Transpennine Route Upgrade (TRU)

Fitzwilliam Street Temporary Staff Car Park

Transport Statement

Network Rail

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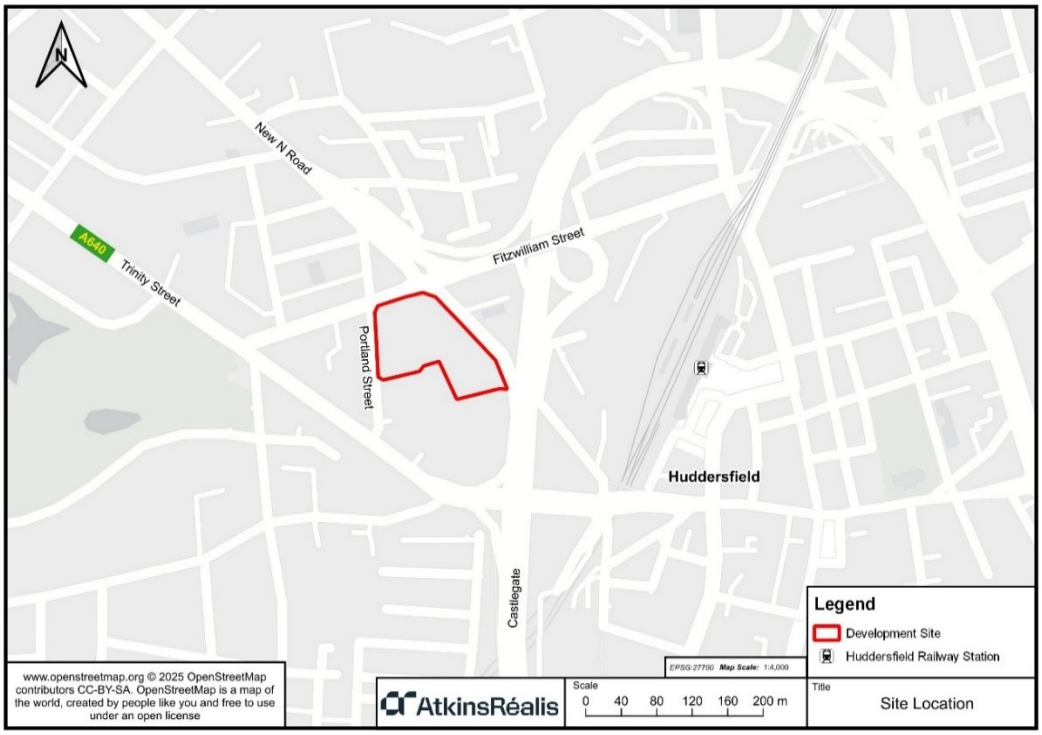
1. INTRODUCTION

1.1. Purpose of Transport Statement

1.1.1. The purpose of this document is to provide the evidence base and technical analyses to understand the transportation impacts of the proposed development. It has been prepared in line with the Department for Transport Guidance on Transport Assessments and the National Planning Policy Framework (NPPF).

1.2. Site Overview

1.2.1. The site's location is shown in Figure 1-1. It is located within Huddersfield City Centre, south of Fitzwilliam Street, approximately 200m west of Huddersfield Railway Station. It occupies part of a larger site that is subject to a planning application (2018/92647) for a mixed-used development. It is the site of the former Kirklees College and is served by two existing junctions: an access from Fitzwilliam Street on the northern boundary of the site, and an egress onto New North Road to the east of the site. The site plan is also provided in **Drawing FitzA629Planning01**.



Fkigure 1-1 - Site Location Plan

1.3. Background Context

1.3.1. The development proposals are for a temporary car park that is intended for operation betw n 2025 and 2027, following which the full site will be occupied by a proposed mixed-use development that has already been granted planning permission (reference 2018/92647). Part of the mixed-use site, a Lidl food store, is currently under construction in the southern section of the site, and is anticipated to be open while the temporary car park is operational.

1.3.2. As preparation for producing the Transport Statement, the Transport Assessment[1] produced for that planning application has been reviewed.

1.3.3. The mixed-use development comprises six buildings which can be summarised as follows:

- Building 1 – 1,866sqm Office;
- Buildings 2 & 3 – 32 residential apartments;
- Buildings 4 & 5 – Up to 15,004sqm Offices or up to 197 apartments; and
- Building 6 – 1,998sqm food store.

1.3.4. As part of this development, there will be a total of 255 vehicular parking spaces and 82 cycle parking spaces. The access point for the food store would be situated off Trinity Street, whilst two access points for the residential and office spaces would be situated off of Portland Street.

1.3.5. At the time of writing, the total vehicular traffic generated by the mixed-use development was summarised as:

- 220 arrivals and 48 departures in the AM Peak 08:00-09:00; and
- 73 arrivals and 237 departures in the PM Peak 17:00-18:00.

1.3.6. The TA included a traffic impact assessment that involved local junction modelling at the following locations:

- A62 Castlegate / A640 Trinity Street – Signalised junction;
- A640 Trinity Street / Portland Street – Priority T junction;
- Portland Street / Fitzwilliam Street – Priority T junction; and
- A629 New North Road / Fitzwilliam Street – Mini roundabout.

1.3.7. The traffic impact assessment concluded that the impact of traffic generated by the mixed-use development would not have a material impact on the operation of the junctions. The mixed-use development TA concluded that there were no reasons on highways or transport grounds why the development site should not be granted planning permissions.

1.3.8. As of May 2025, the Lidl food store is currently under construction and is expected to be open by the end of 2025. This includes the new vehicular access on Trinity Street, and has been delivered under a Section 278 agreement.

1.4. Transport Statement Structure

1.4.1. In developing this Transport Statement, cognisance has been taken of scoping discussions to date with KCC, the Department for Transport Guidance on Transport Assessments and the NPPF. The structure of this Transport Statement is as follows:

[1] Former Kirklees College Proposed Mixed Use Development Transport Assessment & Framework Travel Plan (July 2020) Kirklees Council. Available at: https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2018/92647&file_reference=822248(Accessed: 29 May 2025).

- Policy Review
- Existing Accessibility Review
- Road Safety Review
- Development Proposals
- Travel Demands
- Framework Construction Traffic Management Plan

2. POLICY REVIEW

2.1.1. As part of this Transport Statement, a review has been undertaken of relevant transportation and land use planning policies. This review has been undertaken to ensure that the proposed Development are in line with, and support, the objectives of relevant policies.

2.2. National Policies and Guidance

2.2.1. The following national policies have been reviewed:

- National Planning Policy Framework (December 2024)[2]; and
- Planning Practice Guidance 2014[3];

National Planning Policy Framework (December 2024)

2.2.2. The National Planning Policy Framework (NPPF) was updated in December 2024 and sets out the Government's wider planning policies. The presumption in favour of sustainable development remains at its core.

Policies for promoting sustainable transport are highlighted in section 9, **paragraph 109**, which states that:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> *a) making transport considerations an important part of early engagement with local communities;*
>
> *b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
>
> *c) understanding and addressing the potential impacts of development on transport networks;*
>
> *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
>
> *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

Paragraph 110 states:

> *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of*

[2] Ministry of Housing, Communities & Local Government (2024). *National Planning Policy Framework*. Available online: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
[3] Ministry of Housing, Communities & Local Government (2014), *Planning Practice Guidance*. Available online: https://www.gov.uk/government/collections/planning-practice-guidance

transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Planning Practice Guidance (PPG) 2014

2.2.3. PPG 2014 stipulates that the scope and level of detail within a Transport Assessment or Statement will vary from site to site, the following should be considered when looking at the scope of the proposed assessment:

- Information about the proposed development, site layout;
- Information about neighbouring uses, amenity and character, existing functional classification of the road network;
- Data for existing public transport provision;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from a development;
- An assessment of trips from relevant committed developments within the area;
- Data about the current traffic flows on links and at junctions within the study area and identification of critical links and junctions of the highway network;
- An analysis of the injury collision record on the public highway within the vicinity of the site access for the most recent three-year period, or five years if it has been identified as being within a high collision area;
- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to sensitive area;
- Measures to improve the accessibility of the location, where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development.

2.3. Regional & Local Policies

2.3.1. The following regional policies have been reviewed:

- Transport for the North's Strategic Transport Plan[4];
- Kirklees Local Plan 2019[5];
- West Yorkshire Transport Strategy 2040[6];
- West Yorkshire Mass Transit Vision 2040[7]; and
- West Yorkshire Plan 2040[8].

Transport for the North's Strategic Transport Plan

2.3.2. Transport for the North (TfN) has developed an updated Strategic Transport Plan outlining their vision and strategic transport priorities for the North up to 2050, which was published in 2024. TfN's vision is supported by the following strategic ambitions:

- Transforming economic performance
- Rapid decarbonisation of transport system
- Enhancing social inclusion and health

2.3.3. This plan identifies three main connectivity needs for the North, one of which relates to Pan-Northern connectivity and the full delivery of the TransPennine Route Upgrade (TRU). The plan states:

> "Transpennine Route Upgrade (TRU), being delivered now, will deliver faster, greener, and more reliable journeys, enhance passenger experience, capacity and accessibility, and crucially, unlock pan-Northern freight enabling intermodal container trains to cross the Pennines more efficiently, significantly reducing journey times and costs."

Kirklees Local Plan 2019

2.3.4. The primary local policy document is the Kirklees Local Plan, which was adopted in February 2019 by Kirklees Council. This document is the local statutory development plan and sets out the development policies required to achieve the Council's strategy. The plan also follows the NPPF in that it reflects the presumption of sustainable development when considering development proposals (Policy LP1).

[4] Transport for the North (2024). *Strategic Transport Plan*. Available online: https://www.transportforthenorth.com/reports/strategic-transport-plan-transforming-the-north-2024/
[5] Kirklees Council (2019). *Kirklees Local Plan*. Available online: https://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx
[6] West Yorkshire Combined Authority (2017). *West Yorkshire Transport Strategy 2040*. Available online: https://www.westyorks-ca.gov.uk/media/2379/transport-strategy-2040.pdf
[7] West Yorkshire Combined Authority (2022). *West Yorkshire Mass Transit Vision 2040.* Available online: West Yorkshire Mass Transit Vision 2040 (August 2022 Version)
[8] West Yorkshire Combined Authority (2023). *West Yorkshire Plan 2040*. Available online: https://www.westyorks-ca.gov.uk/media/10561/west_yorkshire_plan.pdf

Transport policies are highlighted in section 10, **paragraph 10.3** states:

"As part of the Local Plan, it is critical that there is an integrated approach to transport, climate change, environmental objectives and development across the district to facilitate sustainable communities and ensure the future economic ambitions for Kirklees."

Paragraph 10.61 (Policy LP20 – Sustainable Travel) states:

"A key component of achieving sustainable development as set out in National Planning Policy Framework is to ensure that homes, jobs and local facilities can be accessed safely and conveniently by good transport links that reduce the reliance on the private car. Promoting ways in which to reduce greenhouse gas emissions also helps to achieve the aims of sustainable development. The use of public transport, cycling and walking all help to reduce emissions and also has added benefits of improving health."

Paragraph 10.65 (Policy LP20 – Sustainable Travel) states:

"New development will make the best use of existing core public transport, cycling and walking networks and will have regard to future regional and local transport, cycling and walking investment proposals such as those included in the West Yorkshire Local Transport Plan, proposals included as part of the Leeds City Region Strategic Economic Plan and the council's programme of works."

Paragraph 10.75 (Policy LP21 – Highways and access) states:

"When considering proposals developers should consider the needs and safety of everyone in the community. In addition to this policy, developers should consider the Sustainable Travel policy and the Parking policy especially when considering the design and parking considerations of new developments."

Paragraph 10.76 (Policy LP21 – Highways and access) states:

"Developments that generate a significant amount of traffic may require the submission of a Transport Statement or a Transport Assessment and Travel Plan depending on the scale of development and its location in relation to the highway network."

Paragraph 10.89 (Policy LP22 - Parking) states:

"Car ownership levels are increasing despite car usage declining. There is need for new development to accommodate sufficient parking facilities. NPPF states when considering parking provision, a flexible approach is required that considers the accessibility of the development, the type, mix and use of development, the availability of public transport, car ownership levels and a need to reduce the use of high-emission vehicles."

2.3.5. The development site is identified within the LP as being allocated as a mixed-use development site (Site Ref: MXS4). As noted in Section 1.3, planning permission was granted for the mixed-use development in August 2022 (planning reference 2018/62/92647/W). The development site falls within the Principal Town Centre for Huddersfield.

2.3.6. It is worth noting that the Kirklees Local Plan is in the process of being updated at time of writing this report, in order to develop more ambitious climate change policies to support the Council's net zero ambition by 2038. The emerging Kirklees Local Plan Early Engagement was launched in late 2024, with a consultation running from 25th November 2024 to 28th February 2025.

West Yorkshire Transport Strategy 2040

2.3.7. The overarching regional policy document, West Yorkshire Transport Strategy 2040, was produced by the West Yorkshire Combined Authority and the West Yorkshire district councils and adopted in August 2017. The strategy is a long-term document that sets out the aim of creating a modern and integrated transport system across West Yorkshire and the Leeds City Region. The strategy also references the opportunities presented by the Northern Powerhouse Rail project and sets out how those opportunities could benefit the West Yorkshire region.

2.3.8. This development contributes directly towards the achievement of the following policies contained in the Transport Strategy:

- **Policy 7:** "We will work with partners to deliver the West Yorkshire Low Emission Strategy to reduce as far as possible to zero, emissions of CO2, NO2, particulates and noise from transport."
- **Policy 11:** "We will provide infrastructure on and off-road of the highest possible quality to provide safer and better journeys for cyclists, building on the step-change achieved by our CityConnect programme including the Cycle Superhighway and canal towpath improvements."
- **Policy 21:** "We will balance the needs of cars with other motorised traffic (including buses, goods vehicles and motorcycles) and with cyclists and pedestrians, to reflect the function of the road and the needs of different places."

West Yorkshire Mass Transit Vision 2040

2.3.9. West Yorkshire Combined Authority issued the West Yorkshire Mass Transit Vision 2040 in August 2022, as part of the aim for the region to become a net-zero carbon economy by 2038.

2.3.10. In respect of the Kirklees area, the strategy outlines a number of points regarding the mass transit vision:

- "Huddersfield is a major destination. There are high levels of peak-time traffic and congestion on the M62 and roads in and out of Huddersfield, including the A640, A629, A641, A62 and A616."
- "Rail would be the quickest way to travel between Huddersfield and Dewsbury and beyond through the Transpennine Route Upgrade."
- "Mass Transit would provide fast, high-capacity connectivity, linking areas of economic need to employment opportunities and areas of new housing."

West Yorkshire Plan 2040

2.3.11. The West Yorkshire Plan has been developed by West Yorkshire Combined Authority and sets out its long-term vision for the region, with five missions for 2040 to achieve its vision for *"A brighter West Yorkshire – a place that works for all."*

Mission 3: A well-connected West Yorkshire – a strong transport system states:

"We will develop an integrated, affordable, sustainable, reliable and resilient transport system that connects all parts of our region so everyone can access the places they need to live fulfilled lives, boosting productivity, increasing innovation, and creating jobs. We will work collaboratively to ensure West Yorkshire has robust connections across the UK and the world.

"We will tackle the climate emergency through the fair and inclusive decarbonisation of our transport network, delivering the right choice of transport, in the right place, at the right time.

"We will make sure everyone can enjoy walking and cycling to ensure good health, and a cleaner, greener environment for future generations.

"We will make our transport system easier to use and understand, so quick, joined-up journeys become second nature to us all with a London-style transport network.

"We will have a new mass transit system for West Yorkshire by 2040, connecting communities with an integrated cycling, walking, bus and rail plan. This bold investment will deliver a transformational transport system to benefit generations to come."

3. EXISTING ACCESSIBILITY REVIEW

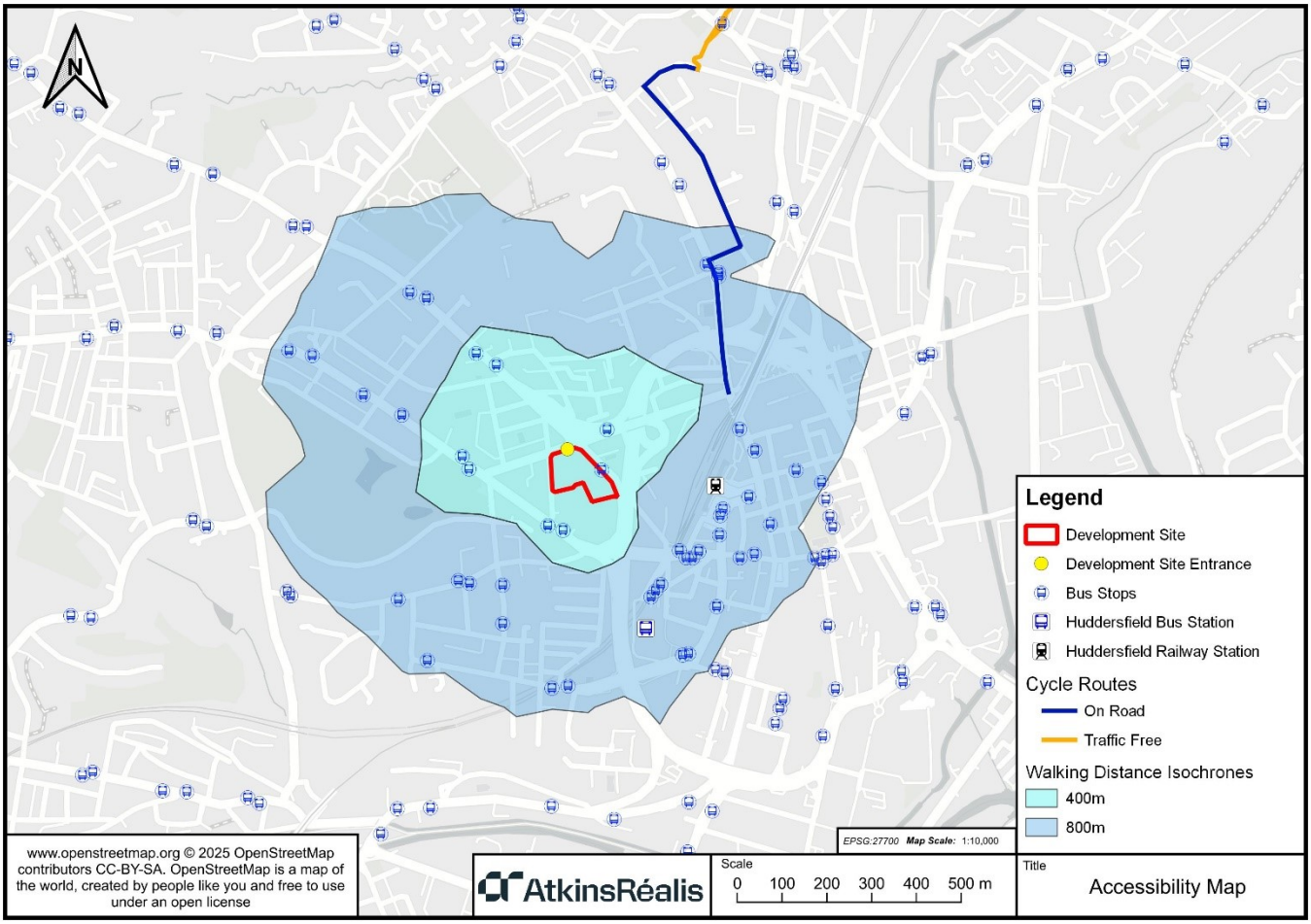
3.1.1. This section provides commentary on the existing traffic/transport conditions in the vicinity of the proposed development. It considers accessibility by sustainable transport modes (i.e. walking, cycling, public transport) as well as baseline traffic conditions in proximity to the site.

3.2. Site Accessibility by Active Travel

Existing Pedestrian Access

3.2.1. Figure 3.4-2 shows the 400m and 800m walking isochrones, measured from the site access. This corresponds to 5-minute and 10-minute walking distances to/from the proposed site, based on an average walking speed of 1.4m/s. The isochrones shows that the site is located within a 10-minute walk of Huddersfield railway station, and within walking distance of several bus stops and local amenities.

Figure 3.4-2 - Accessibility Map with Walking Isochrones



3.2.2. In close proximity to the development site, signalised pedestrian crossings are present on the southern arm of the A62 Castlegate / A640 Trinity Street junction and on the A640 Trinity Street north of the Fitzwilliam Street / A640 Trinity Street junction. Uncontrolled pedestrian crossings are present on most of the remaining junction side-arms surrounding the development site.

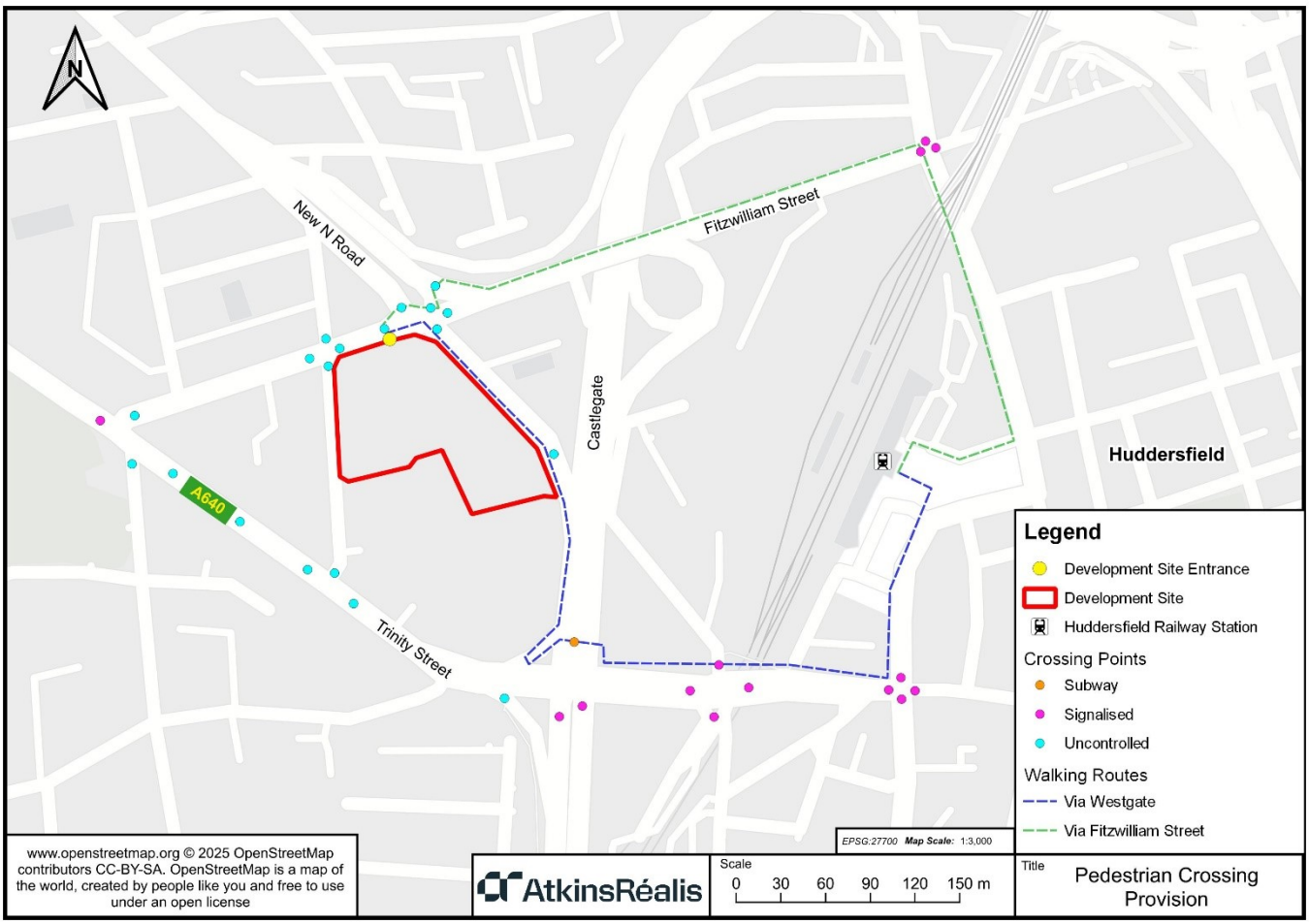
3.2.3. All surrounding footways appear to be a minimum 1.5m width, in reasonable condition and provided

with street lighting. The most direct route between the site and the railway station takes approximately 12 minutes, and runs via an underpass underneath the A62 Castlegate immediately north of its junction with the A640 Trinity Street, located to the southeast of the site. Access to the underpass is ramped, and the underpass itself is provided with adequate lighting. The remainder of the route, to the east of the underpass, is well lit and the only crossing point - at the Westgate / New North Parade junction - is signal-controlled.

3.2.4. A route of similar duration is via John William Street and Fitzwilliam Street to the northeast of the site. Signalised pedestrian crossings are provided on the John William Street / Fitzwilliam Street junction. Pedestrians would then need to walk on the northern side of Fitzwilliam Street before using uncontrolled crossings at the Fitzwilliam Street / New North Road junction.

3.2.5. Figure 3.4-3 shows the two potential walking routes between the site and the railway station, along with all crossing points within the vicinity.

Figure 3.4-3 - Pedestrian Crossing Provision

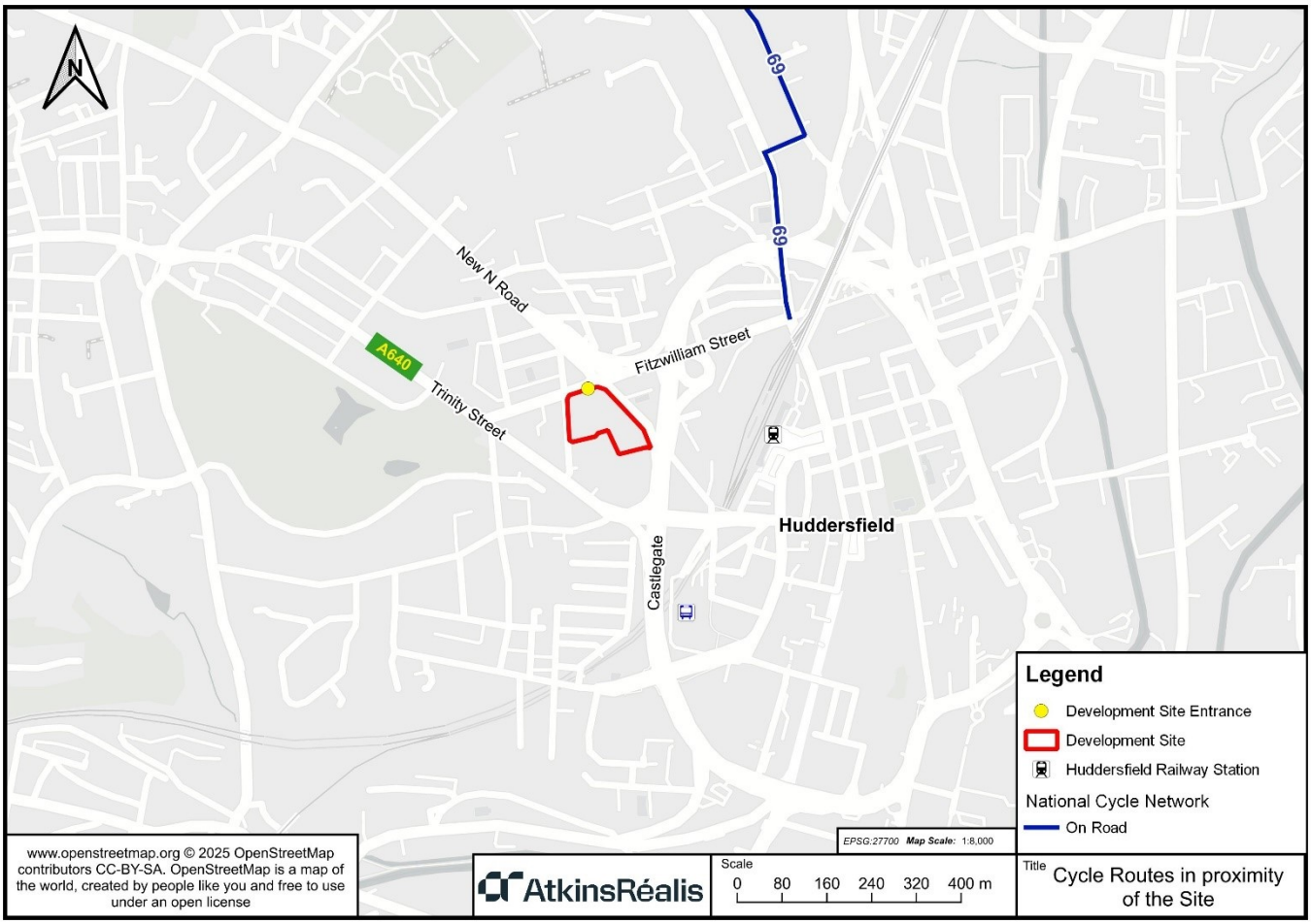


Existing Cycle Corridors

3.2.6. The closest formal route to the site is the National Cycle Network Route 69, shown in Figure 3-3, which commences in Huddersfield at the Fitzwilliam Street / St John's Road junction approx. 370m northeast of the proposed site access. The cycle route heads north towards Deighton where it joins the Calder Valley Greenway to Dewsbury. The initial section is an on-road signed route, until it becomes an off-road route on the Birkby-Bradley Greenway to later become the Calder Valley

Greenway.

Figure 3.4-4 - Cycle Routes in proximity of the Site

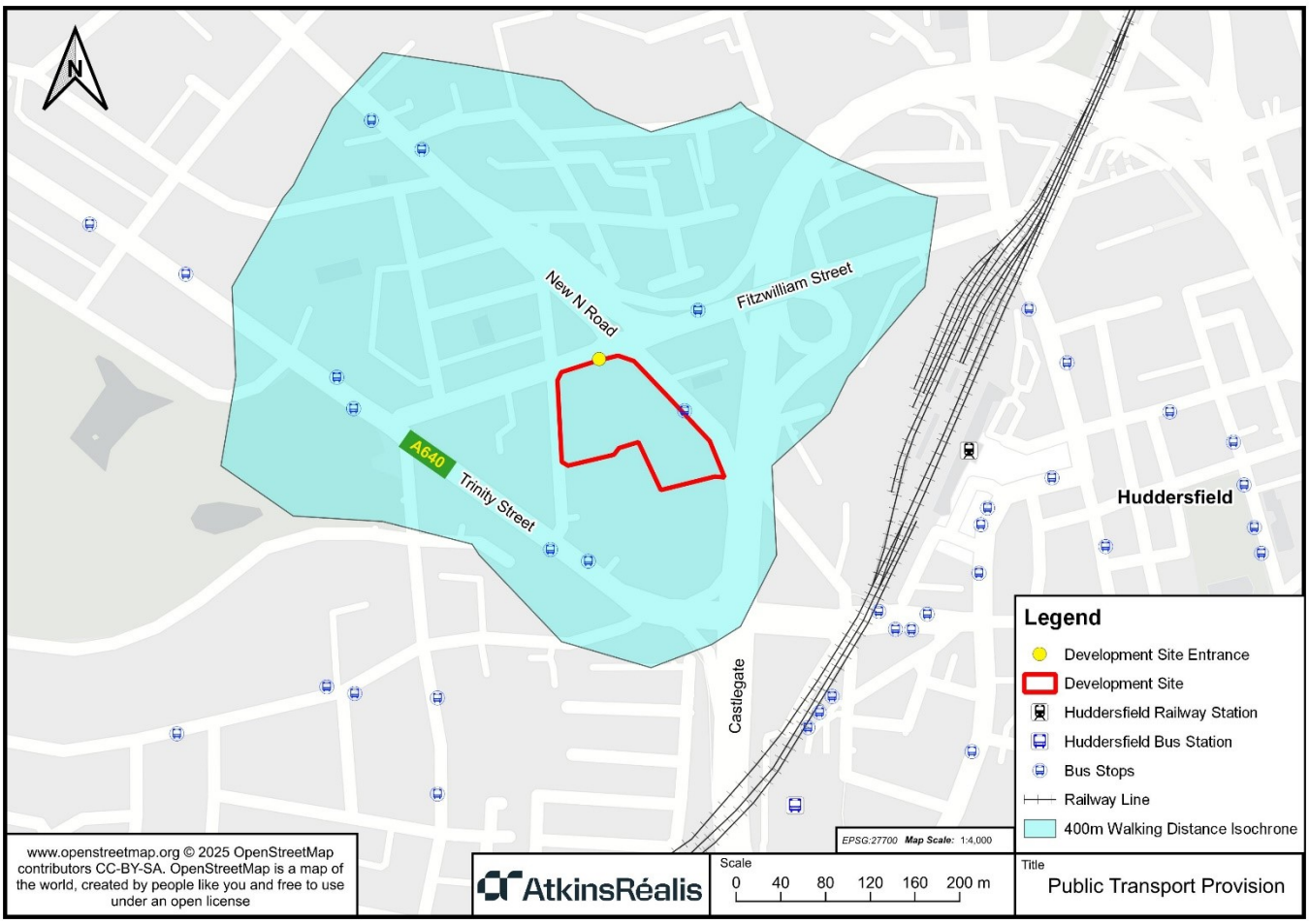


3.3. Site Accessibility by Public Transport

Bus Services

3.3.1. Figure 3.4-5 illustrates the location of bus stops within the vicinity of the site, with three bus stops on the main roads surrounding the site, including Fitzwilliam Street bus stop immediately outside the proposed site entrance point. Figure 3.4-5 also shows that there are eight bus stops within an 800m walk of the proposed site entrance.

Figure 3.4-5 - Public Transport Provision



3.3.2. The X1 service runs every 15 minutes to Halifax Bus Station via Elland from the Fitzwilliam Street bus stop on New N Road (A629), outside the proposed site entrance.

3.3.3. The 501 service also runs every 15 minutes to Halifax Bus Station via Huddersfield Royal Infirmary and Elland from the Greenhead Road bus stop on Trinity Road to the west of the site.

3.3.4. Details of the bus routes serving the Site from bus stops on either A640 Trinity Street or A629 New North Road at the time of writing this report are shown in Table 3.4-1, with the first and last bus times detailed, as well as service provision per hour. Note that times stated are from Huddersfield Bus Station, nearby the site.

Table 3.4-1 - Existing Nearby Bus Services

Service Number	Route from Site	Weekday			Saturday			Sunday		
		First Bus	Last Bus	Buses /hr (Peak)	First Bus	Last Bus	Buses /hr (Peak)	First Bus	Last Bus	Buses /hr (Peak)
X1	Ainley Top – Elland – Calderdale Royal Hospital – Halifax	04:53	23:33	4	06:29	23:55	4	06:02	22:55	2
343	Huddersfield Royal Infirmary – Ainley Top – Elland – West Vale – Calderdale Royal Hospital – Halifax	06:10	17:35	1	07:20	17:20	1	No service		
370 HD Connect	Huddersfield New College	06:10	21:57	2	06:41	22:08	2	09:28	22:06	1
	Huddersfield Bus Station – Moldgreen – Rawthorpe	06:53	22:43	2	07:27	22:54	2	09:17	22:45	1
371 HD Connect	Huddersfield Royal Infirmary – Lindley	06:10	19:19	2	06:12	19:30	2	08:53	18:39	1
	Huddersfield Bus Station – Moldgreen – Dalton	05:52	20:05	2	07:02	20:16	2	08:53	19:25	1
501	Lindley – Ainley Top – Elland – West Vale – Calderdale Royal Hospital – Halifax	05:20	23:58	4	05:21	23:22	4	06:26	23:20	2
536/537	Outlane – Stainland – Elland – Halifax	06:15	22:30	1	08:30	22:30	1	08:30	20:30	1

3.3.5. In addition to the services listed in Table 3.4-1, numerous other local and regional bus services depart from Huddersfield Bus Station, which is approximately 500m walk away from the site entrance.

Rail Services

3.3.6. Huddersfield Railway Station is approximately a 600m walk from the proposed site entrance, providing easy access to regular train services. Huddersfield Railway Station is situated on the TransPennine Route between Manchester to the west and Leeds to the east.

3.3.7. Westbound TransPennine Express (TPE) trains run from Huddersfield towards Manchester Piccadilly, Manchester Airport or Liverpool Lime Street. There are five or six TPE services per hour towards Manchester daily.

3.3.8. Eastbound TPE trains run from Huddersfield towards Leeds, Hull, York and onward to other destinations in North-East England. There are five or six TPE services per hour towards Leeds and/or York daily.

3.3.9. In addition, there are Northern train services to Sheffield via Penistone and to Bradford Interchange via Halifax from Mondays to Saturdays.

3.3.10. Details of the train services from Huddersfield at the time of writing this report are shown in Table 3.4-2, with the first and last train times detailed, as well as service provision per hour and approximate journey time.

Table 3.4-2 - Existing Train Services

Key Destination	Approx Journey Time (mins)	Weekday			Saturday			Sunday		
		First Train	Last Train	Trains/ hr (Max)	First Train	Last Train	Trains/ hr (Max)	First Train	Last Train	Trains / hr (Max)
Bradford Interchange	35	06:35	23:01	1	06:35	23:02	1	09:04	23:03	1
Dewsbury	10	05:51	22:15	3	05:51	23:29	3	09:46	23:46	2
Halifax	20	06:35	23:01	1	06:35	23:02	1	09:04	23:03	1
Hull	85	06:02	20:59	1	06:02	20:59	1	09:59	23:07	1
Leeds	20	03:39	01:02	5	01:33	23:29	5	08:54	00:28	5
Liverpool Lime Street	70	06:21	22:51	2	06:21	22:51	2	09:20	20:48	2
Manchester Airport	60	02:49	22:07	1	02:56	22:07	1	10:08	22:07	1
Manchester Piccadilly	45	02:49	23:25	3	02:56	23:37	3	09:55	21:55	2
Manchester Victoria	30	06:08	00:46	4	06:08	22:51	4	08:55	22:36	5
Newcastle	110	06:27	22:15	1	06:27	22:17	1	10:30	22:18	1
Sheffield	75	06:12	22:51	1	06:10	22:49	1	09:10		1
Wakefield Kirkgate	20	06:41	22:38	1	06:41	22:37	1	09:40	22:38	1

Key Destination	Approx Journey Time (mins)	Weekday			Saturday			Sunday		
		First Train	Last Train	Trains/ hr (Max)	First Train	Last Train	Trains/ hr (Max)	First Train	Last Train	Trains / hr (Max)
York	50	03:39	01:02	4	01:33	23:29	4	08:54	00:28	4

3.4. Surrounding Road Network and Parking

3.4.1. Fkigure 1-1 illustrates the local roads/streets in proximity of the site considered as part of this review.

A640 Trinity Street

3.4.2. Trinity Street to the south of the development site forms part of the A640 which links the A62 City Centre Loop to the M62 at junction 23. There are multiple areas of on-street parking bays for permit holders and short stays of up to one hour with no return within one hour.

A62 Castlegate

3.4.3. Castlegate forms part of the A62 which is a major road looping round the inner-city centre and further connects Huddersfield to Leeds and Manchester. Other A roads span off the A62 to Huddersfield to the M62 via the A640 and A629, Brighouse via the A641, Wakefield via the A642 and Sheffield via the A629. The A640 Trinity Street / Castlegate junction is a large four-way signalised junction with multiple lanes on every arm and a staggered signalised pedestrian crossing on the southern arm. Whilst a subway for cyclists and pedestrians goes under the northern arm.

Fitzwilliam Street

3.4.4. Fitzwilliam Street to the north of the development site is a local road which runs between A640 Trinity Street and the A62 Leeds Road, providing an alternative route across the city centre to the A62 rind road. On-street parking is available for permit holders only. The Fitzwilliam Street / New North Road junction is a mini-roundabout with a non-standard layout.

New North Road

3.4.5. New North Road to the north and east of the development site forms part of the A629 which links the A62 City Centre Loop to the M62 at junction 24. To the south of Fitzwilliam Street, it is one-way northbound only and there are two areas of on-street Pay & Display parking bays.

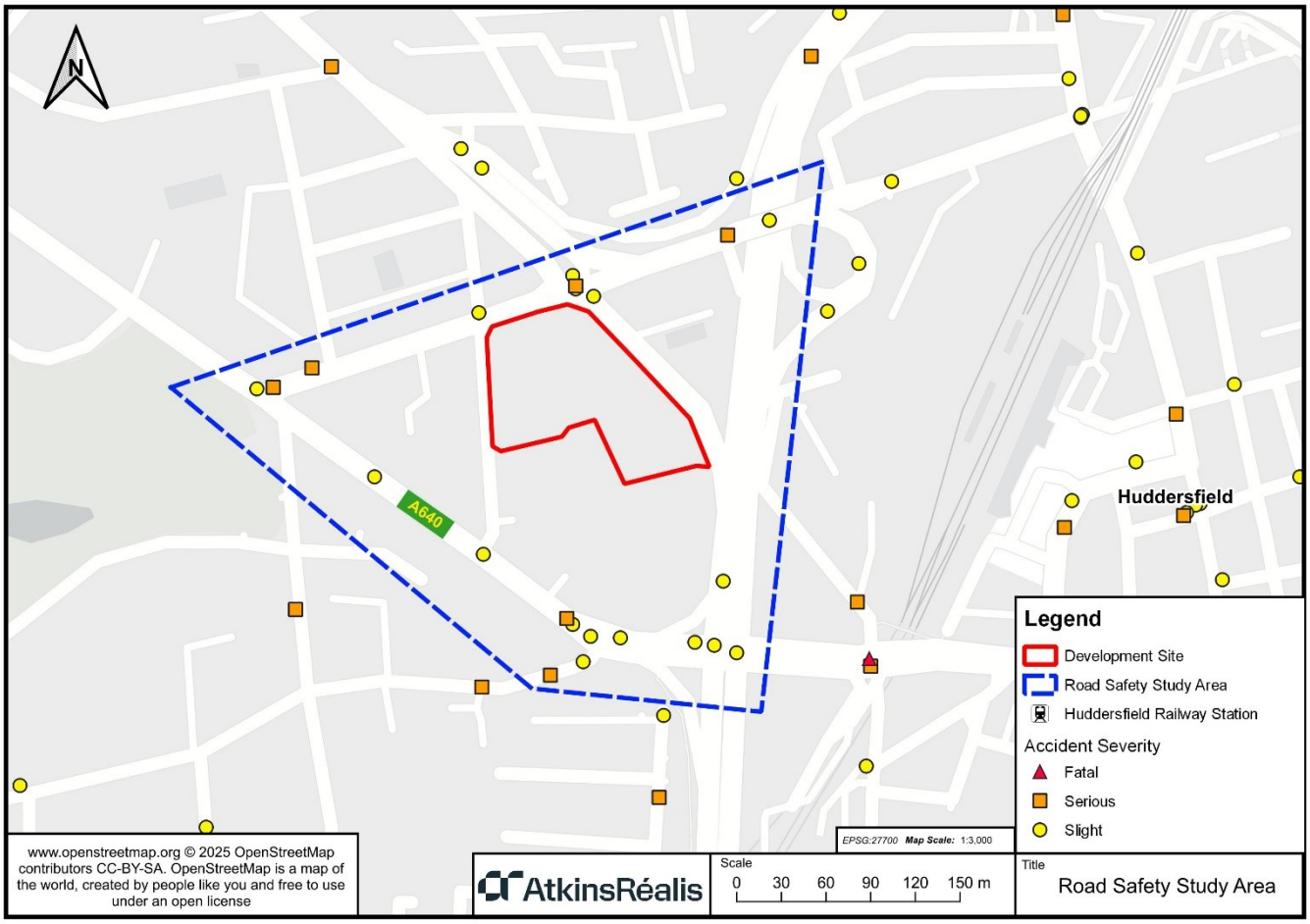
Portland Street

3.4.6. Portland Street to the west of the development site is a quiet road with no entry allowed from A640 Trinity Street. It provides a connection from Fitzwilliam Street to Trinity Street and there are two sections of parking bays on the western side for permit holders only. However, the eastern side is also parked on where double yellow lines are not present.

4. Road Safety Review

4.1.1. Road traffic collisions which have occurred on the local highway network in the vicinity of the proposed development are shown in Figure 3.4-1. The collision data was obtained from the Department for Transport (DfT) Government website. The data has been analysed by year, for the most recent published 5-year period (2019 to 2023) and severity categorised as slight, serious or fatal.

Figure 3.4-1 - Road Safety Study Area



4.1.2. For the period between January 2019 and December 2023, a total of 23 collisions were recorded within the study area, of which 17 were categorised as slight collisions, six were categorised as serious collisions (significant and long-term injuries) and none were fatal. The statistics are shown in Table 1.1-1.

Table 1.1-1 - Reported Road Traffic Collisions (2019 to 2023)

Severity	2019	2020	2021	2022	2023	Total
Fatal	0	0	0	0	0	0
Serious	1	0	0	3	2	6
Slight	6	4	4	1	2	17
Total	7	4	4	4	4	23

Data source: Road Safety Data - data.gov.uk

4.2. Analysis Overview

4.2.1. The analysis shows an overall reduction in the number of collisions over the five years.

4.2.2. For the period of 2019 to 2023, there were a total of five reported collisions which were categorised as serious (significant and long-term injuries) and none were fatal. This represents about 28% of all reported collisions within the study area.

4.2.3. Clusters of collisions occur at five of the surrounding junctions to the development site, with 18 of the 23 recorded incidents occurring within less than 50m from key junctions. The remaining four were street across the study area.

4.2.4. Of the 42 vehicles involved in the recorded 23 collisions, 23 vehicles within 16 collisions were taking ahead movements. Six collisions were between two or more vehicles who were all taking ahead movements.

Pedestrian and Cyclist Involvement

4.2.5. Pedestrian and cyclist involvement in these collisions has also been analysed. From the 23 collisions reporting within the study area, seven collisions involved pedestrians and cyclists. A summary of this analysis is shown in Table 1.1-2.

Table 1.1-2 - Reported Pedestrian and Cyclist involvement in Traffic Collisions (2019 to 2023)

Casualty Type	2019	2020	2021	2022	2023	Total
Cyclist	0	0	0	1	0	1
Pedestrian	2	1	1	0	2	6
Total	2	1	1	1	2	7

4.2.6. This analysis shows that there is an over 25% involvement rate of pedestrians within the study area from 2019 to 2023. The statistics show that on average at least one collision in the study area per year involved a pedestrian, with an except to 2022.

4.2.7. Of the six pedestrians involved in the collisions, all were recorded as not using a designated crossing point.

4.3. Conclusion

4.3.1. In summary, the total number of reports road traffic collisions involving pedestrians and cyclists between 2019 to 2023 are relatively comparable with the exception of 2022 where there was a collision reporting involving cyclists. Over the five-year period, the average number of collisions each year was approx. four which is not considered high given the levels of traffic within the network.

4.3.2. The review has not identified any underlying safety issues with the existing infrastructure; therefore the addition of development traffic is not considered to have any notable safety implications on the area surrounding the site. Whilst it is acknowledged that a number of collisions which occurred within the analysed time period involved pedestrians or cyclists, the majority of the additional pedestrian movements generated by the proposed car park are likely to route via the underpass beneath the A62, therefore avoiding the need to cross busy routes.

5. Proposed Development

5.1.1. This section of the report provides details of the proposed development. It includes a detailed description of the proposed development, the operations, access/egress arrangements, as well as the proposed parking provision and strategy.

5.2. Description

5.2.1. The proposed development, illustrated in Figure 1.1-2, is a temporary car park comprising a total of 300no. parking spaces, including 3 accessible spaces, and 7 bays for lorries. 265 parking spaces are to be used by TRU staff and 35 to be used by Train Operating Companies (TOC) staff. Parking is required for TOC staff because the staff car park at Huddersfield Railway Station is to be used as a TRU compound. Limited material storage will also be provided for the temporary storage of items of heritage value and other materials, equipment and tools.

5.2.2. The site will operate with a one-way system; vehicles will enter from the existing access on Fitzwilliam Street and exit via the existing egress on New North Road. For TOC staff, parking will be on a permit basis, whilst parking for TRU staff will be on a first come first served basis. Parking activity will be monitored to ensure sufficient parking is available during blockades, and where necessary operatives/staff will be directed to park at local hotels and picked up to reduce traffic and parking at this location. During periods of increased working activity, such as railway blockades, the site will require 24-hour access and staff will attend the site across three 8-hour shifts. Shift changeover is expected to occur during 07:00-08:00, 15:00-16:00 and 23:00-00:00. A larger scale version of the Site Plan is provided in Drawing FitzA62Planning01.

Figure 1.1-2 - Development Proposals

6. Travel Demands

6.1.1. This section presents the forecast level of trips to / from the site by mode.

6.2. Former Use

6.2.1. The mixed-use development TA considered the trips generated by the former Kirklees College. This was summarised as:

- 202 arrivals and 46 departures in the AM Peak 08:00-09:00; and
- 41 arrivals and 102 departures in the PM Peak 17:00-18:00.

6.3. Committed Development Use

6.3.1. The vehicular traffic generated by the food store currently under construction, as predicted by the mixed-use development Transport Assessment, is summarised as follows:

- 44 arrivals and 24 departures in the AM Peak 08:00-09:00; and
- 53 arrivals and 69 departures in the PM Peak 17:00-18:00.

6.3.2. The total vehicular traffic generated by the mixed-use development (including the food store) was summarised as:

- 220 arrivals and 48 departures in the AM Peak 08:00-09:00; and
- 73 arrivals and 237 departures in the PM Peak 17:00-18:00.

6.4. Proposed Use

Typical Working Patterns

6.4.1. For this proposed development site, the proposed vehicular trips generated on a typical working day has been summarised as:

- 75 car/van arrivals per hour in the AM Peak 07:00-09:00;
- 75 car/van departures per hour in the PM Peak 16:00-18:00; and
- 5 HGV arrivals/departures on average per day during daytime working hours.

Increased Working Activity

6.4.2. During periods of increased working activity, such as railway blockades, the proposed vehicular trips generated has been summarised as:

- Three shifts over a 24-hour period (07:00-16:00, 15:00-00:00 and 23:00-08:00), with 160 car/van arrivals/departures per shift (480 arrivals and 480 departures per day).

6.4.3. These proposed vehicular trips are following mitigation measures in which some staff have been encouraged to car share or park at nearby hotels to the development site.

6.5. Traffic Generation

6.5.1. Five scenarios have been considered in the assessment of traffic generated by the proposed

temporary car park.

- Observed 2025 – to reflect traffic survey data collected 30th June – 22nd July 2025;
- Forecast 2028 – to reflect observed 2025 traffic plus predicted growth in 2028;
- Base – to reflect Forecast 2028 traffic with the committed development from the Lidl food store;
- Development Scenario 1: Increased Working Activity – to reflect the Base traffic plus the development traffic as described in section 0; and,
- Development Scenario 2: Normal Operation – to reflect the Base traffic plus the development traffic as described in section 0; and

6.5.2. It should be noted that in all scenarios, it has been assumed that no site accesses will be operational on Portland Street. Traffic flow diagrams for all scenarios are provided in Figures A1 to A18 in Appendix A.

6.6. Observed 2025

6.6.1. Traffic survey data was collected between 30th June and 22nd July 2025.

6.6.2. 24-hour Automatic Traffic Counts were collected on:

- A640 Trinity Street between Portland Street and Park Avenue;
- Fitzwilliam Street between Portland Street and Trinity Street; and,
- New North Road between A62 Castlegate and Fitzwilliam Street.

6.6.3. AM (07:00-10:00) & PM (16:00-19:00) Manual Classified Counts were collected at the following junctions:

- A62 Castlegate/A640 Trinity Street – Signalised junction;
- Fitzwilliam Street / Trinity Street / Park Avenue – Priority crossroads;
- Portland Street / Trinity Street – Priority T junction; and,
- A629 New North Road / Fitzwilliam Street – Mini roundabout.

6.6.4. The traffic surveys identified the following existing weekday peak hour periods:

- Weekday AM Peak – 08:15 – 09:15; and
- Weekday PM Peak – 16:30 – 17:30.

6.6.5. However, in order to align with the expected shift changeover times in Development Scenario 1, the time periods selected for this assessment are the weekday morning (07:00-08:00) and the weekday afternoon (16:00-17:00) peak hour periods.

6.6.6. The traffic survey flows for these periods are shown in Figure A1 and Figure A2 in Appendix A, for the morning and evening peak hours respectively.

6.7. Forecast 2028

6.7.1. As the development is proposed to be in operation until summer 2028, the observed 2025 traffic flows have been uplifted using growth factors from the National Trip End Model (NTEM) dataset

using the Trip End Model Presentation Program (TEMPro) version 8.1. The growth factors applied to the observed 2025 traffic flows are shown in Table 1.1-3.

Table 1.1-3 - Traffic Growth Factors

Area	Mode	Time Period	Factor
Kirklees 034	Car Driver	Weekday AM Peak	1.02055
		Weekday PM Peak	1.0211

6.7.2. The forecast traffic flows are shown in Figure B3 and Figure B4 for the morning and evening peak hours respectively.

6.8. Base

6.8.1. The food store approved under application 2018/62/92647/W is currently under construction and is expected to be in operation at the same time as the proposed temporary car park. Therefore, the traffic flows associated with the food store are included within the base traffic flows. The traffic flows are as outlined in section 6.3 of the mixed-use development TA and section 6.3 of this document.

6.8.2. It has been assumed that the only access for the food store will be on Trinity Street. Therefore, the trip distributions from the mixed-use development TA have been modified to reflect this and are shown in Figure B5 and Figure B6 for the morning and evening peak hours respectively. The food store traffic flows are also shown in Figure B7 and Figure B8 for the morning and evening peak hours respectively, and the overall base traffic flows are also shown in Figure B9 and Figure B10 for the morning and evening peak hours respectively.

6.9. Development Scenario 1 – Increased Working Activity

6.9.1. Trips associated with the proposed development during periods of increased working activity, as outlined in section 0, have been added to the base traffic flows. The development trips have been distributed as per the office development trips in the mixed-use development TA with modifications to reflect the access and egress points on Fitzwilliam Street and New North Road. The trip distributions for the development traffic are shown in Figure B11. The development flows during increased working activity are shown in Figure B12 for both the morning and evening peak hours. The total Development Scenario 1 flows are shown in Figure B13 and Figure B14 for the morning and evening peak hours respectively.

6.10. Development Scenario 2 – Normal Operation

6.10.1. Trips associated with the proposed development during normal operation, as outlined in section 0, have been added to the base traffic flows. The development trips have been distributed as per the office development trips in the mixed-use development TA with modifications to reflect the access and egress points on Fitzwilliam Street and New North Road. The trip distributions for the development traffic are shown in Figure B11. The development flows during increased working activity are shown in Figure B15 and Figure B16 for the morning and evening peak hours respectively. The total Development Scenario 2 flows are shown in Figure B17 and Figure B18 for the morning and evening peak hours respectively.

6.11. Traffic Impact

6.11.1. The trips generated by the development, in both normal operation and increased working activity scenarios, and the mixed-use development approved under 2018/62/92647/W are summarised in

Table 1.1-4 and Table 1.1-5 for and AM and PM periods respectively.

Table 1.1-4 - Development Trip Generation Summary – AM

Development	Arrivals	Departures	Total
Former College	202	46	249
Mixed-Use TA – Food store	44	24	68
Mixed-Use TA – Office	175	21	196
Mixed-Use TA – Residential	2	3	5
Mixed-Use TA – Total	221	48	269
Development – Increased Working Activity	160	160	320
Development – Typical Working Patterns	75	0	75

Table 1.1-5 - Development Trip Generation Summary – PM

Development	Arrivals	Departures	Total
Former College	41	102	144
Mixed-Use TA – Food store	53	69	122
Mixed-Use TA – Office	17	164	181
Mixed-Use TA – Residential	4	3	7
Mixed-Use TA – Total	74	236	310
Development – Increased Working Activity	160	160	320
Development – Typical Working Patterns	0	75	75

6.11.2. The traffic figures for each development indicate that the trips generated by the proposed car park development site will be significantly lower than that recorded at the former Kirklees College and in the overall mixed-use development TA.

6.11.3. During periods of increased working activity, the trips generated are slightly higher than in the overall mixed-use development TA. It is expected that periods of increased working activity will take place on infrequent short-term bases, and the car park development site will only be operational for approximately three years. Therefore, it can be expected that the trips generated by the car park can be managed with on-site controls, for example temporary traffic signals or staggered arrival and departure times during periods of increased working activity, to mitigate any potential impacts on the local network.

6.11.4. Furthermore, a proportion of the temporary car parking is currently in use within the development site, which will have been counted within the 2025 survey. The current usage is not available at the time of writing this Transport Statement, however this introduces an element of double counting within the proposed development trips. Therefore, the impact of the proposed development compared with the committed mixed-use development can be assumed to be further reduced.

7. Framework Construction Traffic Management Plan

7.1.1. A Construction Traffic Management Plan is typically required to ensure construction mitigation impacts are mitigated. However The Proposed Development has already been cleared and surfaced. The two north eastern plots within the site are currently surfaced with tarmac and the north western section is surfaced with compacted aggregates MOT Type 1, (Ministry of Transport standard stable sub-base for road surfaces and pathways), and electric lighting is being provided for the car park spaces. Therefore it is not considered necessary for a CTMP to be produced.

8. Framework Travel Plan

8.1.1. The purpose of a Travel Plan is to highlight available alternatives to individual private car trips, such as car sharing and public transport routes to the site. The proposed development is for a staff parking site to facilitate the TRU works, and therefore a travel plan is not appropriate to this development. Car sharing will be encouraged where feasible to shift patterns etc.

9. Summary and Conclusion

9.1.1. AtkinsRéalis has been commissioned by Network Rail to prepare a Transport Statement (TS) for submission to Kirklees Council (KC) for the use of Plots 1, 2A and 2B of Former Huddersfield College, Fitzwilliam Street, Huddersfield as a proposed temporary car park to facilitate the delivery of the Transpennine Route Upgrade (TRU) between August 2025 and April 2028.

9.2. Summary of the Site and Proposed Development

9.2.1. The proposed development, illustrated in Figure 1.1-2, consists of car parking sites, providing a total of 300no. parking spaces, including 3 accessible spaces. 265 parking spaces are to be used by TRU staff and 35 to be used by Train Operating Companies (TOC) staff. The proposed development is comprised of three plots: 1, 2A and 2B. Plot 1 consists of 106no. parking spaces, Plot 2A consists of 105no. car parking spaces and 7 bays for lorries, and Plot 2B consists of 89no. parking spaces, including 3no. accessible parking spaces. Limited material storage will also be provided for the temporary storage of items of heritage value and other materials, equipment and tools.

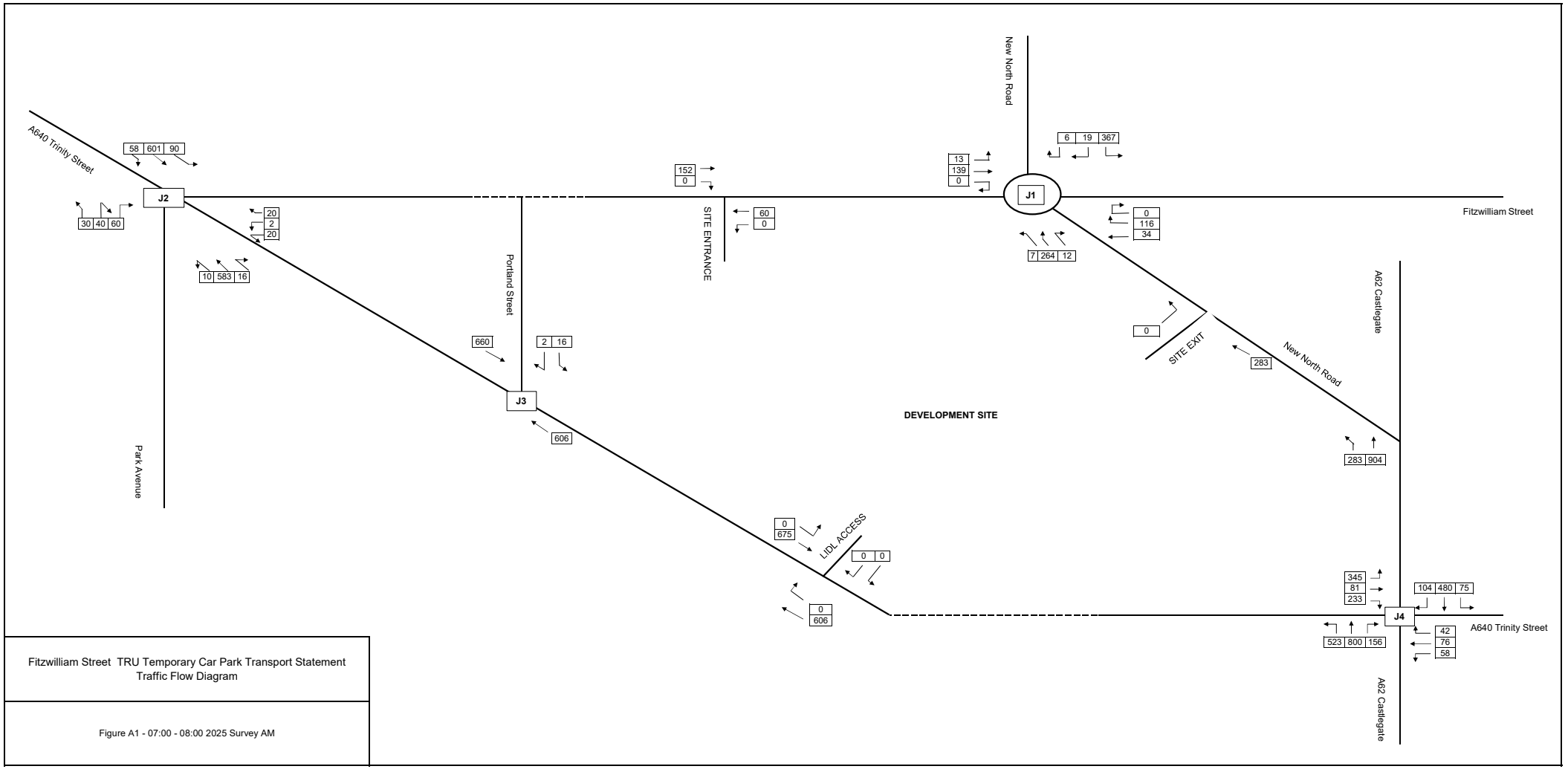
9.3. Summary of Key Findings

9.3.1. The key points that have been analysed in this Transport Statement are as follows:

- An assessment of the predicted trips generated by staff at the proposed site have been undertaken, with trip distributions assumed from the previous mixed-use development TA.
- The overall impact on the local road network is expected to be minimal during periods of normal working activity as the expected trips are significantly less than the committed mixed-use development trips.
- Whilst the impact on the local road network during periods of increased working activity is expected to be greater, the frequency of these periods is expected to be low, and the proposed site will be operational for approximately three years. Therefore, it can be expected that the trips generated by the car park can be managed with on-site controls, for example temporary traffic signals or staggered arrival and departure times to mitigate any potential negative impacts on the local network.

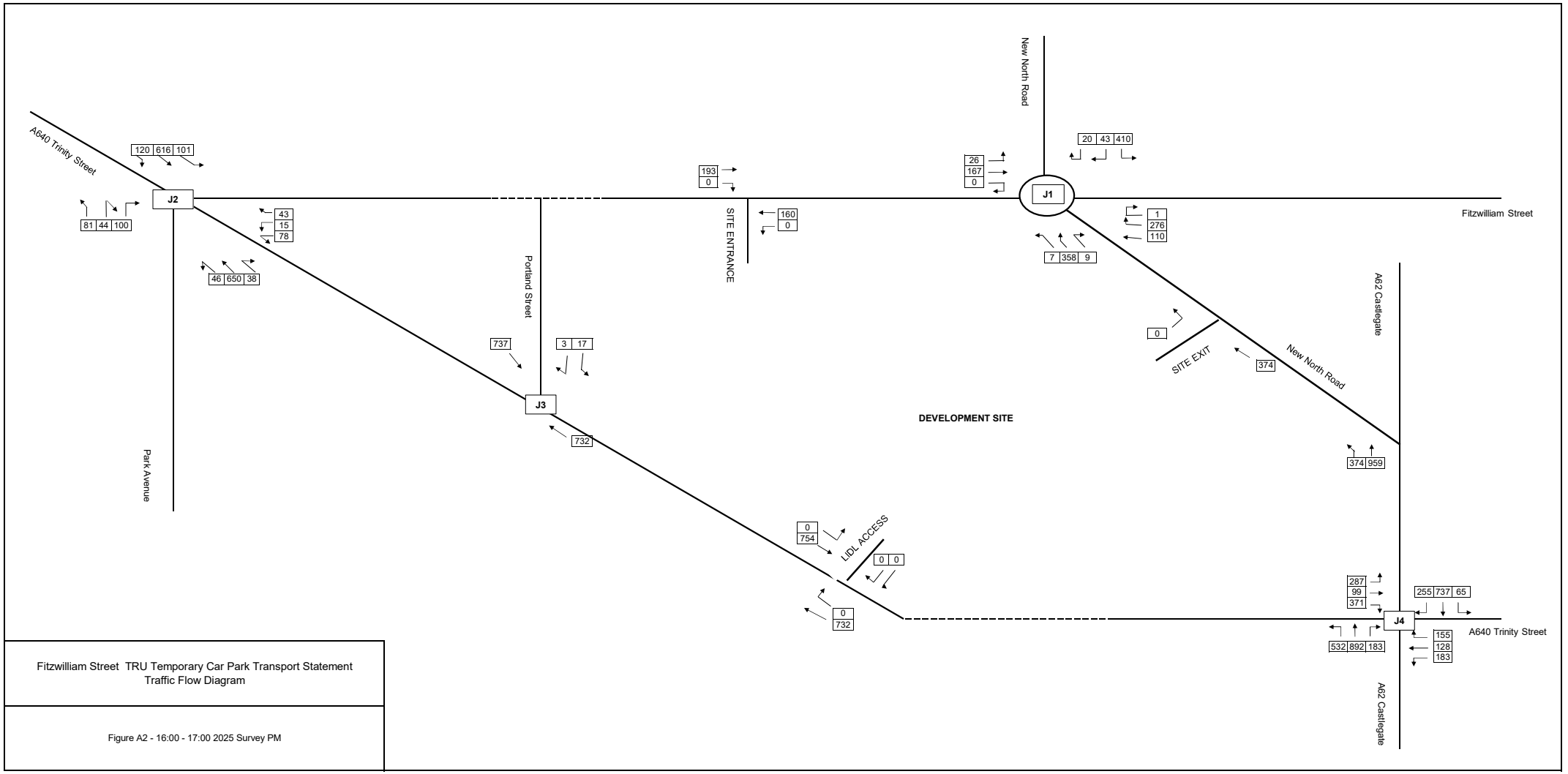
APPENDICES

APPENDIX A – TRAFFIC FLOW DIAGRAMS



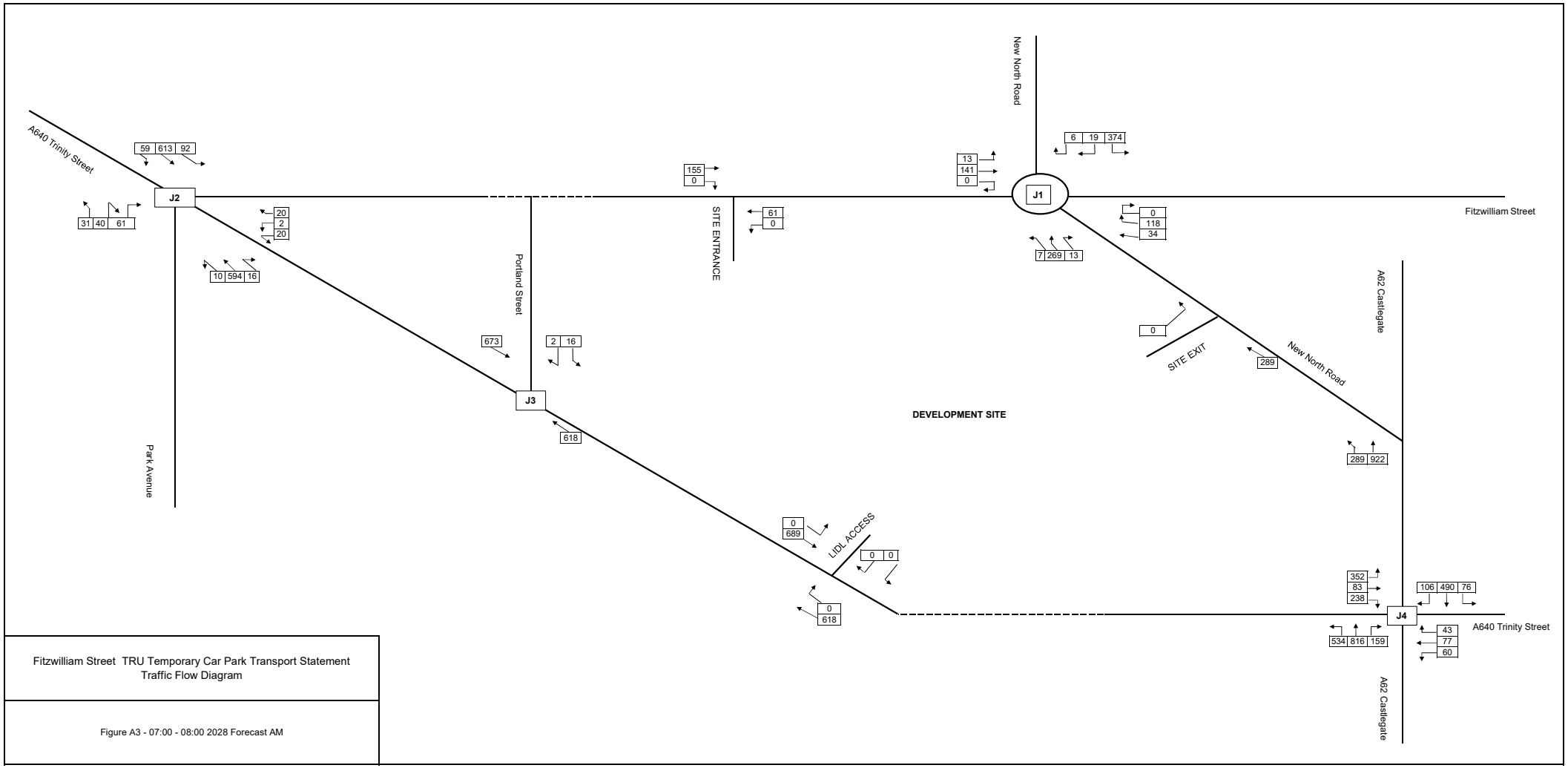
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A1 - 07:00 - 08:00 2025 Survey AM



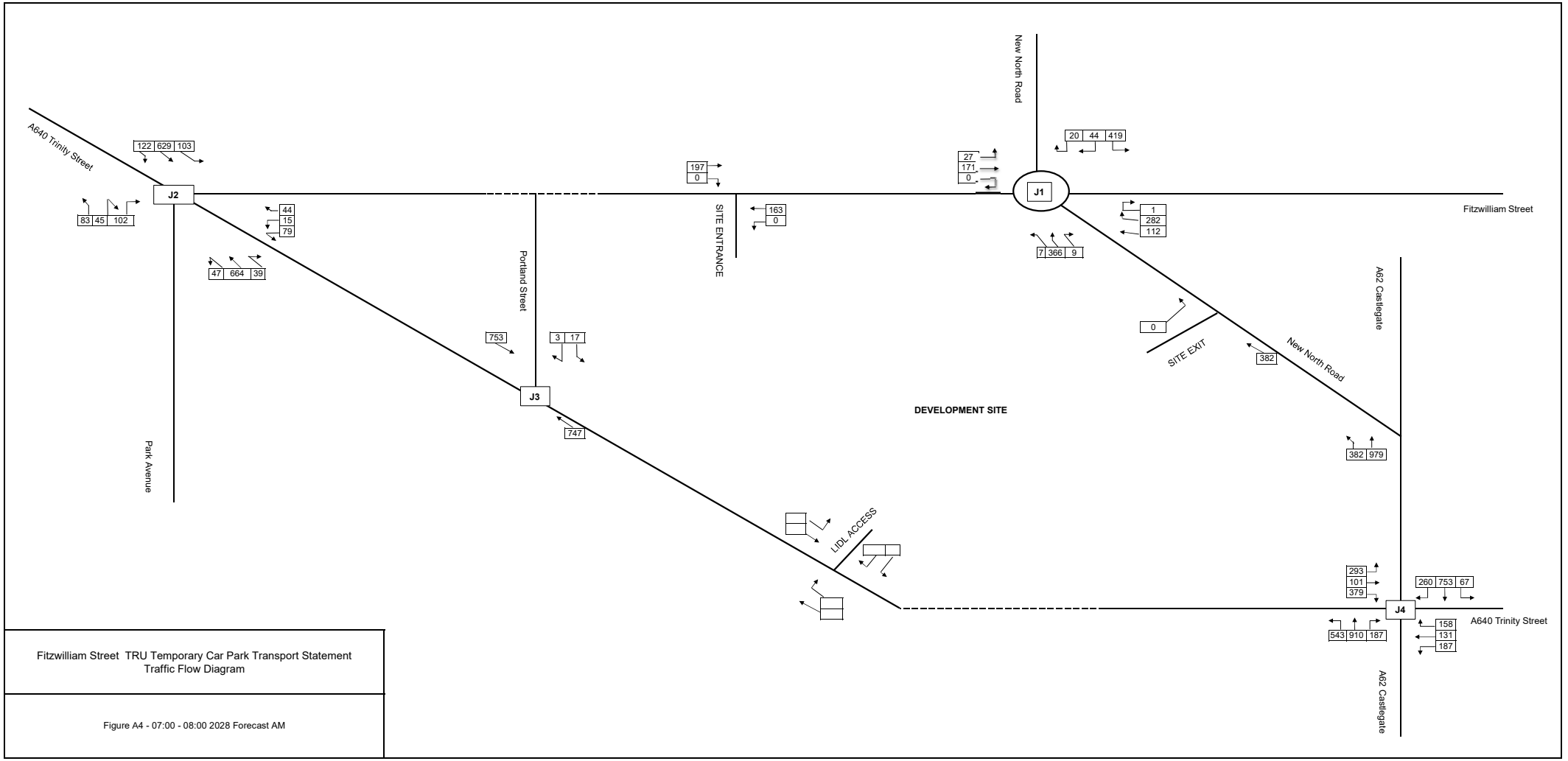
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A2 - 16:00 - 17:00 2025 Survey PM



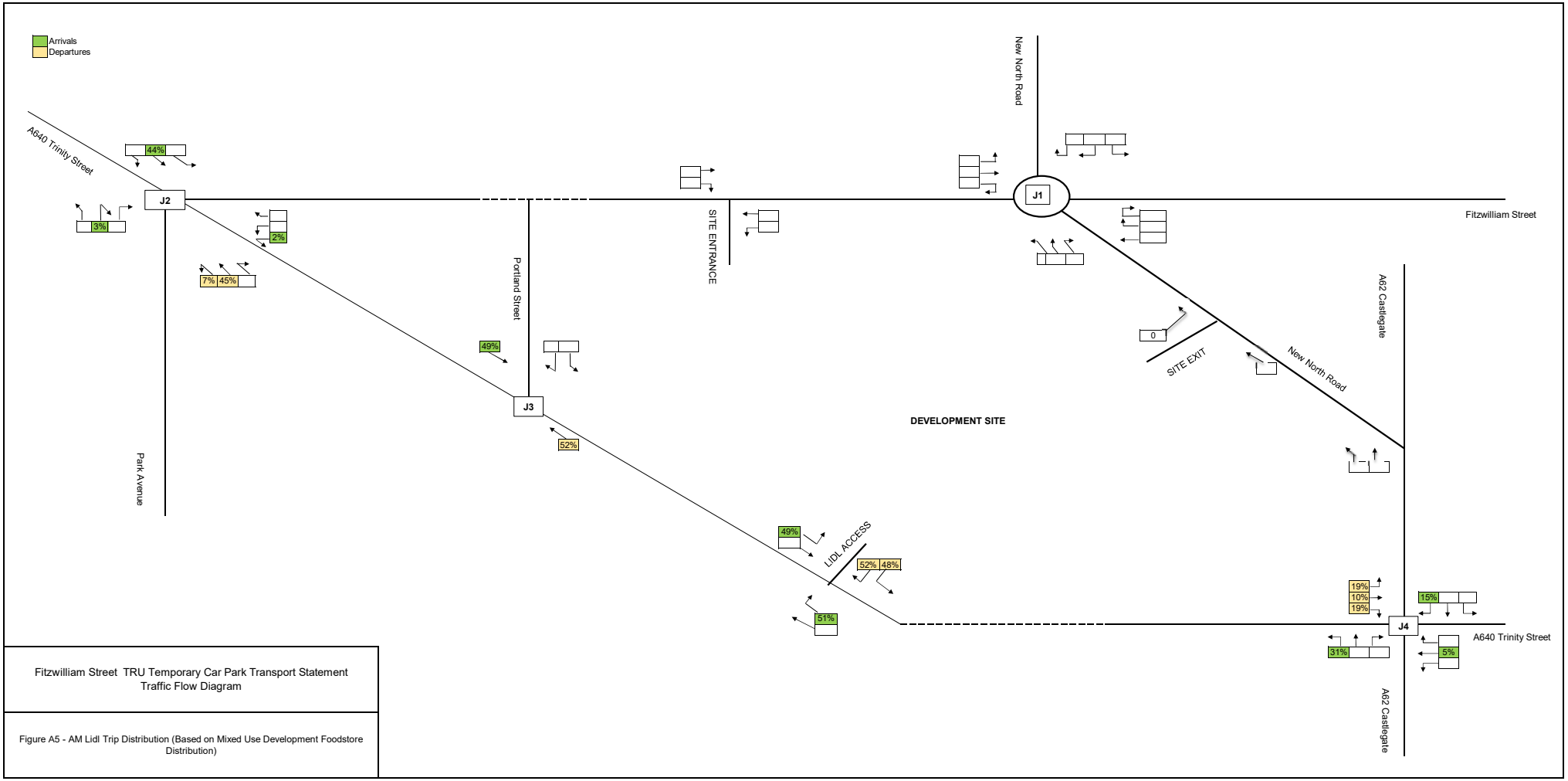
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A3 - 07:00 - 08:00 2028 Forecast AM



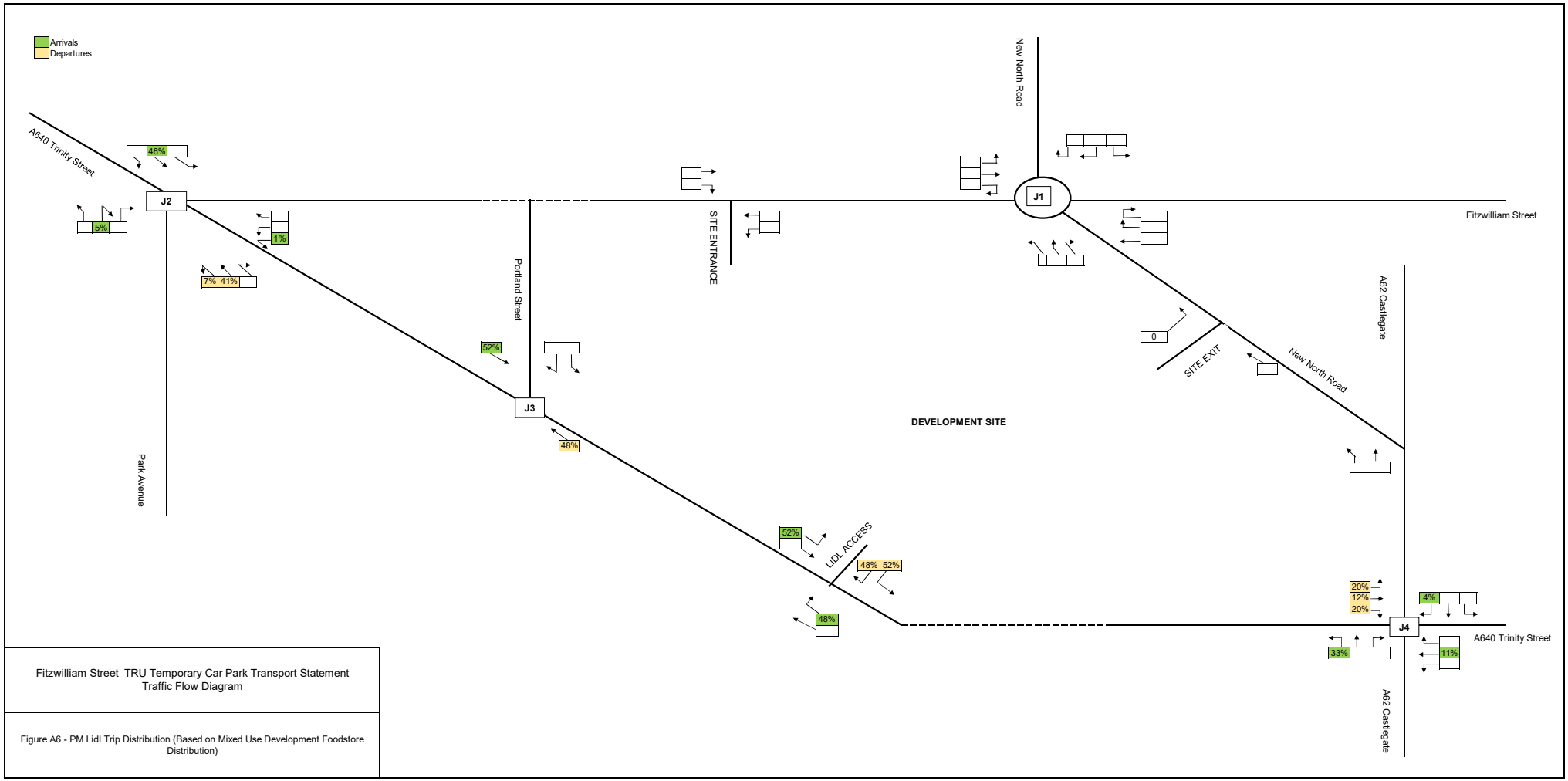
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A4 - 07:00 - 08:00 2028 Forecast AM



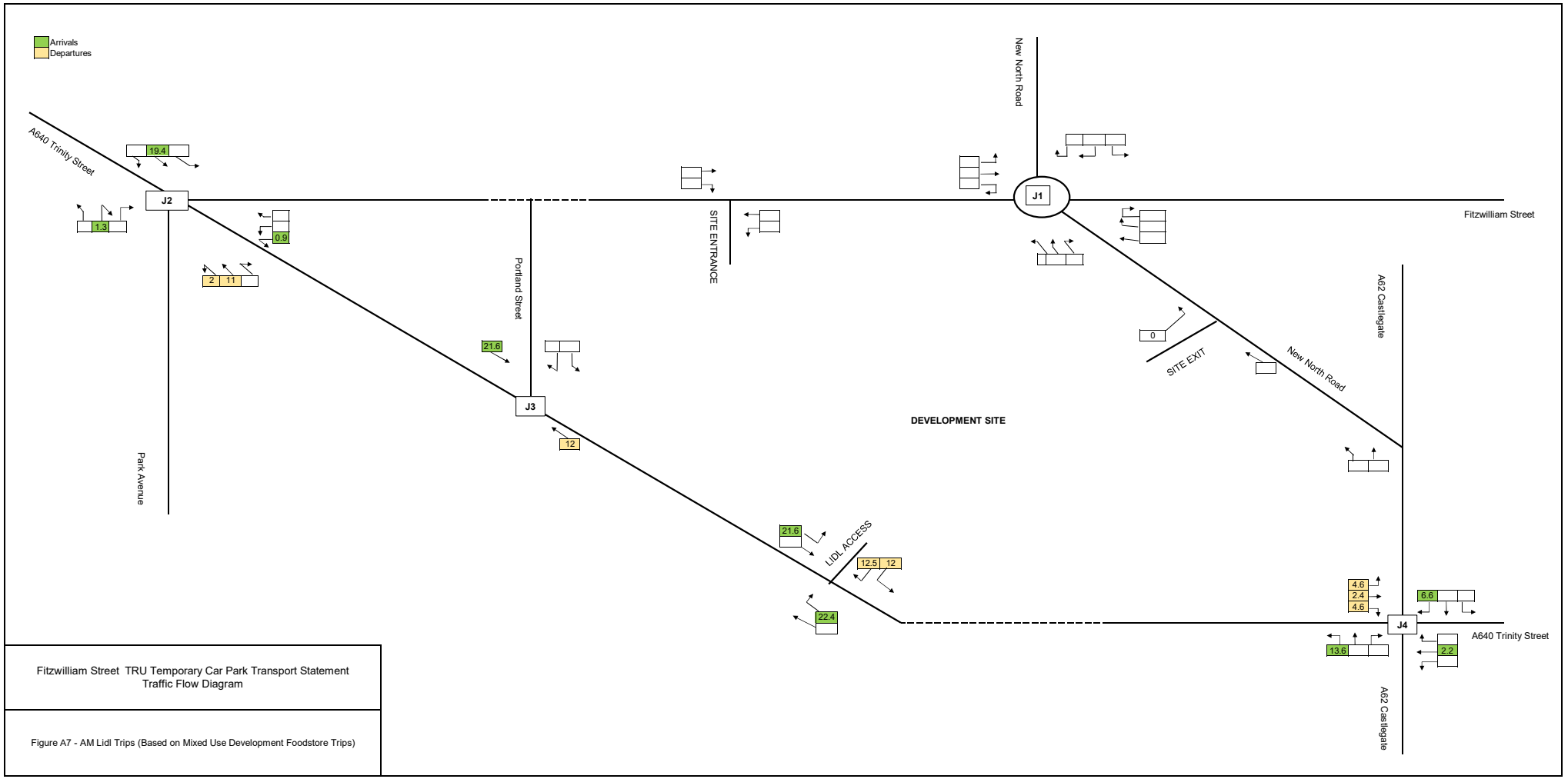
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A5 - AM Lidl Trip Distribution (Based on Mixed Use Development Foodstore Distribution)



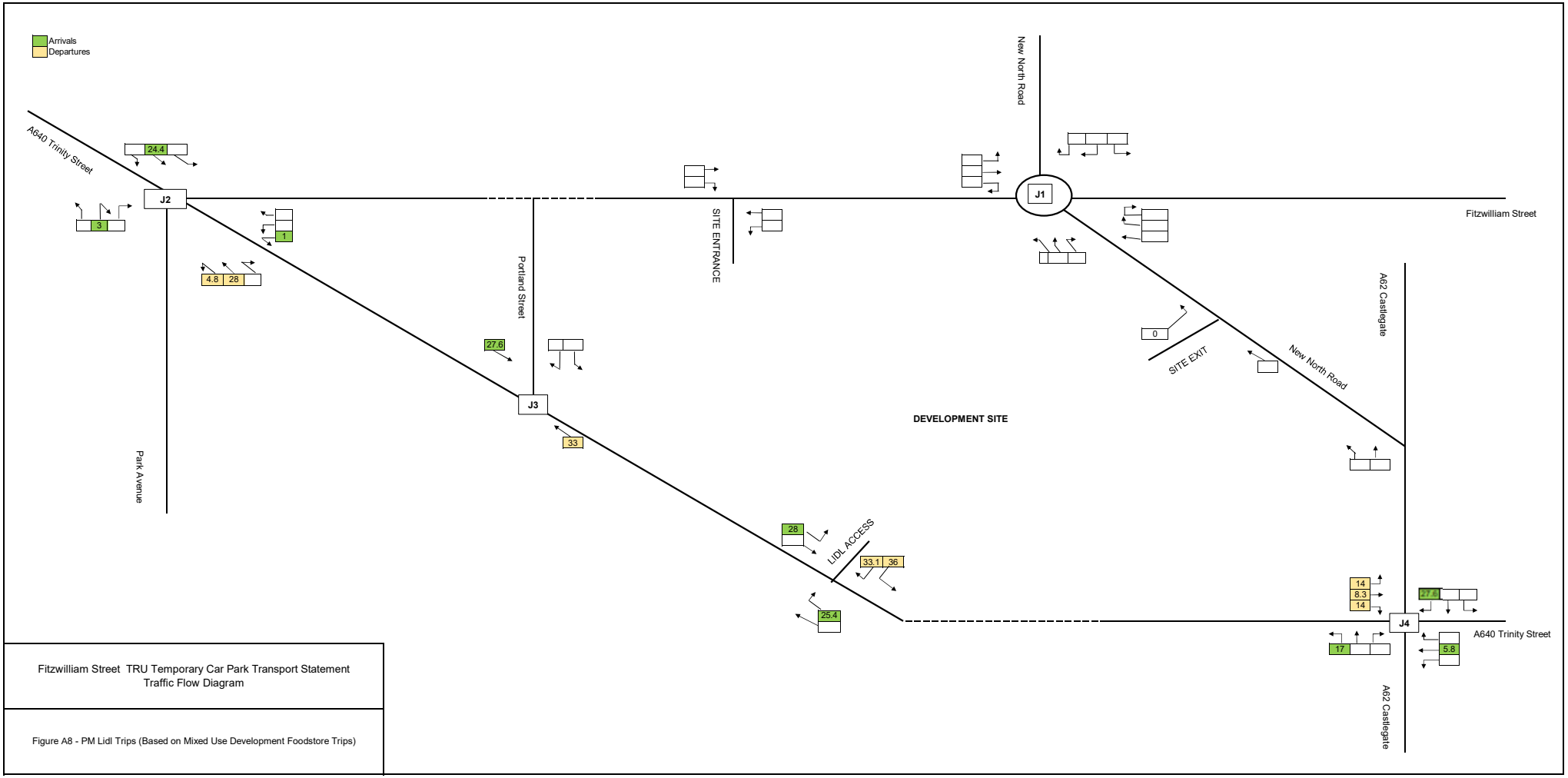
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A6 - PM Lidl Trip Distribution (Based on Mixed Use Development Foodstore Distribution)



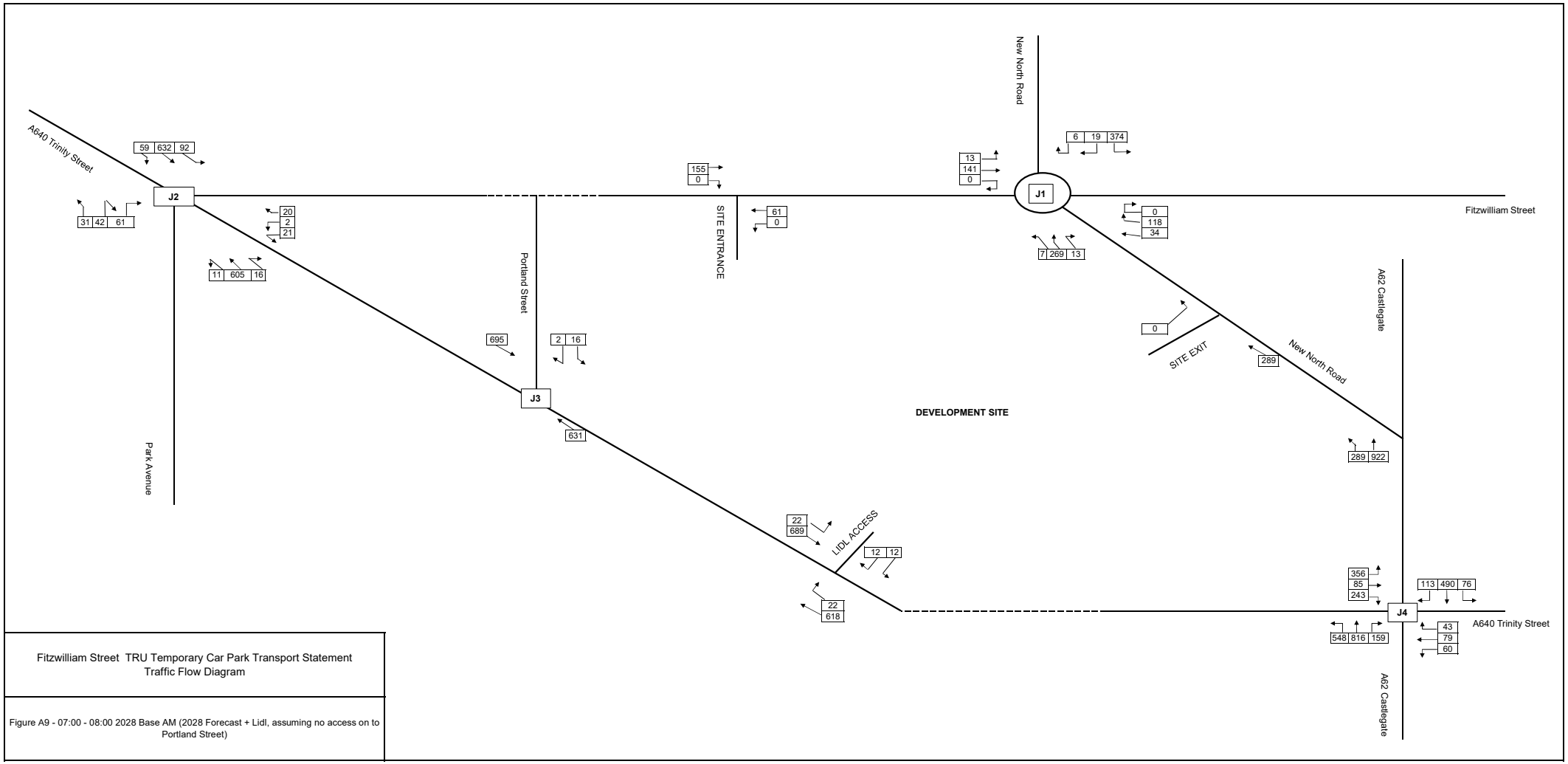
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A7 - AM Lidl Trips (Based on Mixed Use Development Foodstore Trips)



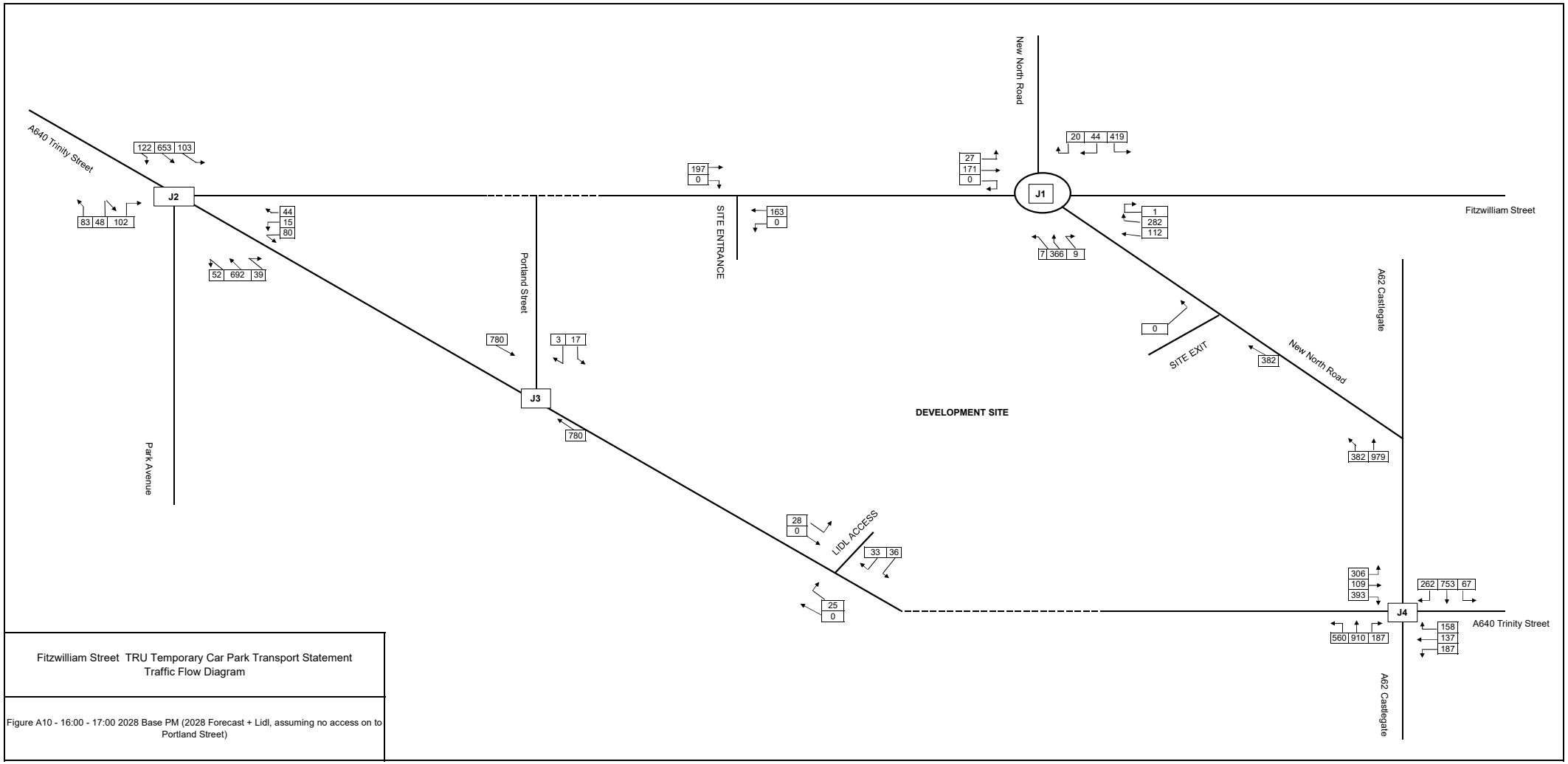
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A8 - PM Lidl Trips (Based on Mixed Use Development Foodstore Trips)



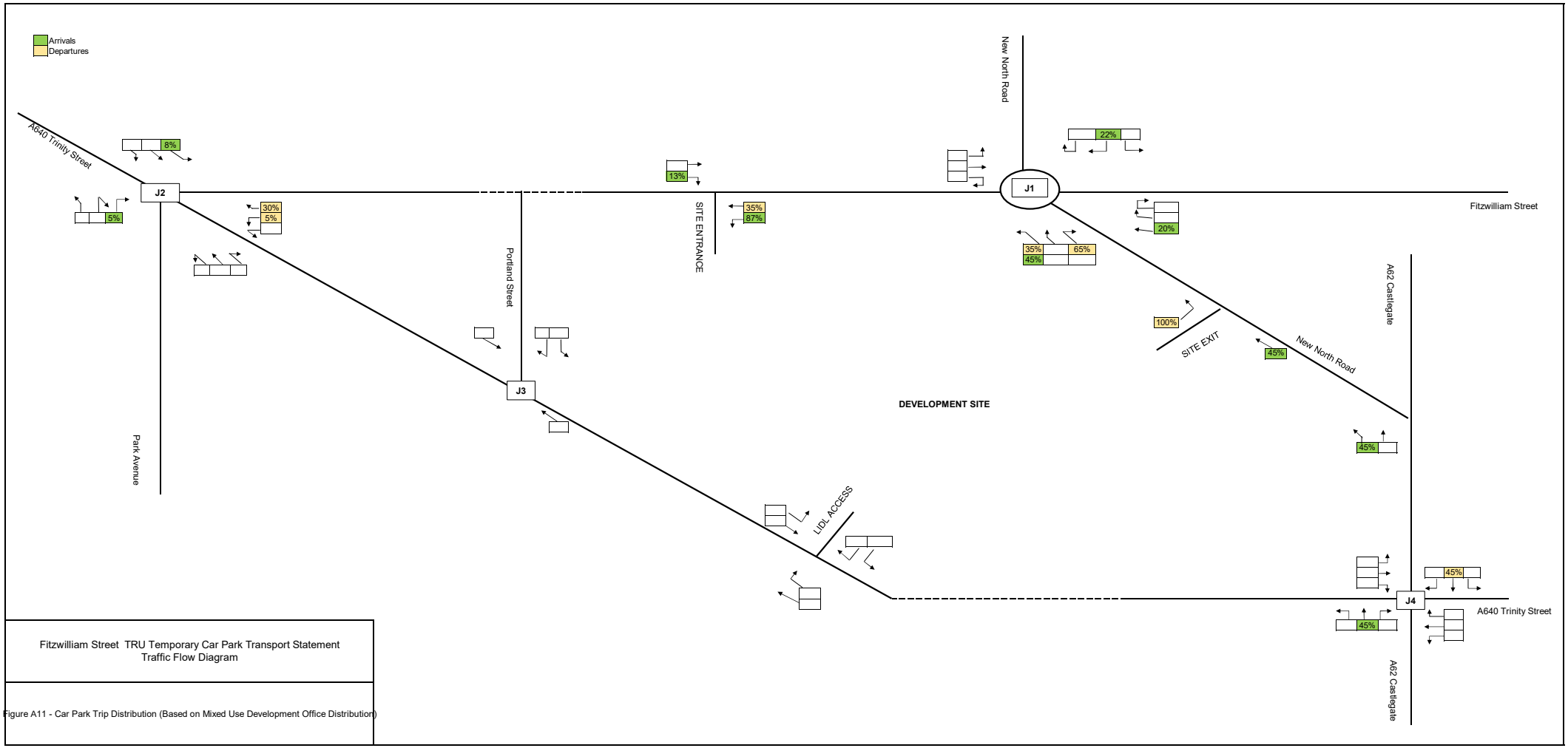
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A9 - 07:00 - 08:00 2028 Base AM (2028 Forecast + Lidl, assuming no access on to Portland Street)



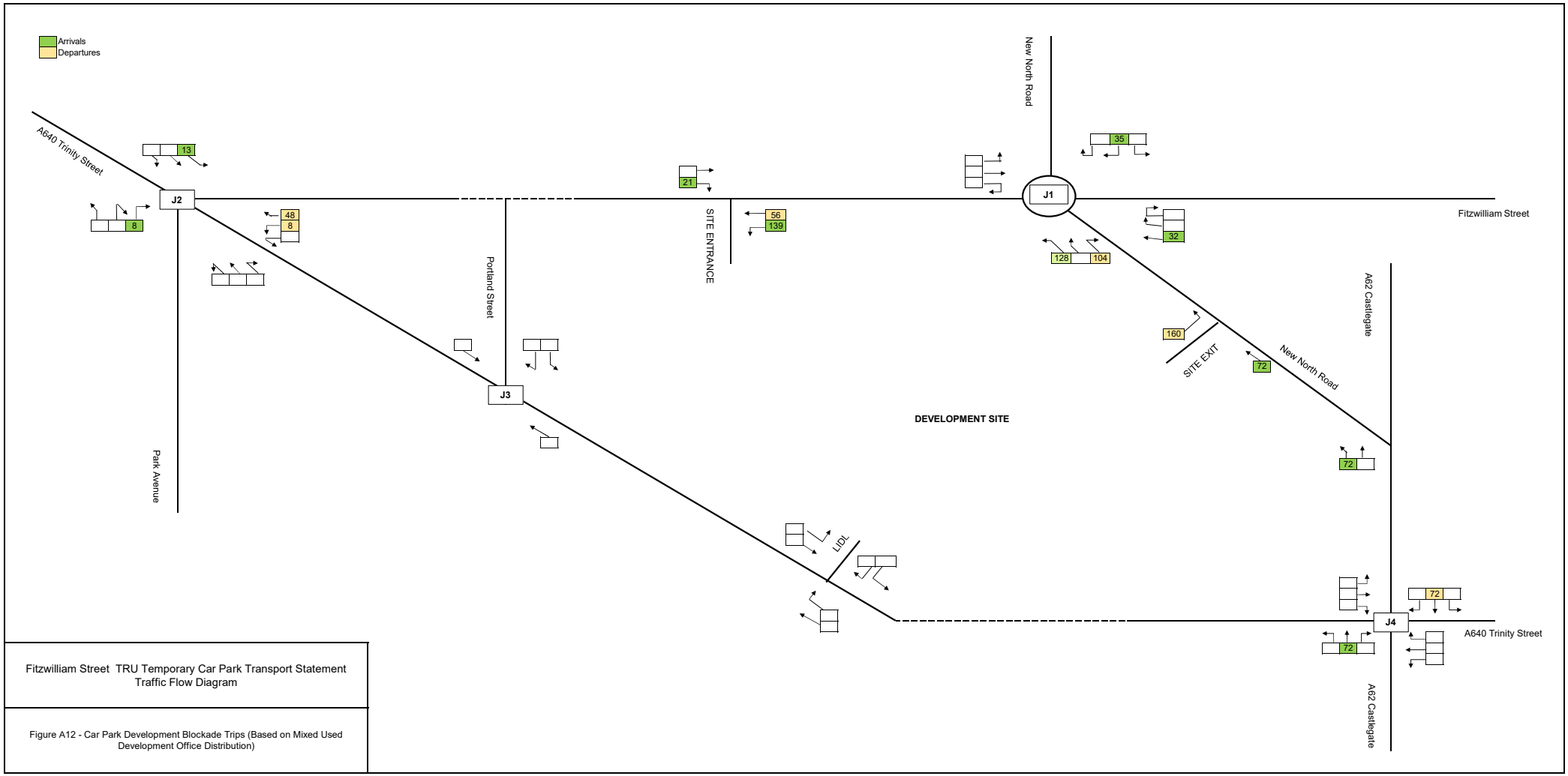
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A10 - 16:00 - 17:00 2028 Base PM (2028 Forecast + Lidl, assuming no access on to Portland Street)



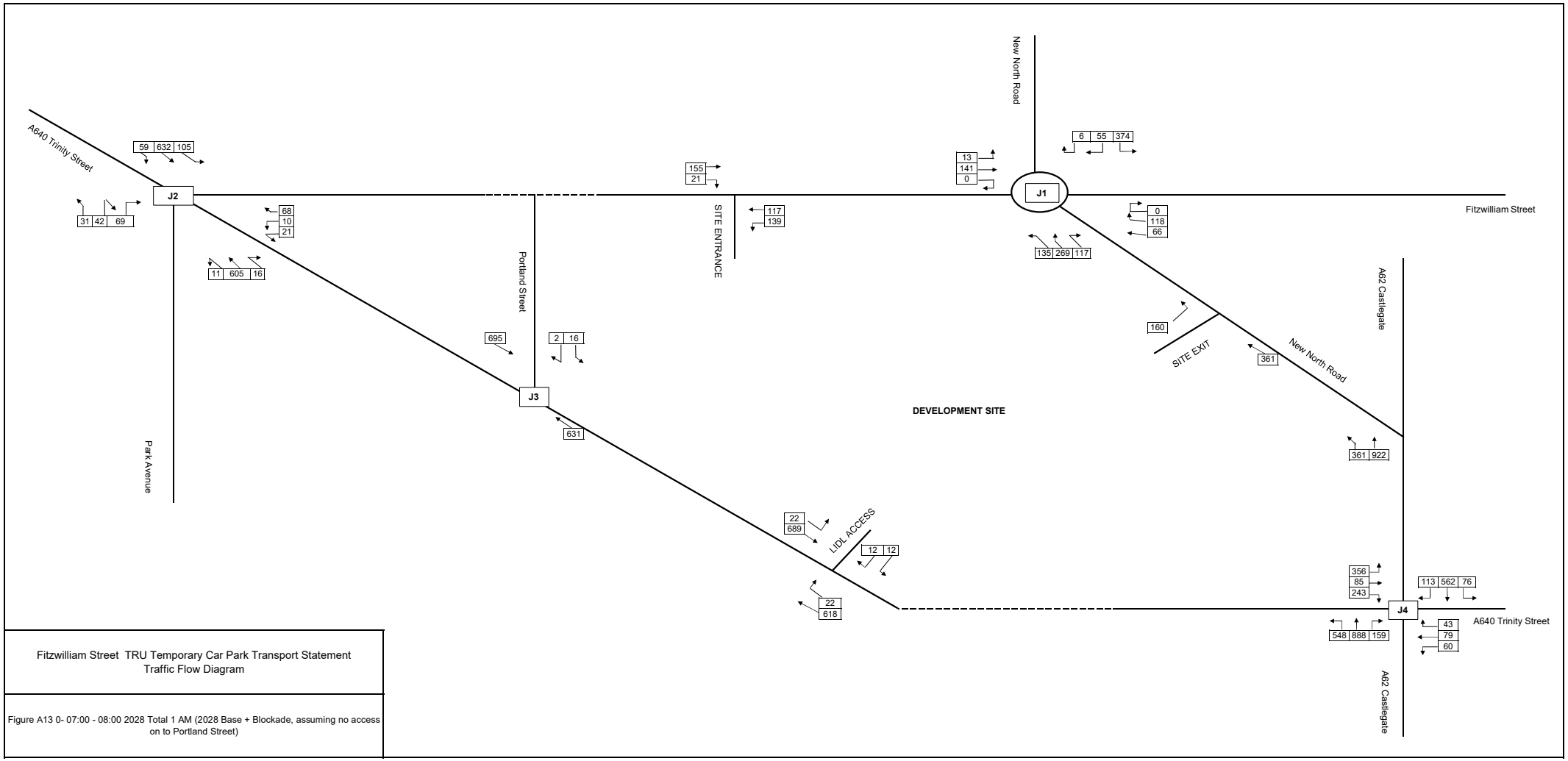
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A11 - Car Park Trip Distribution (Based on Mixed Use Development Office Distribution)



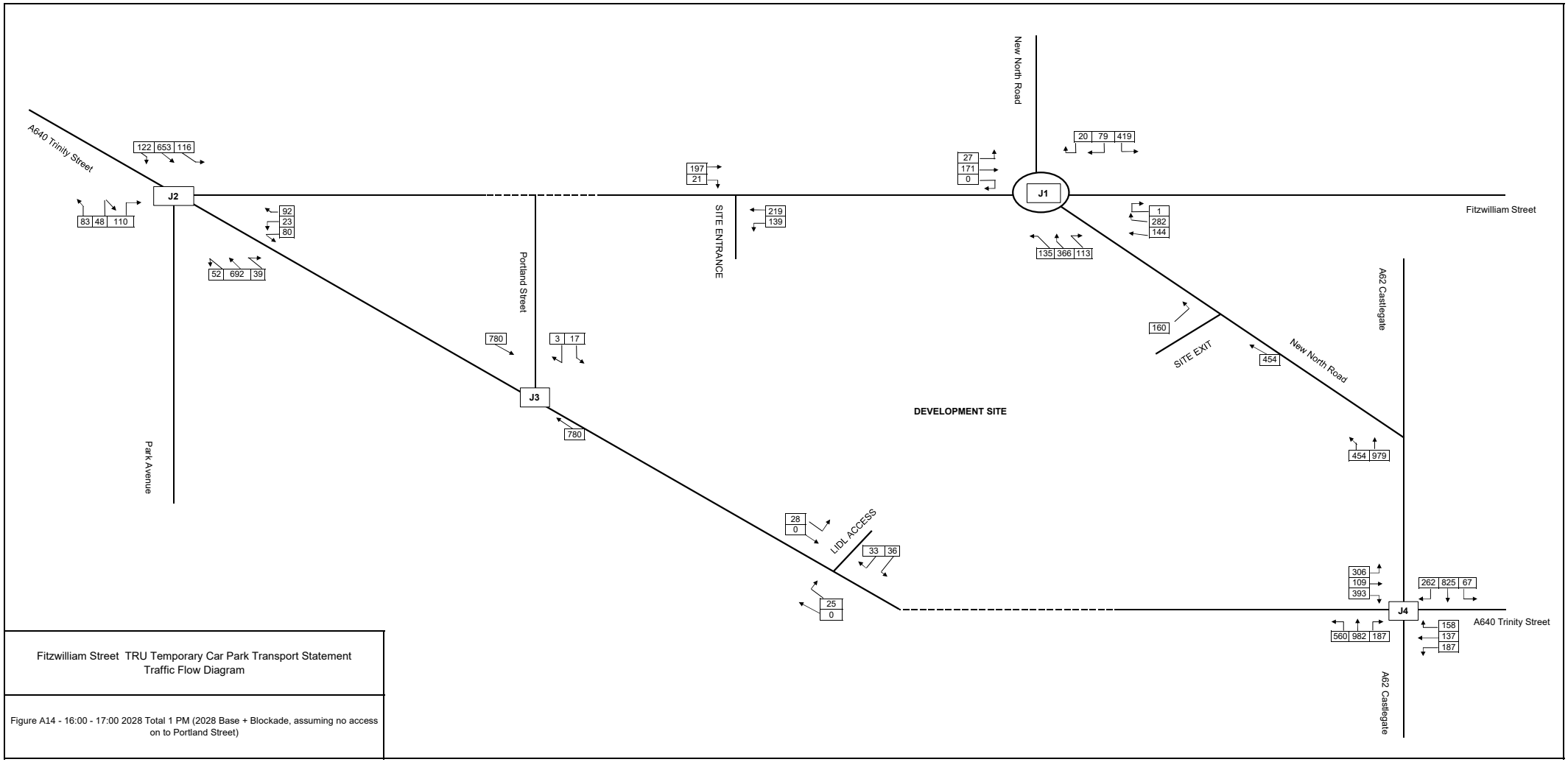
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A12 - Car Park Development Blockade Trips (Based on Mixed Used Development Office Distribution)



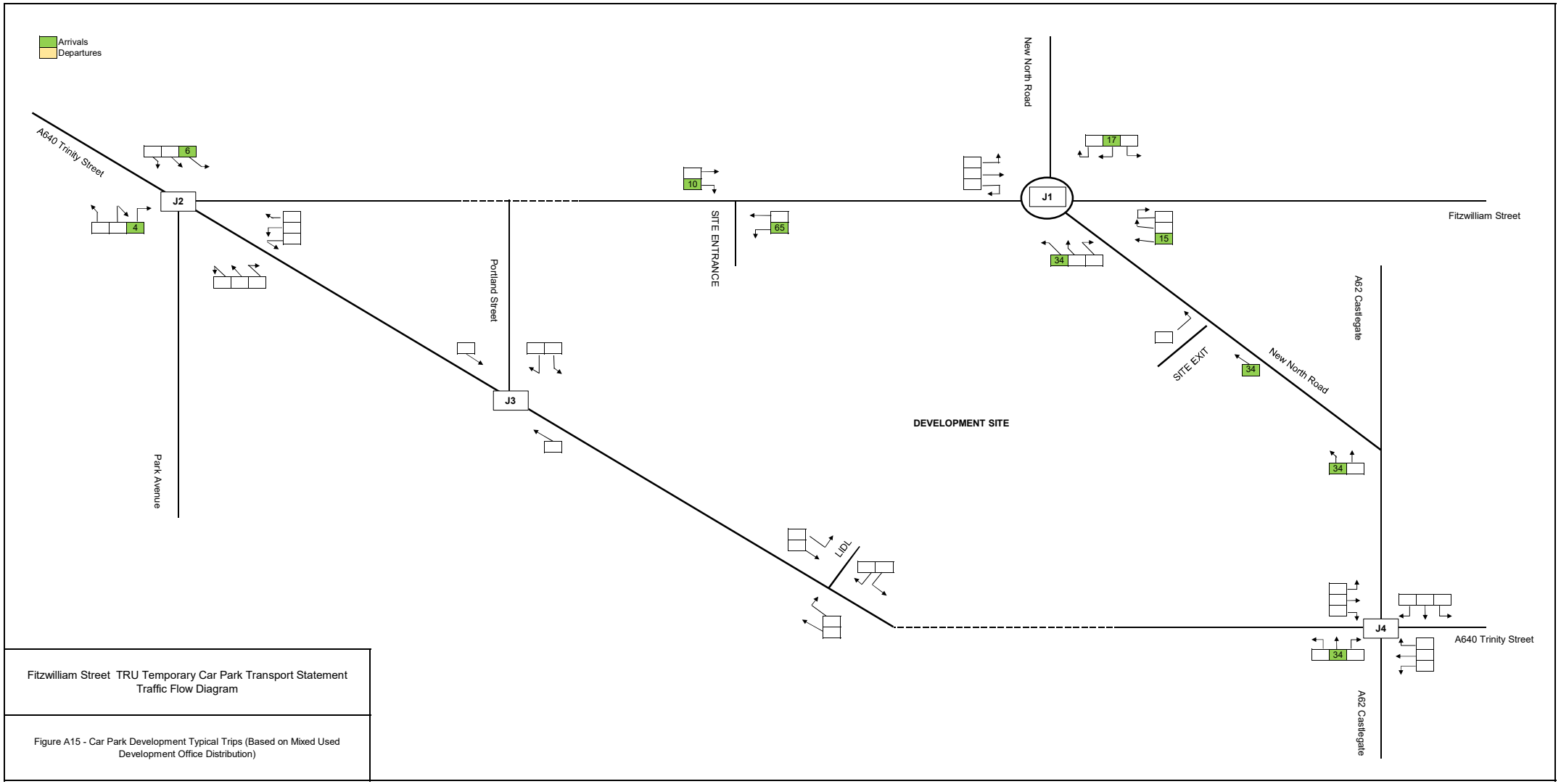
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A13 0- 07:00 - 08:00 2028 Total 1 AM (2028 Base + Blockade, assuming no access on to Portland Street)



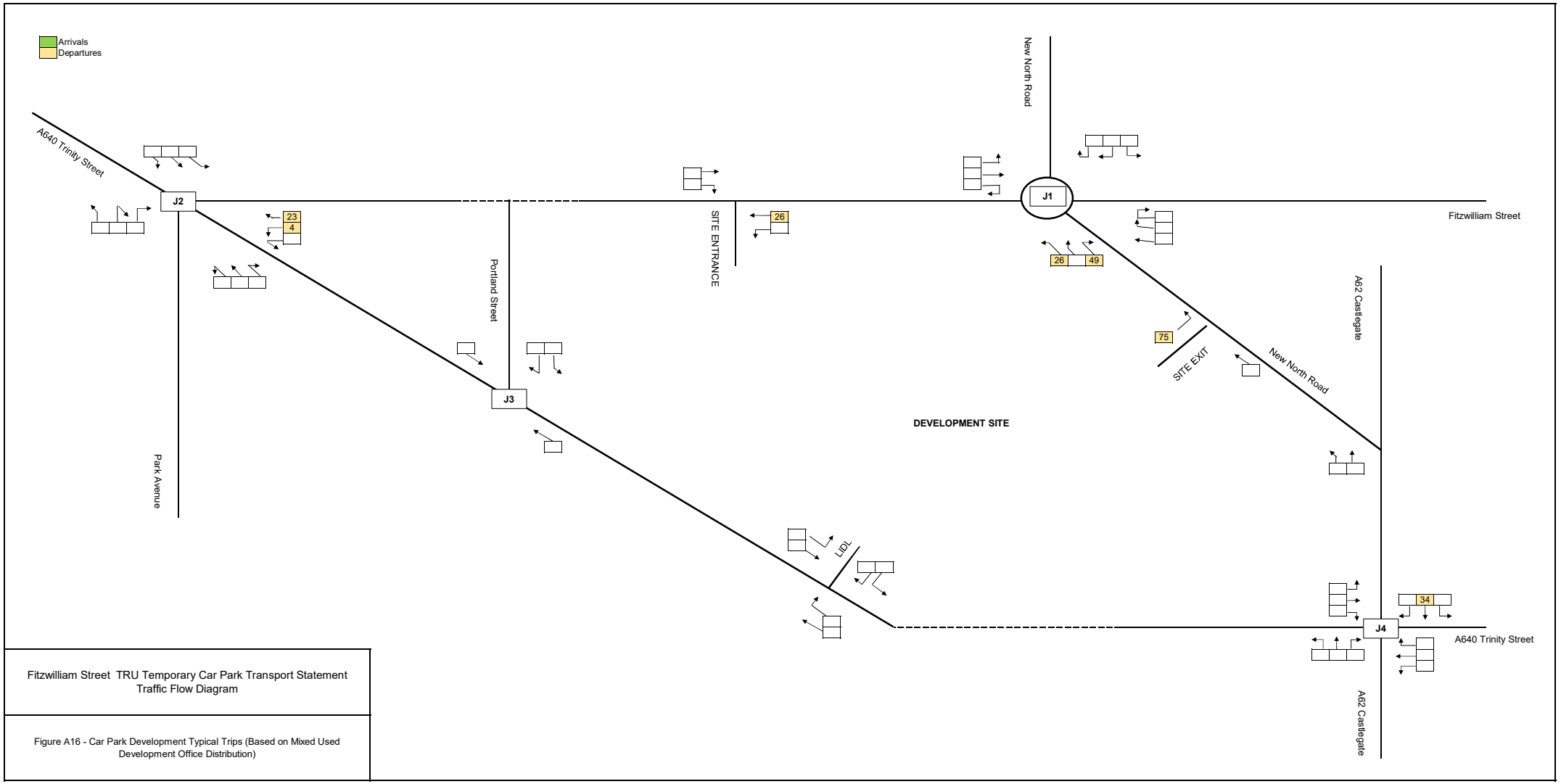
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A14 - 16:00 - 17:00 2028 Total 1 PM (2028 Base + Blockade, assuming no access on to Portland Street)



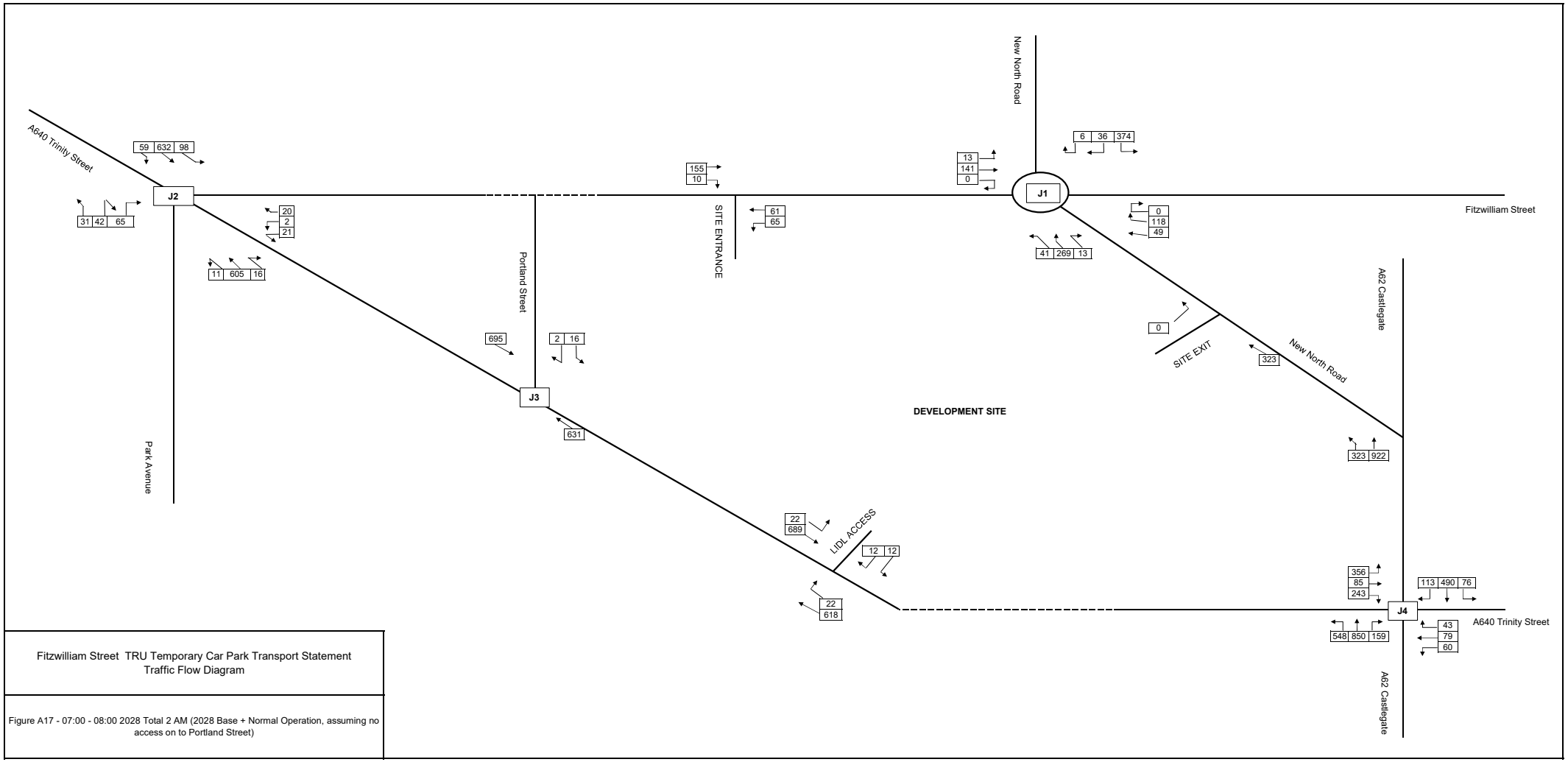
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A15 - Car Park Development Typical Trips (Based on Mixed Used Development Office Distribution)



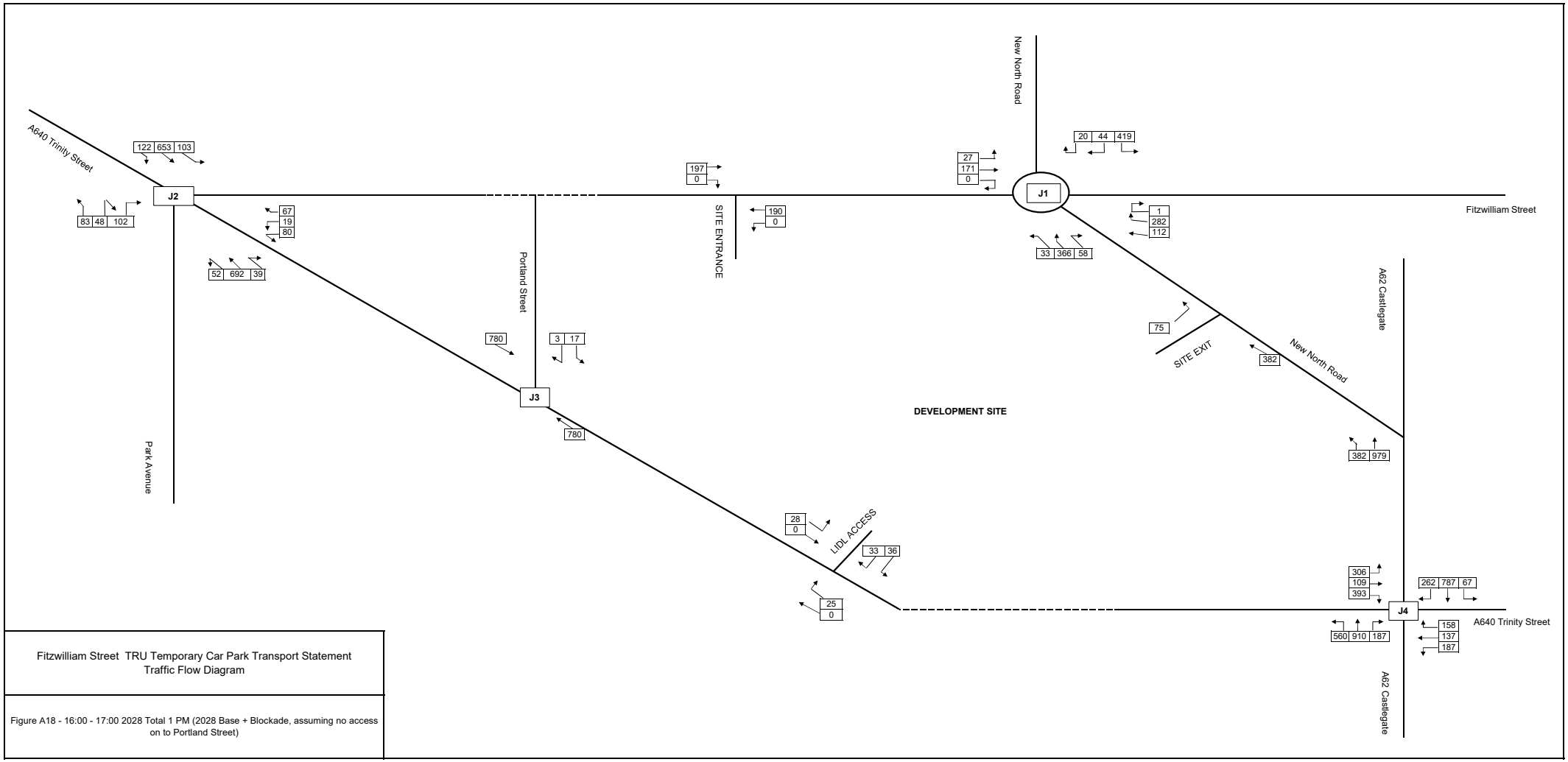
Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A16 - Car Park Development Typical Trips (Based on Mixed Used Development Office Distribution)



Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A17 - 07:00 - 08:00 2028 Total 2 AM (2028 Base + Normal Operation, assuming no access on to Portland Street)



Fitzwilliam Street TRU Temporary Car Park Transport Statement
Traffic Flow Diagram

Figure A18 - 16:00 - 17:00 2028 Total 1 PM (2028 Base + Blockade, assuming no access on to Portland Street)

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