposals, a formal Transport Assessment is not considered to be necessary as part of the planning application. This Transport Statement has therefore been prepared to set out the proposals and related transport and highways considerations, and provide the information necessary for Kirklees Council as the Local Planning Authority and Highway Authority in determining the planning application.

2. Existing Situation

2.1 Site Location and Existing Use

The site is located approximately 1.0km north of Huddersfield town centre, bound by Willow Lane to the south and St Johns Road to the west. The location of the site is demonstrated on Figure 1.

The site is currently vacant and unused, having previously been used as a car park for the former Ben Shaws factory up until approximately 2013.

2.2 Accessibility by Active Modes

2.2.1 Walking Catchment

Although walking distances vary between individuals and local circumstances, 2.0km is broadly accepted as the maximum justifiable distance for commuting and other journey purposes by foot[1]. Figure 2 presents an isochrone for walking distances, measured from a central point between the three existing access points.

This demonstrates that Huddersfield town centre and rail station are within a walk of 2.0km, as well as a significant residential catchment to the north of the town centre (including the Fartown, Birkby and Edgerton) areas. In the immediate vicinity of the site, a range of convenience retail outlets and commercial premises (including a gym) are located adjacent St Johns Road to the north and south of the site).

Generally, pedestrian connections to the site are made by existing footways and informal crossing facilities along St Johns Road and related side roads, though traffic signal-controlled crossings exist at the junctions of

[1] *Guidelines for Providing Journeys On Foot*, Chartered Institution of Highways and Transportation, 2000, p49.

St Johns Road with the A62 Castlegate (to the south of the site) and Blacker Road (to the north), which accommodate key walking routes to the site from the wider area.

2.2.2 *Cycling Catchment*

Figure 3 presents an 8.0km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work[2] . The figure demonstrates that the entirety of the Huddersfield urban area is within a distance that is typically accepted for cycling.

In the immediate vicinity of the site, there is no specific existing segregated cycling infrastructure, and therefore cycling is on the carriageway mixed with general traffic, on an advisory basis.

2.3 Public Transport

The closest bus stops to the site are located on St Johns Road, adjacent the western boundary of the site. These stops are served the following service, which combine to provide a high frequency, regular connection to Huddersfield town centre and other key regional locations including Halifax.

- Service 360, providing up to 2 buses per hour on weekdays and Saturdays effectively as a circular service serving Huddersfield town centre, the rail station, Huddersfield Royal Infirmary, Fartown, Birkby and Bradley. The services reduce to hourly on Sundays, with a limited evening service.
- Service 549, providing 1 bus per hour through the daytime and evenings on weekdays and at weekends between Huddersfield and Halifax, via Brighouse and Hipperholme.

Huddersfield rail station is the closest railway station, located approximately 800m to the south of the site. The station is a key hub on the regional rail network, served by regular trains between Leeds and Manchester (and beyond to York, the North East, and Liverpool and the North West, as well as local services to Leeds and Sheffield via Barnsley.

2.4 Local Highway Network

2.4.1 *Key Links*

The key roads in the vicinity of the site comprise the following:

- Willow Lane, which is a single carriageway road providing local access to the site and adjacent commercial premises from the A641 Bradford Road (a key route to Huddersfield town centre from the north) to the east and St John's Road to the west. In the immediate vicinity of the site the carriageway is approximately 9.5m wide, narrowing to around 7.3m wide to its eastern extent, A combination of kerbside controls exist, with waiting restricted at any time (indicated by double yellow line markings) to its western extent, and generally elsewhere waiting is restricted on weekdays and Saturdays between 08:00 and 18:00 hrs, though on-street parking is accommodated on the western side of the carriageway along the site frontage.
- St John's Road provides a connection from the town centre at a junction with the A62 Castlegate towards Birkby, continuing as Wheathouse Road beyond from a junction with Blacker Road, approximately 250m northwest of the development site, as well as providing local access to various commercial premises to the south of the site. In the immediate vicinity of the site, the carriageway is approximately 10m wide and accommodates a lined central reserve accommodating facilities for vehicles waiting to turn right to minor roads. Waiting is generally restricted at any time around junctions, though on-street parking is accommodated on both sides of the carriageway, including a specific marked bays for residential permit holders south of the junction with Willow Road.
- Willow Road meets St John's Road at a priority-controlled junction to the south of the development site. The junction geometry is sized to accommodate turning of large vehicles, and a kerbed central island is provided on the Willow Road to accommodate pedestrians crossing the junction.

[2] *Integrating Cycling Into Development Proposals*, Cycling England, 2009, p4.

- Beck Road joins Willow Road at a further priority-controlled junction immediately opposite the development site, and provides local access to a range of commercial premises, joining St John's Road at its southern extent. Beck Road can also be accessed at its southern extent from the A641 Bradford Road in the northbound direction, though access from the southbound direction, nor egress to Bradford Road in either direction is accommodated. The carriageway is approximately 6.5m wide, and advisory cycle lanes are provided along both sides of the carriageway.

2.4.2 Road Safety

Personal injury accident data has been reviewed for the most recently available five-year period between 1 January 2018 and 31 December 2022[3].

This confirms the following:

- No collisions were recorded during the period on Willow Lane in the immediate vicinity of the site.
- Two collisions were recorded at the St John's Road / Willow Road junction, both resulting in injury of slight severity. Of these collisions, one was between a vehicle and a pedestrian crossing the road, and the other involved two vehicles.
- Three collisions occurred on St John's Road north of the Willow Lane junction; one resulted in serious injury to a pedestrian, a further collision resulted in slight injury to a pedestrian, and the other accident resulted in slight injury to occupants of two vehicles that collided.

On this basis, there is no pattern or clustering of accidents in the immediate vicinity of the site that indicates a specific site-related issue that needs to be addressed to safely accommodate the proposas.

2.5 Summary

The above demonstrates that:

- The site is accessible by sustainable modes of travel, and as such future staff and visitors will have opportunity on foot, by cycle or using public transport.
- The existing local highway network in the immediate vicinity of the site is fit for the intended purpose.

3. Development Proposals

3.1 Proposed Land Use

The proposals comprise the use of the site (approximately 0.75 hectares in total) for container storage. This forms a use under the B8 storage and distribution use class.

It is anticipated that the containers will be used for self-storage purposes, Typically customers (typically comprising those seeking storage when moving house, as well as trades people using storage) load and unload the containers directly.

It is anticipated that the site will be open to customers between 07:00 and 19:00 hrs on weekdays and Saturdays, and 10:00 to 16:00 hrs on Sundays.

The proposals are demonstrated on plans provided at Appendix A.

3.2 Vehicular Access and Parking

The existing access to Willow Lane (which was used to access the former car park on the site) will be reused to serve the development. Based on information provided by the applicant, customers predominantly arrive and load / unload using vans, and on this basis the junction is adequate for the intended use (for instance, access by larger vehicles or HGVs is not anticipated on a regular basis).

[3] www.crashmap.co.uk

Within the site, the proposed storage containers are arranged in a loop, and therefore vehicles are able to access individual containers directly for loading purposes, before continuing around the loop to exit the site in forward gear.

3.3 Sustainable Access

The nature of the development is such that customers are likely to arrive by car or van.

However, as identified at chapter 2, options exist for staff travelling to the site, and therefore staff would have a choice of modes to travel to work.

4. Transport Impacts

Average vehicle trip rates for the proposed development have been derived from the TRICS database, following interrogation for sites based on the criteria set out in Table 1.

For the purposes of this assessment, the 'self storage' category of the TRICS database is considered the most comparable use to that proposed.

Table 1: TRICS Search Criteria

TRICS Land Use Category	02 - Employment E - Warehousing (Self Storage)
Location	Suburban Area Edge of Town
Parameter	Gross Floor Area
Actual Range	1,336 sqm to 3,000 sqm
Survey Days	Weekdays

The vehicle trip rates and resulting trip generation are set out in Table 2, for the weekday AM and PM peak hours. The full TRICS output is presented at Appendix B.

Peak Hour	Vehicle Trip Rates (GFA / 100 sqm)			Vehicle Trips (1,338 sqm)		
Weekday AM Peak Hour (08:00 to 09:00)	0.189	0.218	0.426	3	3	6
Weekday PM Peak Hour (16:30 to 17:30)	0.123	0.180	0.303	2	2	4
Weekday Total (07:00 to 19:00)	1.875	1.866	3.741	25	25	50

Based on trip rates derived from the TRICS database, the traffic impact of the proposals is small, equating to 6 or fewer vehicle trips during both weekday peak hours, and around 50 vehicle trips over the course of a typical weekday. Such an impact is considered immaterial in the context of the operation of the wider network.

5. Summary and Conclusions

This Transport Statement has been prepared to demonstrate the transport impacts of the proposed container storage use at the land north of Willow Lane, Huddersfield.

The report demonstrates the following:

- Opportunities are available to travel to the site by modes other than single occupancy car trips, including walking, cycling and public transport.
- Vehicle access can be safely and efficiently accommodated from Willow Lane, via the access which was previously used to access the former car park on the site.
- The proposals do not represent a significant impact on the operation of the wider highway network.

In summary, it is concluded that the development proposals will be satisfactorily accommodated by the existing local transport network.