# Transpennine Route Upgrade Bradley Junction Compound

## Transport Statement

**Document Ref: 151667-TSA-00-TRU-REP-W-EN-001643**

## Network Rail

**November 2024**

Contents

# 1. INTRODUCTION

## 1.1. Overview

1.1.1. This Transport Statement (TS) has been prepared by AtkinsRéalis on behalf of Network Rail. It is presented in support of the proposed new compound site near Bradley Junction, on a site previously used by Bradley Nurseries (hereafter referred to as 'the Proposed Scheme').

1.1.2. Network Rail are currently upgrading the TransPennine line between Huddersfield and Westtown, referred to as section W3 as granted after a successful Transport and Works Act Order application from 2021.

1.1.3. Although compound sites along the route have been opened it has become necessary to seek the opening of a new compound site near the Bradley junction, on a site previously used by Bradley Nurseries. The Proposed Scheme will be accessed from the A62 Leeds Road using the Bradley Junction Industrial Estate junction access and pre-existing nursery access.

1.1.4. The Proposed Scheme would be in use until December 2027.

## 1.2. Proposed Scheme location

1.2.1. The site of the Proposed Scheme is located to the northeast of the existing Bradley Junction Industrial Estate, at Ordnance Survey National Grid Reference (OSNGR) SE 17147 20077. The site of the Proposed Scheme is a former commercial nursery site including growing land, glasshouses and polytunnels. There is no current operation on the site, leaving the site vacant and available for redevelopment. This is located to the northeast of the existing Bradley Junction Industrial Estate as shown in Figure 1, with a wider highway network context shown in Figure 2.


**Figure 1 - Proposed Scheme Location**


**Figure 2 - Proposed Scheme Location Zoomed Out**

## 1.3. Principal of approach

1.3.1. The proposal is considered against policy, e.g. National Planning Practice Guidance (NPPG) 'Travel plans, transport assessment and statements in decision-taking' (DCLG, March 2014) with reference to the assessment thresholds outlined in the Department for Transport (DfT) document 'Guidance on Transport Assessments' (GTA, 2007). With the emergence of the National Planning Policy Framework (NPPF, 2021), GTA was archived in October 2014, however it is still widely referred to and is considered to provide the best guidance for setting thresholds for assessment.

## 1.4. Report structure

1.4.1. AtkinsRéalis has considered the latest proposal and undertaken an assessment of the existing and future baseline to consider the potential impact of the development proposals. This TS provides further information in the following chapters:

- Chapter 2 describes the planning policy and guidelines relevant to this development;
- Chapter 3 outlines the Proposed Scheme location and baseline conditions for cyclists/ pedestrians, public transport users, highways and parking, modal split and collision analysis;
- Chapter 4 outlines the development proposals;
- Chapter 5 considers the construction traffic management principles; and
- Chapter 6 presents a summary of this Transport Statement.

# 2. PLANNING AND POLICY REVIEW

This Chapter outlines the existing national, regional, and local planning policy and guidance which is relevant to the proposed development.

## 2.1. National, Regional and Local polices

2.1.1. Table 1 summarises the key national, regional, and local policy documents to understand aspirations, objectives, planning strategy and future conditions.

**Table 1 - National, Regional and Local Policy Review**

| Document | Relevant Policy |
|---|---|
| **National** | |
| National Planning Policy Framework (NPPF) | NPPF sets the overarching planning policies and principles for England and provides high level guidance on the application of transport policy in the context of development schemes. Transport issues should be considered from the earliest stages of plan-making and development proposals so that:<br>• development impacts on transport networks can be addressed;<br>• opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;<br>• opportunities to promote walking, cycling and public transport use are identified and pursued;<br>• the environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered; and<br>• patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places. |
| National Planning Practice Guidance (NPPG) | NPPG sits beneath NPPF providing an additional policy guidance and interpretation. Para 002 'Travel Plans (TP) Transport Assessments (TA) & Statements (TS) states:<br>• TPs TAs and TSs are ways of assessing and mitigating the negative transport impacts of development to promote sustainable development;<br>• TAs assess the potential transport impacts of developments (and may propose mitigation measures to promote sustainable development); and<br>• TAs can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe'. |

| **Regional/Local** | |
|---|---|
| Kirklees Local Plan | The Kirklees Local Plan was adopted in February 2019 and guides the development in the area until 2031. This document provides the Council's prevailing transport policies.<br><br>The following policies in the Local Plan are specifically relevant to Transport:<br>• **Policy LP19:** Strategic transport infrastructure: The Council will support developments that have safe and convenient access to the West Yorkshire Key Route Network and where proposals assist to bring forward strategic transport infrastructure.<br>• **Policy LP20:** Sustainable travel: new developments should be located to ensure that essential travel needs can be met by forms of sustainable transport other than the private car. Proposals are required to facilitate the following user hierarchy: a) Pedestrians b) Cyclists c) Public Transport d) Private Vehicles.<br>• **Policy LP21:** Highways and access: The Council will support development proposals that accommodate sustainable modes of transport, maintain the efficient and safe operation of the highway network, and which take account of the needs of all highway users for safe access, egress and servicing arrangements.<br>• **Policy LP22:** Parking: The Council will support development proposals that follow their provision of parking principles. Proposals for non-residential parking in town centres will not be permitted unless demonstrated that it is required for operational reasons, where permitted by the council appropriate arrangements are required to provide management arrangements consistent with public parking within the town centre. Parking provision needs to accommodate the needs of disabled people and new developments require cycle parking.<br>• **Policy LP23:** Core walking and cycling network: proposals should seek to integrate into the network and should not prejudice the function, continuity or implementation of the network. |
| Kirklees Highway Design Guide SPD | The Kirklees Highway Design Guide SPD was adopted in November 2019. It is considered that this parking guidance outlined within this document closely accords with the NPPF approach, in its recommendation for flexibility and application according to local circumstances. Kirklees Council has not set local parking standards for residential and non-residential development. |

2.1.2. The reviewed policies indicate that the focus of the Proposed Scheme should be aimed at encouraging more sustainable travel opportunities such as walking, cycling and the use of public transport, as well as identifying other improvements that can be made to the existing transportation networks.

# 3. BASELINE CONDITIONS

## 3.1. Introduction

3.1.1. This Chapter outlines the existing land use and site access, the local highway, public transport networks, and pedestrian/ cycling environments. This forms the existing baseline conditions with, where relevant, subsequent sections reviewing how they are likely to be affected by the development proposals.

## 3.2. Proposed Scheme location

3.2.1. The Proposed Scheme is located to the southwest of Bradley northeast of the existing Bradley Junction Industrial Estate, approximately 4.2km northeast of Huddersfield town centre. The site of the Proposed Scheme is currently a former commercial nursery site including growing land, glasshouses and polytunnels. The Proposed Scheme is shown above in Figure 1 and Figure 2.

3.2.2. The Proposed Scheme is bounded to the northwest by the A62 and the northeast and south by Station Road which links directly into the A62 Leeds Road and additional key distributor roads including A6107 Bradley Road and A644 Wakefield Road. The A62 provides access to Huddersfield to the south and Leeds to the North, as well as connections into the M62 motorway via the A644. To the southwest of the site is the Bradley Junction Industrial Estate made up of a mixture of commercial and employment sites.

3.2.3. Figure 3 shows the Proposed Scheme location view from the Station Road/A62 Leeds Road give way to the northeastern corner of the Proposed Scheme.

3.2.4. Figure 4 shows the existing access to the Proposed Scheme location via private driveway accessed from the Bradley Junction Industrial Estate, which is accessed directly from the A62. The driveway connects into a T-Junction to access the road serving the Bradley Junction Industrial Estate, which connects to the A62 to the north as a priority crossroad junction serving the A62 in both directions and the Brooklands opposite the industrial estate.


**Figure 3 - View of Proposed Scheme from Station Road/A62 Leeds Road give way looking southeast**

**Figure 4 - Existing Site Access**

3.2.5. There are a number of amenities located within Bradley, including food stores, a community centre, a pharmacy, a school and places of worship. Additional amenities are located further afield in neighbouring areas.

## 3.3. Active Travel

### 3.3.1. Walking

3.3.1.1. It is generally recognised that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to two kilometres. The distance that people are prepared to walk depends on the journey's purpose and their mobility. The Chartered Institute of Highways and Transportation (CIHT) produced 'Guidelines for Journeys on Foot' in 2001. This provides 'suggested acceptable walking distances for commuting, education, and sightseeing'. The 'preferred maximum' walking distance is quoted as 2 km. For other purposes, the 'preferred maximum' walking distance is suggested as 1.2km.

3.3.1.2. The Proposed Scheme is located to the southwest Bradley, a district northeast of Huddersfield town centre. Amenities are located within 400m of the Proposed Scheme, which is considered an 'acceptable' walking distance. This location provides access to retail and leisure facilities including food stores, a pharmacy, a school and places of worship within 400m of the Proposed Scheme boundary and a community centre and additional food stores within the 1.2km buffer of the Proposed Scheme as shown in Figure 5 below. There is no footway into the site and therefore no direct pedestrian access. Due to the narrow nature of the site access cyclist access is also restricted. Any access to amenities from the Proposed Scheme location on foot or by cycle would be to take the site shuttle to join the A62 and use local roads off this to access amenities.

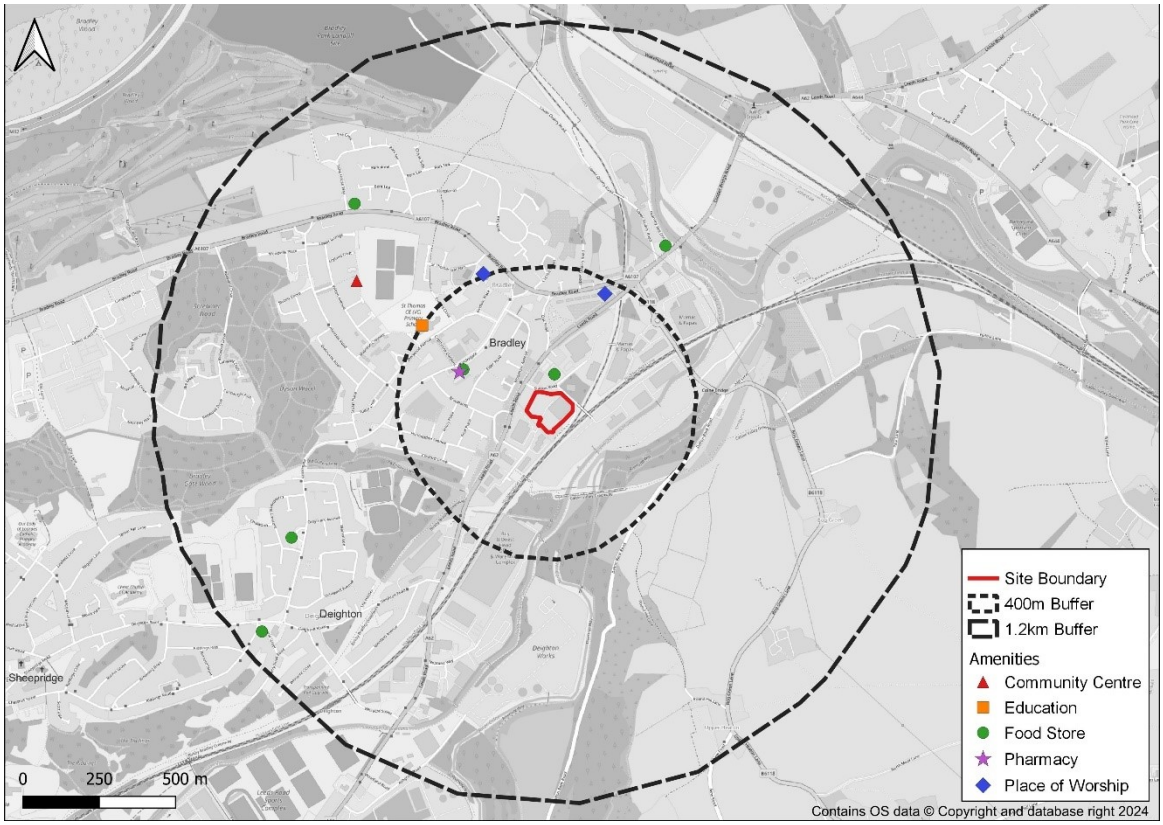


**Figure 5 - Local Amenities**

3.3.1.3. Figure 6 shows the Public Rights of Way (PRoWs) within the vicinity of the Proposed Scheme.

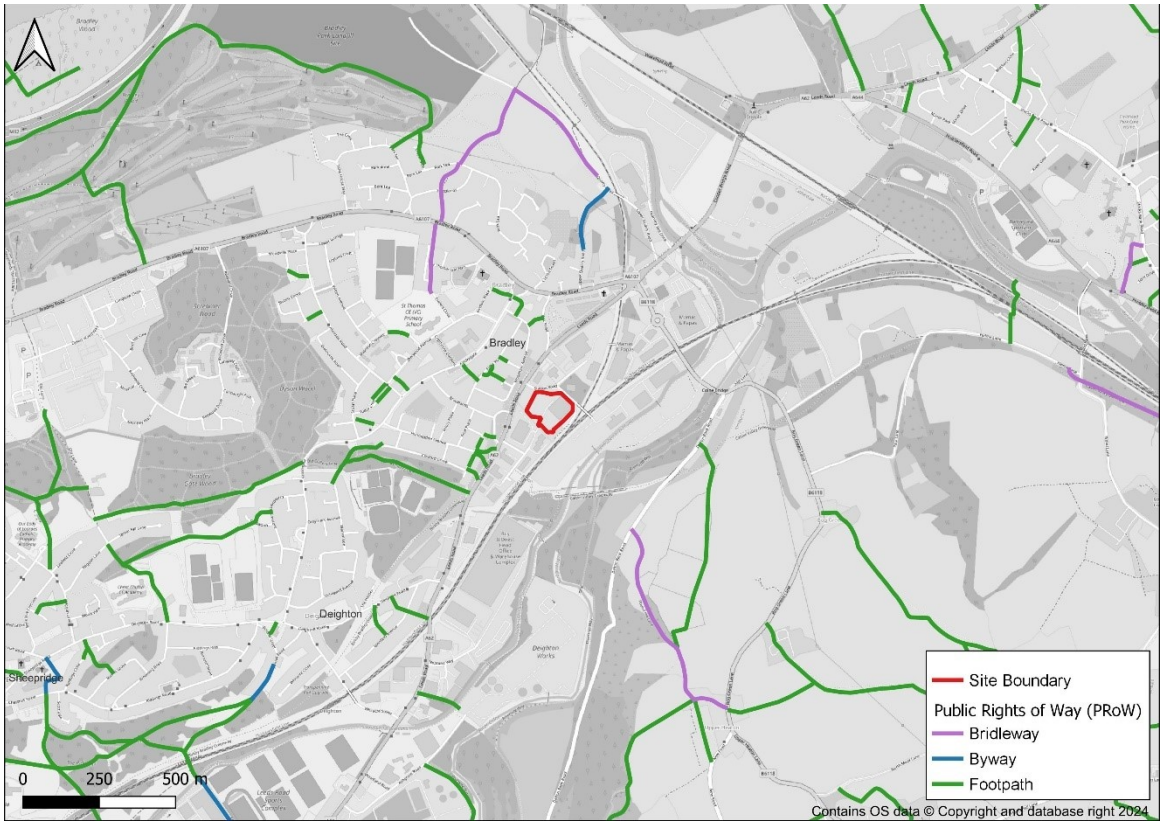


**Figure 6 - Local PRoWs**

3.3.1.4. The pedestrian footways in the vicinity of the Proposed Scheme are well maintained and all streets to the proposed development are well lit and have continuous footways (some on both sides of the road) with appropriate crossing points. There is no footway into the site itself and so a pick up point will be provided at the A62 compound and also on the A62 close to the site to shuttle any pedestrians into the work site.

### 3.3.2. Cycling

3.3.2.1. Regarding cycling, it is generally recognised that cycling can substitute car trips, particularly for shorter journeys. The Cycle Infrastructure Design (LTN 1/20) 2020[1] produced by Government states that two out of every three personal trips are less than 8km in length, which is an achievable distance to cycle for most people. In the Gear Change 2020, Department for Transport state that 40% of car journeys were under 3.2km in 2017-2018, which could be suited to cycling and walking.

3.3.2.2. Figure 7 highlights the existing and proposed routes for future development. The National Cycle Network (NCN) Route 66 (Calder Valley Greenway) runs to the south of the Proposed Scheme location. Connections into NCN 66 are via the Bradley Junction Industrial Estate Road to the southwest of the Proposed Scheme location. This route connects with the wider NCN providing connections to Huddersfield town centre, Dewsbury and further afield towards Bradford. The route between the Proposed Scheme location and Huddersfield town centre to the southwest and Dewsbury to the northeast is mostly traffic free, with the majority of the

[1] Cycle Infrastructure Design (LTN 1/20) (July 2020)

Huddersfield to Dewsbury route made up by the Birkby Bradley Greenway and the Calder Valley Greenway (NCN 66). The NCN within the vicinity of the Proposed Scheme is shown in Figure 7.

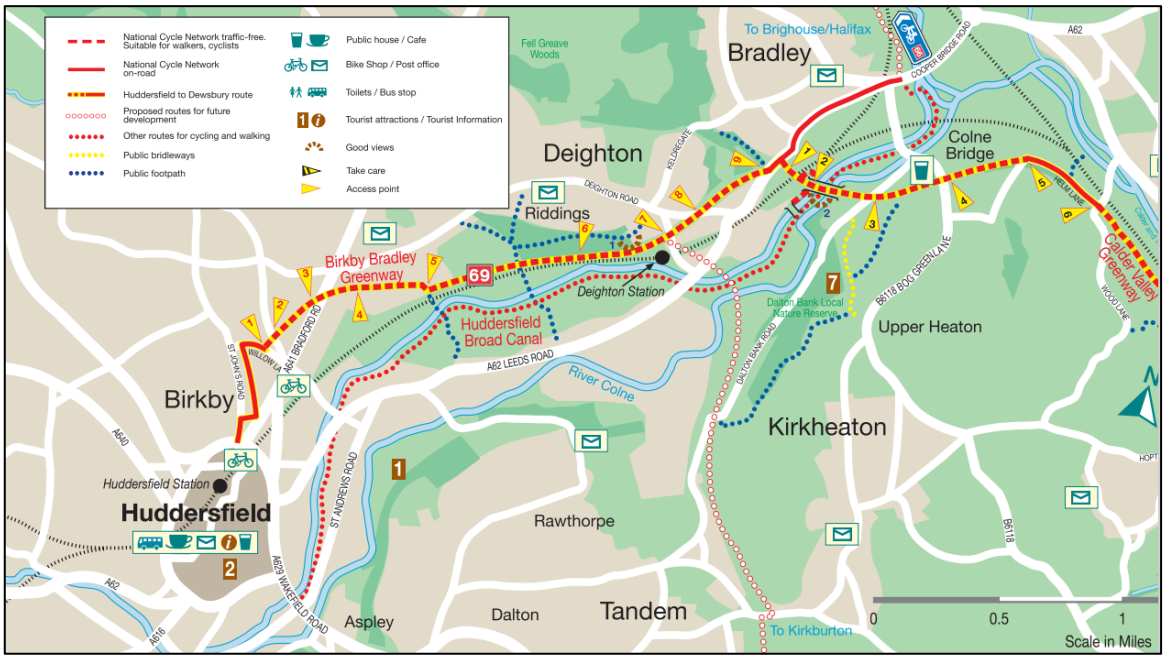


**Figure 7 - Calder Valley and Birkby Bradley Greenways Map[2]**

### 3.3.3. Summary

3.3.3.1. Based on the facilities within the areas surrounding the Proposed Scheme, the Proposed Scheme has the potential to encourage staff and visitors to travel by active modes of transport (walking and cycling) for travelling to work and local commuting. The Proposed Scheme is located approximately on the outskirts of Bradley with walking access via footway to a number of local amenities. In addition, NCN 66 runs approximately 150 metres to the south of the Proposed Scheme. Whilst there is no footway into the site itself, a pick up point will be provided at the A62 compound and also on the A62 close to the site to shuttle any pedestrians into the work site. Provision will also be made to pick up cyclists at the same location due to the constraint of the narrow site access (from the industrial estate) which gives a potential conflict between LGVs, HGVs and cyclists.

[2] Birkby Bradley and Calder Valley Greenways (kirklees.gov.uk)

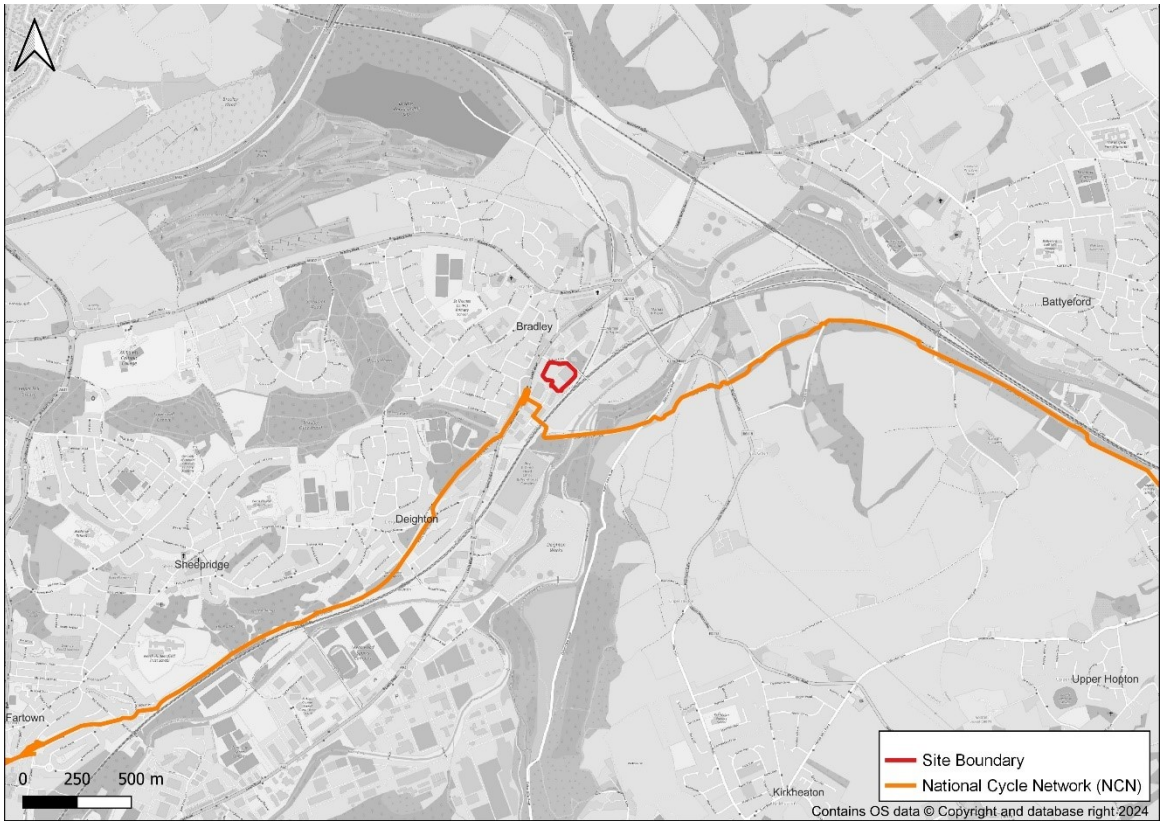


**Figure 8 - NCN Local Network**

## 3.4. Public Transport

### 3.4.1. Bus

3.4.1.1. The nearest bus stop to the Proposed Scheme is located on the A62 Leeds Road, 'Bradley Tesco' located approximately 100m from the northeastern corner of the Proposed Scheme, served by the 229, 202 and 203, with services to Huddersfield town centre and Leeds. This stop has a waiting shelter, raised kerb and flagpole with passenger information. The bus stop closest to the site access is 'Brooklands', which is located approximately 200m from the site access point within the Bradley Junction Industrial Estate. This bus stop is served by the same buses as 'Bradley Tesco'. This stop has a waiting shelter, raised kerb and flagpole with passenger information.

3.4.1.2. An additional service is available at 'Bradley Keldregate' located approximately 450m to the northwest of the site on Keldregate, served by the 328 route with services to Huddersfield town centre. Bus services and frequencies are shown in Table 2 and Bus Stop locations are shown in Figure 9.

**Table 2 - Bus Services and Frequencies**

| Bus Stop Name | Service | Route | Service Frequency | | |
|---|---|---|---|---|---|
| | | | Mon-Fri | Saturday | Sunday |
| Bradley Tesco/Brooklands | 229 | Huddersfield – Leeds | 15 mins | 15 mins | 30 mins |
| | 202 | Huddersfield – Mirfield – Dewsbury – Leeds | 30 mins | 30 mins | Hourly |
| | 203 | Huddersfield – Mirfield – Dewsbury – Westerton – Leeds | 30 mins | 30 mins | Hourly |
| Bradley Keldregate | 328 | Balmoral Avenue - Bradley | 15 mins | 15 mins | 30 mins |

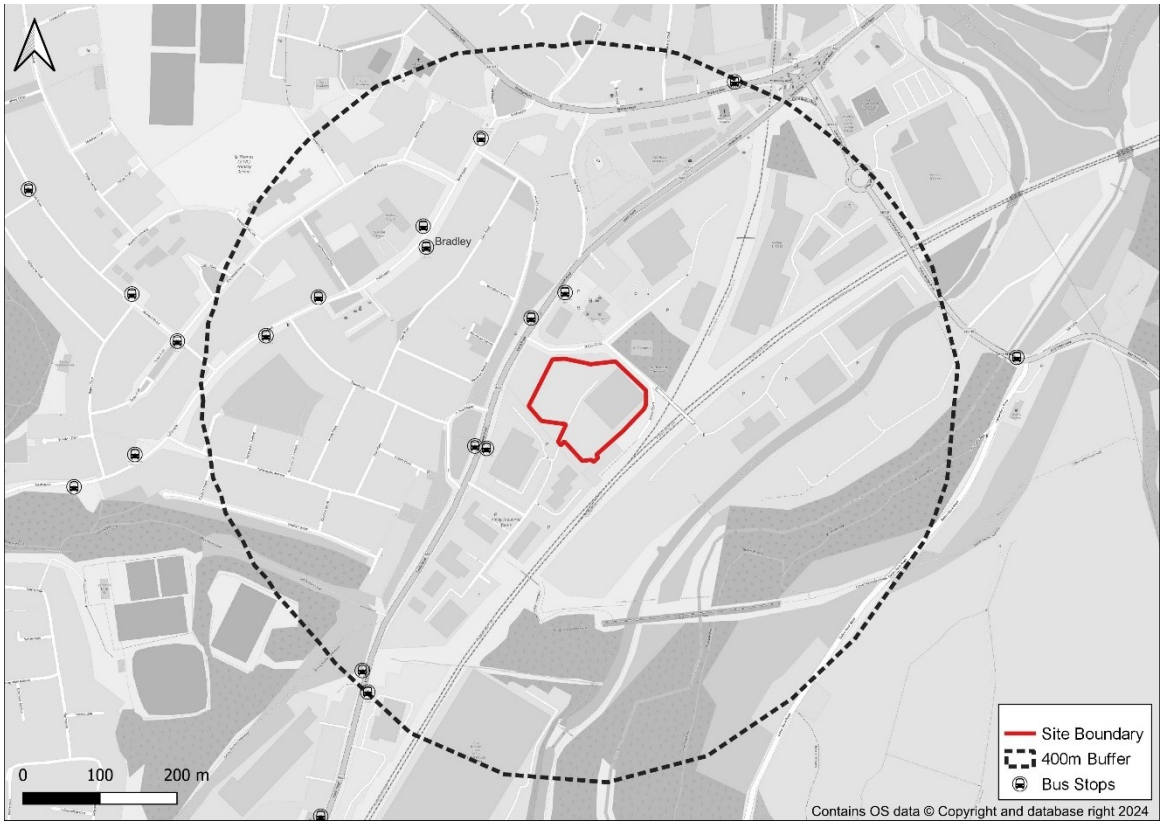


**Figure 9 - Bus Stop Locations**

### 3.4.2. Rail

3.4.2.1. The nearest rail station to the Proposed Scheme is Deighton, located approximately 1.4km southwest of the Proposed Scheme (Figure 10); approximately 19 minute walk, a 6 minute cycle or short bus journey on the 229/202/203.

3.4.2.2. Deighton rail station is managed by Northern, with direct services to, Huddersfield, Manchester, Leeds and York as well as a number of smaller destinations.

3.4.2.3. All railway stations in the UK are classified by level of step-free accessibility into one of three categories:

- Category A – this station has step-free access to all platforms/the platform;
- Category B – this station has a degree of step-free access to all platforms, which may be in both directions or in one direction only;
- Category C – this station does not have step-free access to any platform.

3.4.2.4. There are two platforms at Deighton station. The station is step-free access category B, with step-free access to all platforms via ramps. The station also has accessible ticket machines, train ramps and induction loops, but is unstaffed and does not have any waiting or toilet facilities.

3.4.2.5. The station has a total of 4 cycle storage spaces in the form of stands located at the entrance to the ramp leading to Platform 2, which has CCTV. There is no station car park.


**Figure 10 - Rail Station Location**

### 3.4.3. Summary

3.4.4. There are a number of bus stops situated within walking distance that would enable staff and visitors to travel to and from centres such as Huddersfield and Leeds.

3.4.5. The Proposed Scheme is also approximately a 19-minute walk or a 6-minute cycle from Deighton Station. This is more than the 'preferred maximum' walking distance but within suitable cycling distances as well as having bus connections to the station

3.4.6. A pick up point will be provided at the railway station, the A62 compound and also on the A62 close to the site to shuttle any pedestrians into the work site. Provision will also be made to pick up cyclists at the same location due to the constraint of the narrow site access (from the industrial estate) which gives a potential conflict between LGVs, HGVs and cyclists.

3.4.7. A staff shuttle service is also in operation from Huddersfield Station.

## 3.5. Highway Network

3.5.1. The Proposed Scheme is bounded to the northwest by the A62 and the northeast and south by Station Road which links directly into the A62 Leeds Road and additional key distributor roads including A6107 Bradley Road and A644 Wakefield Road.

3.5.2. The Proposed Scheme is accessed via the Bradley Junction Industrial Estate access road to the southwestern corner of the Proposed Scheme. The industrial estate access road is a cul-de-sac providing no through links to the highway network. The connection from the A62 into the industrial estate is via priority crossroads with a staggered ghost island. This crossroads

provides one-way access to the west to Brooklands.

3.5.3. The Bradley Junction Industrial Estate access road has a steep uphill incline to connect into the A62. Within the industrial estate there are footways on both sides of the carriageway until approximately 80 metres from the existing site access point.

3.5.4. The A62 within the immediate vicinity of the Proposed Scheme is a single carriageway road with an additional bus lane on the northbound carriageway with a 40mph speed limit. The A62 provides access to Huddersfield to the south and Leeds to the North, as well as connections into the M62 motorway via the A644. The A62 has footways on both sides of the carriageway with areas of shared use and segregated cycleway.

3.5.5. Approximately 500 metres to the northeast of the Proposed Scheme, the A62 connects via a signalised crossroads junction into the A6107 Bradley Road to the west and B6118 to the southeast. The A641 provides connections to Elland and Brighouse via the A6107. Further northeast, approximately 1.2 kilometres connects via roundabout into the A644 Wakefield Road to the west and A644 Leeds Road/Huddersfield Road to the east.

## 3.6. Parking

3.6.1. A desktop review using Google Maps highlighted that parking within the vicinity of the Proposed Scheme occurs mainly on Station Road, where on-street vehicle parking is seen on both sides of the carriageway with pavement parking also observed. On the sections of Station Road bounding the Proposed Scheme, there are no parking restrictions. To the east of the Proposed Scheme Location on Station Road there is a single white line on the northern side of the carriageway, with on-street parking observed on the southern side. Parking in this location is likely to be from commercial and employment properties to the east of the Proposed Scheme location.

## 3.7. Collision Analysis

3.7.1. For the purpose of this Transport Statement, Crashmap web resource data (www.crashmap.co.uk) has been reviewed to understand any existing collision trends or patterns. Crashmap compiles data collected about road traffic collisions occurring on British roads, and the resulting personal injury, as recorded by the relevant police force. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.7.2. The database does not present the level of detail available from locally held databases, however, it does provide an indication of the frequency and severity of collisions in the local area, and it is appropriate and suitable for identifying trends as part of this report.

3.7.3. Collision data for the most recent five-year period available on Crashmap (2018-2022 inclusive) is depicted in Figure 11, and listed by severity and year in Table 3. Usually, analysis is conducted over a three-year period, however, given the current circumstances surrounding the COVID-19 pandemic, analysis for a longer five-year period has been conducted.

**Table 3: Collisions by severity and year**

| Year | Personal injury collision severity | | |
|---|---|---|---|
| | Slight | Serious | Fatal |
| 2018 | 2 | 1 | - |
| 2019 | 2 | - | - |
| 2020 | 4 | - | - |
| 2021 | 2 | 1 | - |
| 2022 | 2 | 1 | - |
| Total | 12 | 3 | 0 |

3.7.4. This data indicates that, from 2018 to 2022, a total of 3 'serious' and 12 'slight' incidents were reported within a 500m buffer of the Proposed Scheme. No fatal incidents were reported in this area. The data indicates that eight of these incidents occurred along the A62, three on Bradley Road, two on Sherwood Avenue, one on Colne Bridge Road and one on Brooklands. Analysis of the collision data shows that 12 of the 15 incidents involved cars, three involved motorcyclists, one involved a bus and four involved pedestrians. Two of the 'serious' incidents within this area involved a pedestrian casualty. The other 'serious' incident occurred between a car and a motorcyclist.

3.7.5. Figure 12 shows six 'slight' incidents within close proximity to the Proposed Scheme. Of these incidents, two were observed at the A62/Station Road Junction.

3.7.6. There have not been any incidents reported on the existing site access from Bradley Junction Industrial Estate or the junction Bradley Junction Industrial Estate / A62 in the last five years, which indicates that the access to the Proposed Scheme does not currently have a safety issue.


**Figure 11 - Collision Data by Severity**


**Figure 12 - Collisions by Severity Zoomed In**

# 4. DEVELOPMENT PROPOSALS

## 4.1. Proposed Development Details

4.1.1. The proposals seek to provide a new compound location to support the upgrading of the TransPennine line between Huddersfield and Westtown. The Proposed Scheme would be in use until December 2027.

4.1.2. The proposals for the Proposed Scheme are as follows:

- Use of the site as a temporary strategic construction compound;
- Retention of existing security fencing around the entire site (new fencing to be provided only if necessary and will match existing);
- Areas to be capped in a Type 1/6F aggregate (or similar) following a topsoil strip;
- Development of a temporary staff car park for up to 25 spaces, plus two accessible;
- Installation of five welfare / office units (portacabin type temporary buildings);
- Installation of one security welfare unit and toilet;
- Use of the site as a temporary strategic construction compound;
- Localised cut and fill earthworks;
- Creation of internal roads (additional paving will be permeable unbound);
- Use as a bridge storage and assembly area;
- Storage areas; and
- Associated utilities/drainage work.

4.1.3. The general arrangement of the proposed site is shown in Figure 13 and Appendix 1.

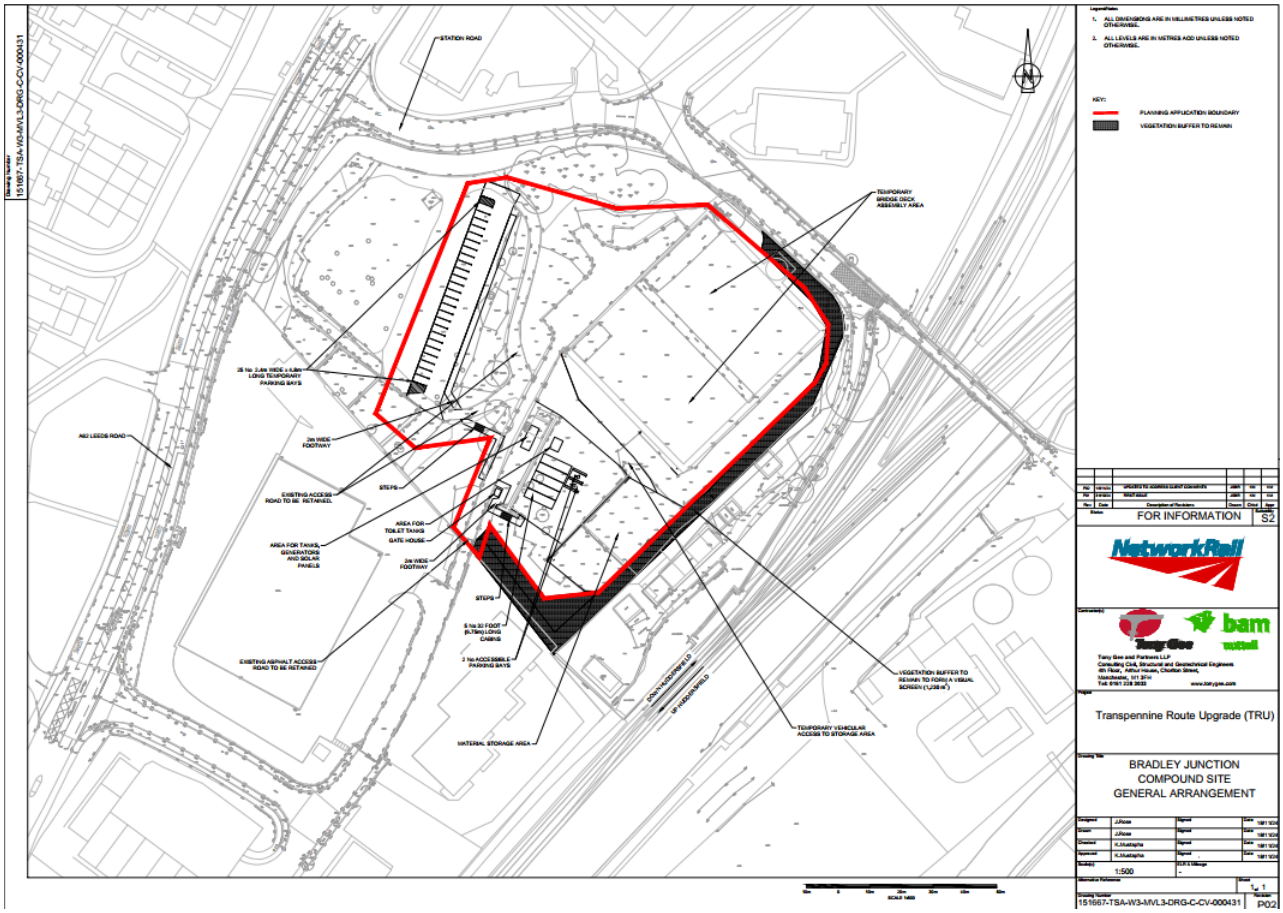


**Figure 13 – Proposed site arrangement**

## 4.2. Site Access

4.2.1. The access for the Proposed Scheme will retain the existing access to the site. The existing access is via a private driveway to the southwest of the Proposed Scheme accessed from the Bradley Junction Industrial Estate, which is accessed directly from the A62. The driveway connects into a T-Junction to access the road serving the Bradley Junction Industrial Estate, which connects to the A62 to the north as a priority crossroad junction serving the A62 in both directions and the Brooklands opposite.

4.2.1.1. There is no existing pedestrian access to the site. Pedestrian facilities to access the site currently end approximately 80 metres from the existing site access point. Existing cycle access to the site is via NCN 66 from the A62, connecting into the industrial estate access to connect into the existing site access. Whilst there is no footway into the site itself, a pick up point will be provided at the A62 compound and also on the A62 close to the site to shuttle any pedestrians into the work site. Provision will also be made to pick up cyclists at the same location due to the constraint of the narrow site access (from the industrial estate) which gives a potential conflict between LGVs, HGVs and cyclists.

## 4.3. Car Parking

4.3.1. The Proposed Scheme includes 25 parking spaces with 2 additional accessible parking spaces.

4.3.2. The parking numbers provided on-site demonstrate that there are sufficient parking spaces within the development to accommodate staff and visitors to the site and will not result in any overspill onto local roads. A site shuttle bus will be in operation form various TRU main compound sites including Flint St and Huddersfield Station to reduce personal car use at the site.

# 5. TRIP GENERATION

## 5.1. Background

5.1.1. For the purposes of this Transport Statement traffic flows have been taken from two sources. The first source is the traffic model developed to support the Transport and Works Act Order, specifically traffic flows at 2024 referenced for that Order's 'Scenario 4' traffic forecasts, which represent proposed maximum construction activity during September and October 2024, being the closest modelled period to the opening of the Proposed Scheme at Bradley Nurseries. The 'Scenario 4' traffic forms this study's 'without development' otherwise referred to as the Do-Minimum.

5.1.2. The second source is the Transport Assessment for a proposed Waste and Recycle development on the same site provided by Kirklees Council. This Transport Statement included traffic flows at the existing A62 Leeds Road/Station Road junction from 2023.

5.1.3. The traffic model is not sufficiently detailed at the Bradley Junction Industrial Estate having had no traffic on this access; the model only being developed to be of sufficient detail to support the TWAO. In this case traffic flows on this access have been estimated using a standard trip generation process where a nationally recognised database – TRICS – has been used to derive trip rates for similar Industrial Estates which are then applied to the total Gross Floor Area of the individual units. The resulting trips were then assigned to the Bradley Junction Industrial Estate junction with the A62 in accordance with turning movements at the modelled A62 Leeds Road/ Brooklands (one-way away) junction.

## 5.2. New trips

5.2.1. It is assumed that the car park would have capacity for 27 cars and LGVs (including accessible parking). Although unlikely to arrive in the same peak hour, 27 vehicles in (using the Bradley Junction Industrial Estate junction) have been assumed to arrive during 0700-0800hrs, departing 1600-1700hrs. For the purposes of this Transport Statement a simple spreadsheet has been developed to distribute these trips around the network in this local area based on the traffic models peak hour traffic flows. These network peak hours have been used to assess the traffic impact associated with the Proposed Scheme.

5.2.2. Most development traffic, otherwise referred to as Do-Something traffic, is assumed to access the Proposed Scheme from the northeast arm of the A62 Leeds Road.

5.2.3. It is assumed that 3 minibuses per hour will transfer staff between the Proposed Scheme and the rail construction sites. For the sake of robust appraisal these movement have been assumed to be right turns to and from the A62.

5.2.4. The Do-Minimum and Do-Something traffic flows are shown in Figure 14 to Figure 16.

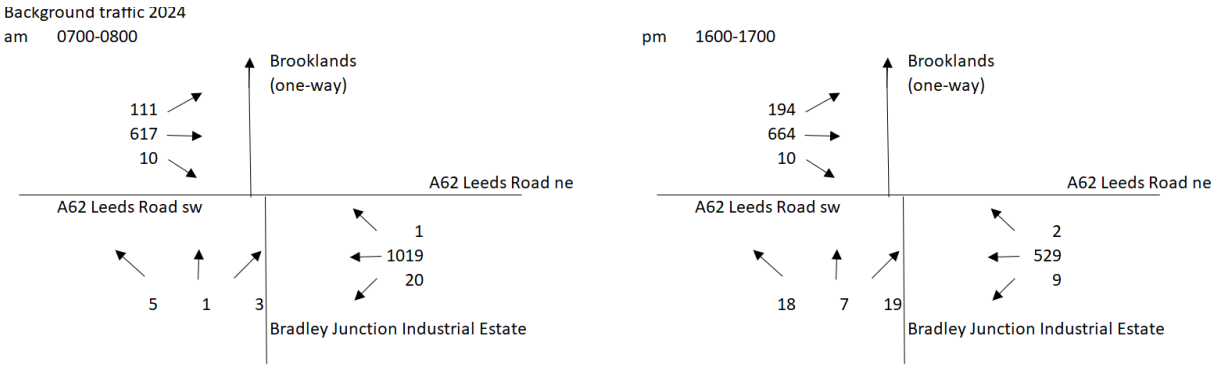


**Figure 14 – Bradley Junction Industrial Estate junction Background traffic**

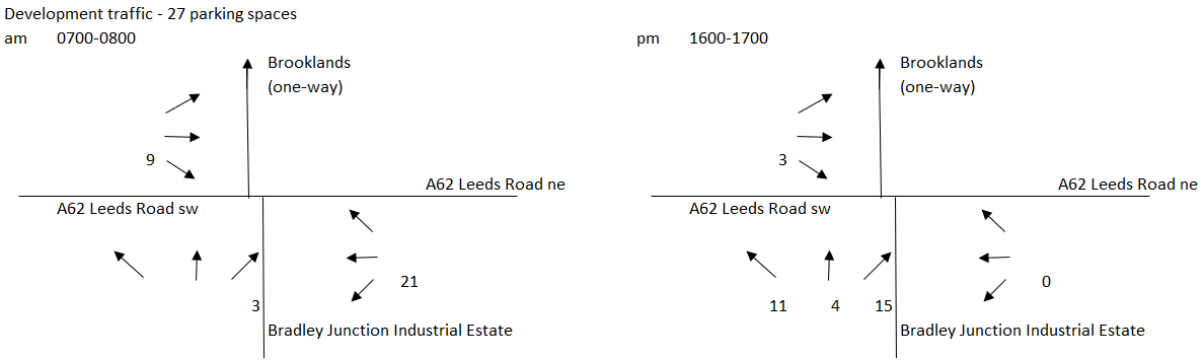


**Figure 15 – Bradley Junction Industrial Estate junction Proposed Scheme traffic, 27 parking spaces**

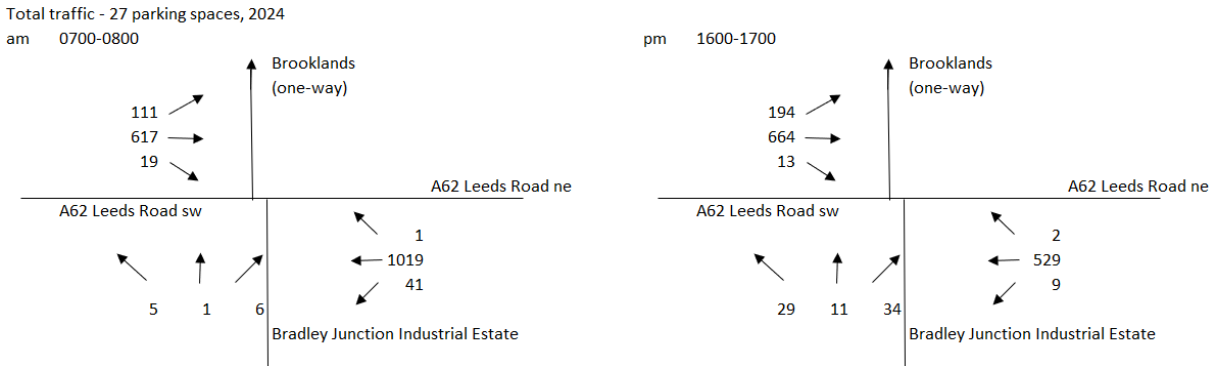


**Figure 16 - Bradley Junction Industrial Estate junction Background plus Proposed Scheme traffic, 27 parking spaces**

## 5.3. Traffic impact

5.3.1. The traffic impact is shown in Table 4. The traffic impacts on the A62 are slight and would not normally require junction appraisal. The Bradley Junction Industrial Estate access show large impacts but this is based on a relatively low increase of 33 vehicles, assuming they all take place in the peak hours.

**Table 4 - Traffic Impacts**

| Phase | Road and location | 2-way traffic impact | |
|---|---|---|---|
| | | Morning peak hour | Evening peak hour |
| 27 parking spaces | A62 Leeds Street, west of Bradley Junction Industrial Estate junction | 1% | 1% |
| | A62 Leeds Street, east of Bradley Junction Industrial Estate junction | 1% | 1% |
| | Bradley Junction Industrial Estate access | 86% (33 veh increase) | 52% (33 veh increase) |

# 6. CONSTRUCTION TRAFFIC MANAGEMENT PRINCIPLES

## 6.1. Introduction

6.1.1. The site will be operated by the TRU West Alliance as part of the TRU Upgrade Programme. Recommended measures have been identified based on information available at this stage. Construction impact is expected to be limited due to the temporary nature of the compound.

## 6.2. Objectives

6.2.1. The objectives of construction management for the Proposed Scheme are to:

- Provide a safe environment for transport network users (drivers, pedestrians, and cyclists) and construction staff; and
- Manage and / or mitigate construction traffic-related effects.

## 6.3. Construction Programme

6.3.1. Site set up is anticipated to take circa 2-3 months. Following which the compound will be in use until December 2027.

6.3.2. Working hours will be in line with the hours for the wider TRU Programme and are as follows:

- Monday to Friday 08:00-18:00 hours and Saturday 08:00-13:00 hours.

## 6.4. Construction Methodology

6.4.1. Where temporary traffic management measures are needed, these requirements shall be agreed with the local highway authority in accordance with their permitting (PAA) procedures. All necessary permits shall be applied for by the Contractor (TRU West Alliance). Where works overlap with wider TRU Programme delivery, highways powers granted under the Transport and Works Act Order may be used.

6.4.2. During site set up an area of car parking for site staff will be allocated at the start of the construction phase. A separate area will be allocated for the loading and unloading of construction vehicles. Staff parking for the development will be limited to the 27No. spaces identified within the site. All other staff will utilise active travel means or the TRU staff shuttle buses which are in operation from the main hubs.

6.4.3. A designated area has been identified for the storage of materials and waste and for the loading and unloading of vehicles. This will ensure that disruption to the public highway is minimised with activities limited to the lifting of larger materials by mobile crane if required.

6.4.4. A site set-up plan showing the access / egress points, site office and material storage location is provided at Appendix A.

6.4.5. The site will be subject to some excavation (circa 300-600mm) to enable levelling of the site to create the necessary storage / assembly areas. Welfare facilities are in the form of portakabins which will be delivered to site via low loader.

## 6.5. Vehicle Routeing and Site Access

6.5.1. To reduce the impacts of any construction movements, particularly HGV movements, vehicle

routing will need to be considered and informed by the following:

- Avoid sensitive areas, such as residential areas, where possible;
- Avoid busy routes / junctions where possible;
- Ensure that vehicles can access roads and site gates; and
- Provide suitable loading / unloading areas for vehicles on-site.

6.5.2. Should any temporary traffic management be required these will be identified and agreed with the local highway authority prior to commencement.

6.5.3. TRU West Alliance will ensure that good access will be available to and from the Proposed Scheme from the start of construction process for construction vehicles including adequate visibility and a banksman if required. The proposed development will continue to use the existing site access.

## 6.6. Construction Management

6.6.1. Measures which will be implemented to achieve the aims of reducing risk and congestion will be confirmed by the contractor when appointed and issued to the local highway authority.

6.6.2. It is envisaged that these measures would be formed around the principles of demand management and the “5R’s”; ReTime, ReMode, ReRoute, ReStructure, and ReDuce, and include the following:

- A site materials controller will be appointed to schedule and manage deliveries on-site. The site materials controller will ensure that timings for deliveries are staggered throughout the day.
- Vehicular activity will be controlled through designated timing. Any vehicles arriving outside of their designated time may be turned away (with a rearranged delivery time) unless there is available capacity for them to load / unload on-site.
- Deliveries and haul of materials off-site will take place outside of peak hours where practicable, considered to comprise between 07:00-09:00 and 16:00-18:00 hours.
- Any abnormal load deliveries will be discussed and agreed with the abnormal loads officer.
- Sub-contractors will be required to request an appropriate delivery day / time with the site team to avoid, as best as possible, any stacking of delivery vehicles and congestion on local roads. Vehicle queuing and idling in the public highway will not be permitted.
- Any re-timing of deliveries will have to be carefully managed and re-timed to avoid the peak periods where possible.
- Parking will be provided on-site for construction staff and vehicles, with a focus on car sharing to reduce vehicle movements on the local network. There may also be the opportunity for construction staff to travel to and from the Proposed Scheme via sustainable modes such as buses and rail which will be promoted as part of the induction process by the contractor.
- Secure (temporary) cycle parking will be provided on-site and monitored to ensure capacity meets demand.
- Construction vehicles travelling to and from the Proposed Scheme will be notified of the appropriate construction routing.
- The contractor will follow the guidelines within the Freight Operators Recognition Scheme (FORS). The FORS aims to promote the improved operational efficiency and performance of a haulier and encourages freight companies to prioritise safety and reducing their impact on the environment.

- The contractor will be required to be a part of the Considerate Contractors Scheme (CCS) with their contact details provided to the local highway authority and to be advertised on the site hoarding.
- The contractor will appoint a Construction Liaison Officer to manage communication and any complaints that arise, with their contact details clearly displayed in a location viewable by the public.
- Traffic marshals (banksmen) will be allocated to monitor access and egress of construction vehicles to ensure protection to pedestrian and highway traffic during the construction process.
- The contractor will ensure that all reasonably practical measures are implemented to stop the deposition of mud and other debris on the highway network. The aim of the measure is to ensure that no detritus leaves the site and leads to remedial action being required on the road network. The measures will include:
    - Providing a hard standing loading area for construction vehicles to minimise the potential for mud collection and transferal onto the road
    - Controlling dust by damping down of materials where necessary/appropriate
    - Ensuring the site is cleaned consistently to reduce the change of construction vehicles transferring any debris onto the highway; and
    - Covering all vehicles leaving the site which have soil or surplus material.
- Dust suppression measures, air quality controls, and noise and vibration controls will all be adopted during the construction process.
- Contact details for the site construction manager will be provided to the local highway authority to facilitate expedient action should any issues relating to construction vehicles arise.

## 6.7. Vehicle Movements

6.7.1. Given the site working hours of 08:00-18:00 hours, it is envisaged that most construction staff will travel outside of the typical peak hours and avoid network peak traffic.

6.7.2. Parking will be provided where possible, and alternative methods of transport (such as bus, cycling and walking) will be promoted.

6.7.3. The exact timing of construction vehicles /deliveries is currently unknown. The site materials controller will schedule and manage deliveries on-site, ensuring that timings for deliveries are staggered throughout the day and avoid peak hours.

## 6.8. Implementing, Monitoring and Updating

6.8.1. It is envisaged that the contractor will appoint a TMP Coordinator. The responsibilities of the TMP Coordinator will include:

- Monitoring site activities
- Arranging and enforcing appropriate traffic management
- Conducting site inductions, including routing / restrictions for construction vehicles
- Liaison with sub-contractors
- Engagement with local residents, and
- Managing and maintaining the complaints log and mitigating transport related risk; and
- Managing traffic management requirements.

# Appendices

## Appendix 1: Site Layout

Network Rail
Waterloo General Offices
London
SE1 8SW

**www.networkrail.co.uk**