

TRANSPORT STATEMENT

REPORT

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| DOCUMENT: | Transport Statement |
| PROJECT | Gomersal St Marys Primary School, Gomersal |
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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Bowmer and Kirkland to advise on the traffic and transport issues relating to a planning application for the redevelopment of the Gomersal St. Marys Primary School in Gomersal, to provide a new Primary School on the site.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The existing Gomersal St. Marys Primary School site is located within the western areas of Gomersal.

2.1.2 It is bound by Shirley Avenue to the north, whilst residential development bounds the site to south, east and west. The Gomersall Children's Centre is located within the application site, this will remain as existing as part of the development proposals.

2.1.3 The location of the site is shown on **Plan 1**.

2.1.4 The existing provides a 1 form entry and has a capacity of 210 pupils, including Nursery provision and a total of 17.5 FTE staff are employed at the school, comprising a combination of 11 full time, 12 part time and 3 lunchtime staff. The current school day starts at 0830 hours and ends at 1500 hours, whilst a wraparound care in the form of the 'Breakfast Club' and 'Teatime Club', these run from 0730 to 0830 hours and 1500 hours to 1800 hours respectively.

2.1.5 Vehicular access into the school is currently provided for via access off Shirley Avenue on the northern boundary of the site. A total of 17 marked car parking spaces including 1 mobility impaired space are provided on the site, these spaces are used by staff and visitors only.

2.1.6 The main access for pupils (pedestrians and cyclists) is provided for via gated access located to the east of vehicular access off Shirley Avenue, whilst pedestrian access for the Nursery is provided via a separate gated access off Shirley Avenue located around 10 metres east of the vehicular access. Pedestrian guard railing is provided on Shirley Avenue in the vicinity of the Nursery access.

2.1.7 The existing site layout is shown in **Plan 2**.

2.2 Local Highway Network

- 2.2.1** Gomersal St. Marys Primary School is located off Shirley Avenue, it runs in approximate east-west alignment along the frontage of the site, it has a carriageway width of circa 6.1 metres and is subject to a 30mph speed limit.
- 2.2.2** The site benefits from lit footways on both sides of Shirley Avenue supporting safe access for pupils and staff arriving on foot/cycle.
- 2.2.3** In terms of Traffic Regulation Orders (TRO's) in the vicinity of the site. Advisory School Keep Clear (SKC) markings are in place at the site access junction and speed bumps are located the approaches to the junction. There are no other waiting restrictions in place on Shirley Avenue within the vicinity of the site, on-site observations indicate that the parking for the residential properties on Shirley Avenue is provided via a combination of driveway and on-street parking provision.
- 2.2.4** On-site observations indicate that the two areas of off-carriageway parking provision are provided off Shirley Avenue in the vicinity of the site. This provides parking for up to 20 vehicles and are used as part of the school drop-off/pick-up movements.
- 2.2.5** To ascertain whether Leeds Old Road has a poor accident record in the vicinity of the application site, consideration has been given to the Crashmap website, **Figure 2.1** below provides a screenshot from Crashmap for the last 5 years.

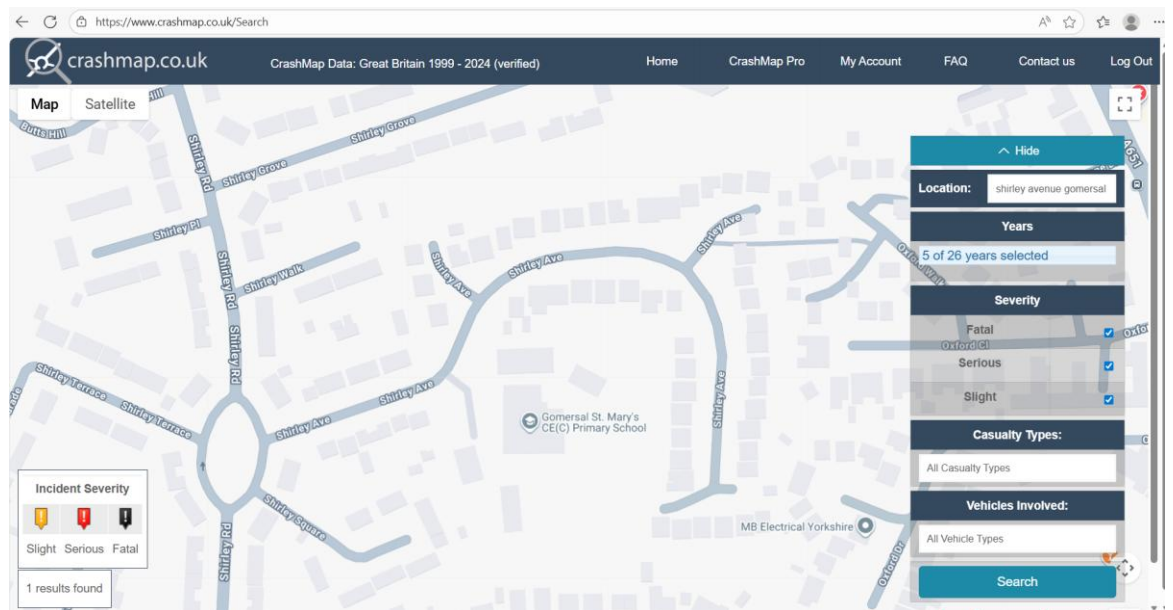


Figure 2.1 – Screenshot for Crashmap (Source: www.crashmap.co.uk)

2.2.6 As can be seen in Figure 2.1 above, there have been no reported accidents at the existing vehicular access in the last 5 years or in the vicinity of the school. It can therefore be concluded are no historic highway safety issues at the site access junction or the surrounding highway network.

2.3 Existing Travel Patterns

2.3.1 To better understand the existing travel patterns of staff and pupils at the existing Gomersal St. Mary's Primary School, a travel survey was taken for staff and pupils in November 2022.

2.3.2 **Table 2.1** below summarises the modal split for the pupil survey (184 pupils surveyed).

| Mode | Total | Percentage |
|---------------|-------|------------|
| Walk | 110 | 59.7% |
| Cycle | 9 | 5.1% |
| Scoot/Skate | 5 | 2.7% |
| Park & Stride | 14 | 7.8% |
| Car | 45 | 24.7% |
| Bus | 0 | 0.0% |

Table 2.1 Pupil Travel Survey Results

2.3.3 Table 2.1 above, indicates that 32.5% of pupils travel to school as passengers in cars/park and stride, whilst 59.7% of pupils walk to school and the remaining 7.8% travel to school by cycle/scooter/skate. In terms of the journeys by car, not all of these will be single pupil trips, a large proportion of pupils will have siblings at the school. The level of walking trips reflects school’s accessible location and pedestrian infrastructure.

2.3.4 **Table 2.2** below summarises the modal split for the staff survey (18 staff surveyed).

| Mode | Total | Percentage |
|---------------|-------|------------|
| Walk | 3 | 16.7% |
| Cycle | 1 | 3.3% |
| Scoot/Skate | 0 | 0.0% |
| Park & Stride | 0 | 0.0% |
| Car | 14 | 80.0% |
| Bus | 0 | 0.0% |

Table 2.2 Staff Travel Survey Results

2.3.5 The results above indicates that 80% of respondents travel by car which is the largest mode of travel. The results show that 20% of staff travel by foot and cycle.

2.4 Travel Plan

2.4.1 The school currently has a Travel Plan, this document, which is contained within **Appendix 1** of this document was updated in December 2022 and will be updated as part of the proposed development of the site.

2.5 Development Proposals

2.5.1 The development proposals are for the demolition of the existing one storey school building to provide a new single storey school building on the eastern section of the site. The new school will have the same capacity as the existing school i.e. 210 pupils and as existing there will 18 FTE staff employed on the site.

2.5.2 Vehicular access into the site will be provided off Shirley Avenue via the existing access located along the north-west boundary of the site. This access has a width of 5.6 metres and minor alterations are proposed to the access to retain this width as it passes through the gates, which will also be replaced.

2.5.3 A total of 18 car parking spaces incorporating 2 mobility impaired spaces and 4 Active EV Charging Bays (1 being a mobility impaired space) are proposed within the site layout. Therefore, the proposed car parking is an improvement to what is provided on the site at present.

2.5.4 Secure cycle parking provision will be provided within the site, parking for up to 20 cycles will be provided at the front of the school building adjacent to the main access, whilst a further 10 spaces are provided to the rear of the proposed building.

2.5.5 Pedestrian access into the site will be provided for via the already existing pedestrian access points into the site off Shirley Avenue. The internal layout of the site has been designed to provide a traffic free route to and from the proposed building.

2.5.6 The proposed site layout is shown on **Plan 3**.

- 2.5.7** In terms of the provision of on-site pupil drop-off and pick-up, this is not being provided on the site, as demonstrated in Section 4 of this report, sufficient on-street parking is provided in the vicinity of the site with limited or no illegal car parking. The proposals will not give rise to any increase in parking demand and therefore there is no requirement to provide on-site provision.
- 2.5.8** Service vehicles will access and egress the site via Shirley Avenue, as they do at present. To demonstrate that the proposed development can be serviced in a safe and efficient manner, swept path analysis has been undertaken using a 11.3 metre refuge vehicle and 10 rigid vehicle which are the largest vehicles that will visit the site.
- 2.5.9** This swept path analysis is displayed in **Plan 4** and demonstrates that enter and exit the site in a forward gear using a multi-point manoeuvre.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot.
- access by cycle.
- access by bus.
- access by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The nearest footways are located along both sides of Shirley Avenue which is located to the west of the site and have a width of around 1.7 metres. This footway provides continuous connection to Shirley Road to the west, and the A643 Spen Lane to the north.

3.2.3 These footways provide links to a comprehensive network of routes within the local area, paving which facilitate access to the nearby day to day amenities within the area. They are surfaced, in reasonable condition, benefit from street lighting and are suitable for those accompanied by young children and the mobility impaired.

3.2.4 There are a number of Public Right of Ways (PROWs) located within the vicinity of the site. The definitive footpaths SPE/58/10 and SPE/57/10 are located to the north of the site connecting Shirley Grove to the A643 Spen Lane, then further north connecting Reform Street and Cliffe Lane. To the east and west of the site footpaths SPE/61/30 and SPE/68/10 connect with more rural footpaths that lead into White Lee to the east and towards Cleckheaton to the west.

3.2.5 These PROWs are shown below in **Figure 3.1**, outlined in purple.

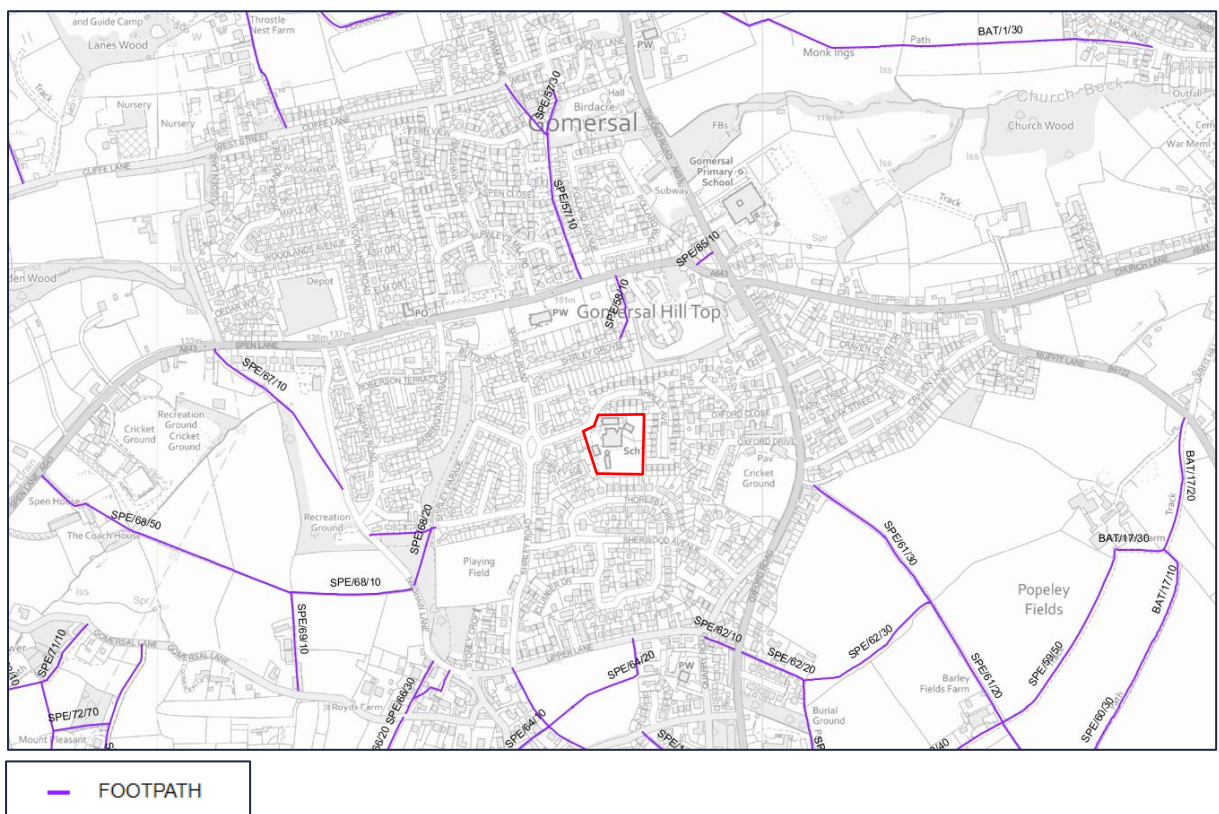


Figure 3.1 Public Right of Ways in the vicinity of the site (Kirklees Council)

3.2.6 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

3.2.7 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached from the site and the wider pedestrian infrastructure.

3.2.8 As can be seen, the 2-kilometre catchment includes residential areas of Gomersal Hill Top, Swincliffe, Little Town, parts of Cleckheaton, and Birstall Smithies.

3.2.9 It is therefore considered that the site is highly accessible by foot.

3.3 Accessibility by Cycle

3.3.1 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.

3.3.2 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Birstall, Heckmondwike, Cleckheaton and parts of Dewsbury.

3.3.3 The National Cycle Network Route 66 runs 2km west from the site and can be accessed within a 8-minute cycle and may be beneficial for staff commuting from surrounding areas such as Low Moor, Oakenshaw, Liversedge, and Dewsbury.

3.3.4 The A651 is a bike friendly road, which runs 300 metres to the east of the proposed site. This road runs in a north-south direction and may benefit staff commuting from areas such as Heckmondwike, Drub, and Birkenshaw.

3.3.5 There are various cycle routes provided by Kirklees Council that are in close proximity to the site. The North Kirklees riding route is joined in Gomersal, north to the site along West Lane, and creates a loop around passing areas such as Heckmondwike, Mirfield and Cleckheaton.

3.3.6 Additionally, the Spen Valley Greenway and Ringway is located to the west of the site. The Spen Valley Greenway is an 11.7km green corridor between Ravensthorpe and Low Moor which is traffic free and has the potential to continue into Bradford using cycle lanes and paths.

3.3.7 The site can, therefore, be considered as being accessible by cycle.

3.4 Accessibility by Bus

- 3.4.1** The nearest bus stops to the site are located approximately 380 metres to the north on the A643 Spen Lane. The Spen Lane 'Shirley Road' bus stop has shelter, and a board containing bus timetable and service information, and can be accessed within a 4-minute walk.
- 3.4.2** Further stops are found to the east and west along the A643 Spen Lane and to the east along the A651 Oxford Road. The location of the bus stops in relation to the site are shown on **Plan 5**.
- 3.4.3** A summary of the services available from the nearest bus stops to the site is provided in **Table 3.1** below.

| Service No | Route | Monday - Friday | | | Saturday | | | Sun |
|------------|---|-----------------|---------------|------------|------------|---------------|------------|---------------|
| | | Pre 08:00 | 08:00-17:00 | Post 17:00 | Pre 08:00 | 08:00-17:00 | Post 17:00 | |
| 200 | Heckmondwike - Leeds | 4 services | Every 30 mins | 6 services | 1 service | Every 30 mins | 6 services | Every 60 mins |
| 253 | Leeds - Heckmondwike | 1 service | 10 services | 1 service | - | - | - | - |
| 254 | Huddersfield - Leeds | 5 services | Every 30 mins | 8 services | 3 services | Every 30 mins | 7 services | Every 60 mins |
| 255 | Huddersfield - Leeds | 5 services | Every 30 mins | 2 services | 2 services | Every 30 mins | 4 services | Every 60 mins |
| 263 | Bradford Interchange - Dewsbury Bus Station | 1 service | 1 service | - | - | - | - | - |
| 272 | Cleckheaton - Heckmondwike | - | 7 services | - | - | 8 services | - | - |
| AL1 | Monk Ings - St John Fisher H.S. | - | 1 service | 1 service | - | - | - | - |

Table 3.1 Existing Bus Services in Vicinity of Site

3.4.4 As can be seen from Table 3.1, the nearest bus stops provide access throughout the day during the peak periods between Huddersfield, Leeds, Heckmondwike, Bradford, Dewsbury and Cleckheaton.

3.4.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 3.2** below.

| Destination | Duration |
|--------------|------------|
| Heckmondwike | 29 minutes |
| Leeds | 44 minutes |
| Huddersfield | 49 minutes |

Table 3.2 Example Bus Journey Times from the Site

3.4.6 The above table demonstrates that Heckmondwike is a 29-minute bus journey, Leeds is an approximate 44-minute bus journey from the site and Huddersfield is a 49-minute bus journey.

3.4.7 It is therefore concluded that the site is accessible by bus, giving staff and visitors a choice about how they travel.

3.5 Accessibility by Rail

3.5.1 Although the nearest train station is outside the 2km pedestrian catchment, for staff commuting further afield, travelling by rail might be beneficial. The nearest train station to the site is Low Moor Railway Station, located around 5 kilometres northwest to the site, and can be accessed by a 30-minute cycle or a 40-minute walk and bus journey.

3.5.2 The station has 2 platforms with 4-5 services per hour to destinations such as Leeds, Bradford and Chester.

3.5.3 It is therefore concluded that the site is accessible by train, giving staff and visitors a choice about how they travel.

3.6 Accessibility Summary

3.6.1 The site has been considered in terms of accessibility by non-car modes, including walking, cycling and public transport.

3.6.2 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and links to the residential areas surrounding the site.
- There are designated cycle routes close to the site which makes cycling an accessible option for staff to travel to and from the site.
- The services from the bus stops on the A643 Spen Lane connect the site to Heckmondwike, Leeds and Huddersfield, it can be concluded that the proposed development can be accessed by bus.
- The services from Low Moor railway station, connect the site to more widespread locations which may be beneficial to staff commuting from further afield.

3.6.3 In light of the above, it is considered the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Existing Parking Demand

4.2.1 Given the proposals will result in no increases in pupil and staff numbers it is considered that off-site traffic impact would not be material.

4.2.2 However, in order to fully advise the highway authority, consideration has been given to the existing on-street parking in the vicinity of the site.

4.2.3 Car parking surveys were undertaken on Thursday 6th November 2025 survey data is included at **Appendix 2**. The survey area on Shirley Avenue has been derived using on-site observations of where school drop-offs/pick-ups are undertaken at present.

4.2.4 By reference to the survey, it can be seen that the estimated number of legal parking spaces available within the study area is 45 vehicles. This accounts for parking restrictions that are in place on certain roads in the vicinity of the school.

4.2.5 At the start of the morning survey period (0730 hours), 11 vehicles were observed to park on-street, this reflects the fact that a proportion of the residential properties on Shirley Avenue have off-street parking provision.

4.2.6 The morning peak period occurs at 0830 hours, the number of vehicles parking on Shirley Avenue rose to 18, with a further 7 vehicles parked within the parking areas located off Shirley Avenue. The number of vehicles that were observed to park on-street at the end of the morning survey period (0930 hours) was 13. It should be noted that the car park survey indicated that no vehicles were observed to be parking illegally during the AM survey.

4.2.7 At the start of the afternoon survey period (1445 hours), 32 vehicles were observed to park on-street. During the afternoon peak (1455 hours), the number of vehicles parking reduced to 21 vehicles, but usage of the off-street provision increased to 18. However, the total parking demand of 39 vehicles is still below the total capacity and there were no reported instances of illegal parking.

4.2.8 The number of vehicles that were observed to park on-street at the end of the afternoon survey period (1615 hours) had reduced to 10 vehicles.

4.2.9 This clearly shows that there is more than sufficient on street parking during peak pick up and drop off periods, which is reflected in the fact that no illegal car parking was observed during the parking surveys.

4.3 Proposed Development Traffic

4.3.1 As previously stated, although the development proposals will provide a new school, both the capacity and staffing numbers will remain as existing. There is no evidence to suggest that travel patterns to and from the school will change as result of the proposed development.

4.3.2 It is therefore concluded that there will be no material differences in traffic generation and car parking requirements between the existing and proposed school. Therefore, no detailed analysis of the proposed development traffic is required.

5 CONCLUSIONS

5.1.1 Eddisons have been instructed by Bowmer and Kirkland to advise on the traffic and transport issues relating to a planning application for the redevelopment of the St. Marys Primary School in Gomersal to provide a new Primary School on the site.

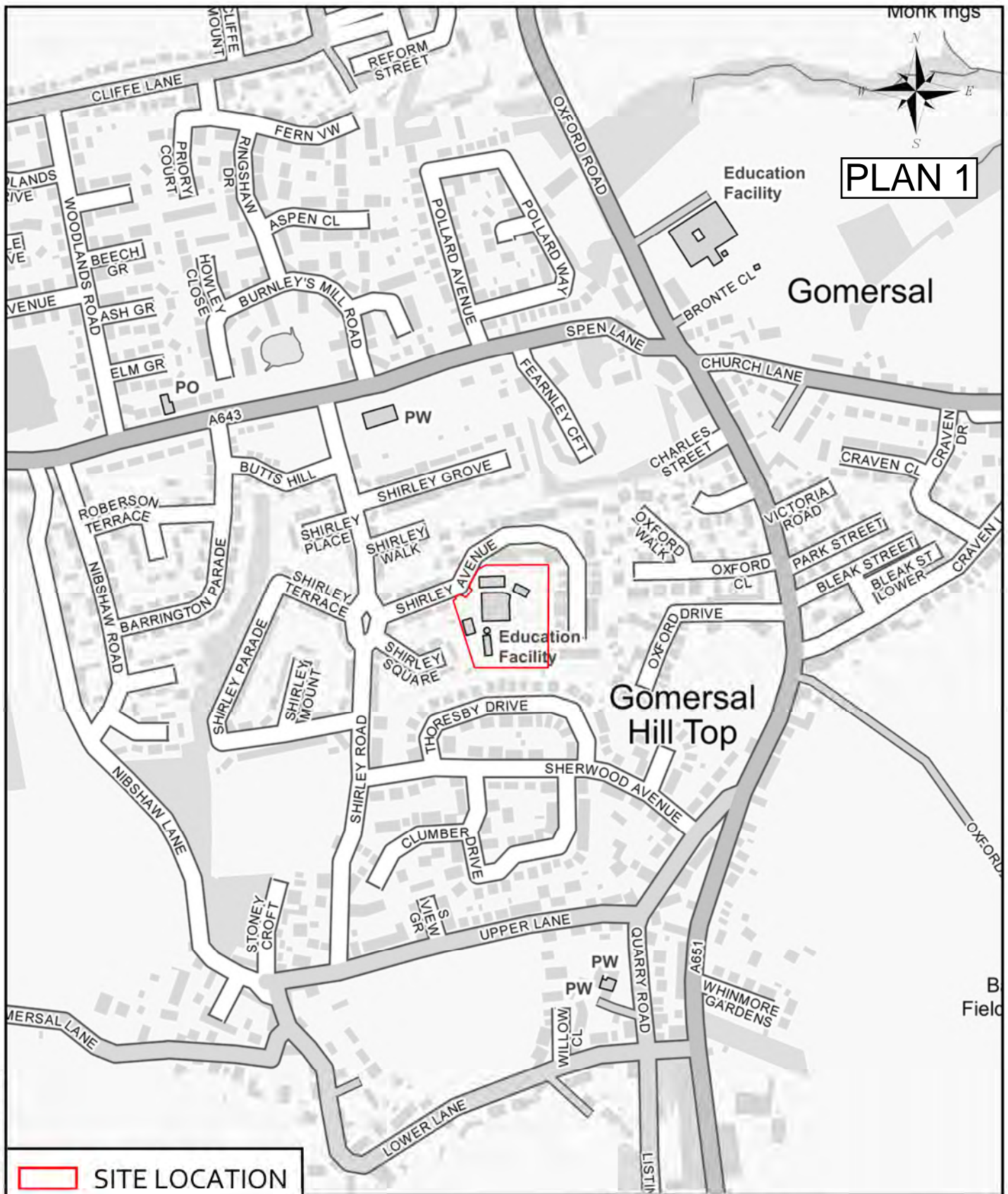
5.1.2 The proposals would provide a new school building, but the capacity of the school would stay as existing.

5.1.3 A number of conclusions can be drawn from the report, namely:

- The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport.
- The traffic impact of the proposals would not be material.
- Sufficient on-street parking is available within the vicinity of the school to accommodate predicted demand.

5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



PLAN 1

Gomersal

Gomersal Hill Top

 **SITE LOCATION**

CLIENT: **B&K**

DRAWING TITLE: **GOMERSAL ST. MARYS PRIMARY SCHOOL**

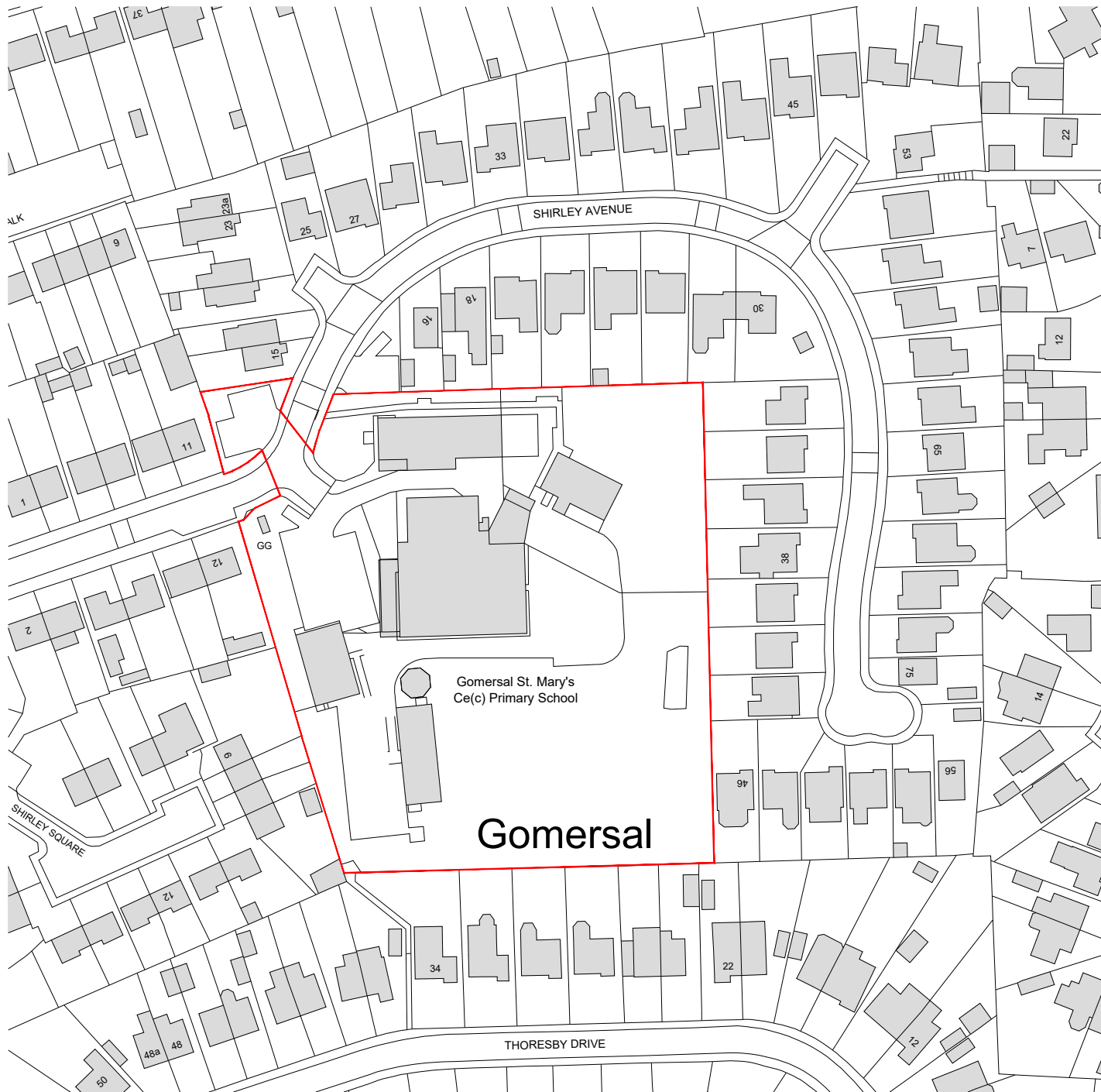
Eddisons
 340 Deansgate
 Manchester
 M3 4LY
 Email: info@eddisons.co.uk
 Tel: 0161 837 7380
 Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **5077-01** REVISION: -

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| DRAWN: | DATE: | CHECKED: | DATE: | SCALES: |
| SC | 19.11.25 | HJ | 19.11.25 | NTS @ A4 |



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NOTES

PLAN 2

LEGEND

 Project Boundary

| | | | | | | | |
|-------------|--|------|----------|------|----------|---------|----|
| REVISION | P01 | DATE | 30.10.25 | BY | GS | CHECKED | KP |
| First issue | | | | | | | |
| CLIENT | Bowmer + Kirkland | | | | | | |
| PROJECT | Gomersal St Mary's Primary School | | | | | | |
| TITLE | Site Location Plan | | | | | | |
| DWG No. | SRP1134-ONE-ZZ-XX-D-L-0001 | REV | P01 | | | | |
| STATUS | PRELIMINARY | | | | | | |
| SCALE | 1:1250 | @ | A4 | DATE | 30.10.25 | DRN BY | GS |



ONE-ENVIRONMENTS

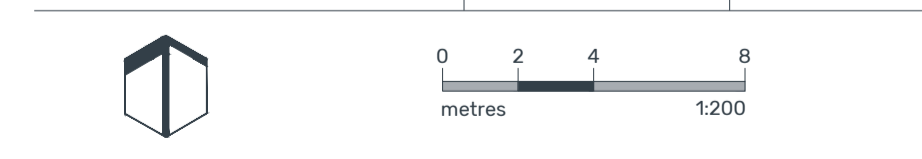


- LEGEND**
- Asphalt Concrete [Vehicular Grade]
 - Asphalt Concrete [Pedestrian Grade]
 - Retained Existing Asphalt Concrete [Subject to condition/temporary works]
 - PCC Concrete Block Paving Type 1 [Permeable]
 - PCC Concrete Block Paving Type 2 [Permeable]
 - PCC Concrete Block Paving Type 3
 - Concrete Hardstand [Cycle Storage & Service Areas]
 - Asphalt Concrete Multi Use Games Area [Non-porous]
 - Hazard Warning Paving
 - 3x 10 Space Cycle Shelter [PCP Steel]
 - External Canopies [PCP Steel Frame]
 - 2.0m Sport Rebound Fencing [with matching lockable gates where indicated]
 - 2.4m Secure Weldmesh Fencing [with matching lockable gates where indicated]
 - 1.8m Weldmesh Fencing [with matching lockable gates where indicated]
 - 1.2m Steel Bowtop Railing [with matching lockable gates where indicated]
 - 1.8m Close Board Timber Fence [with matching lockable gates where indicated]
 - 900mm Steel Pedestrian Guardrail
 - 450mm Timber Diamond Knee Rail
 - Existing Fence & Gates Retained [Subject to Condition]
 - 2x EV Charging Points [4 Active Bays]
 - Accessible Parking Bay Marker Post
 - Collapsible Bollard
 - Timber Benches [PCP Steel Frame]
 - Timber Raised Beds
 - Relocated Furniture [Subject to Condition]
 - Existing Trees & Vegetation Retained
 - Relocated Existing Memorial Tree
 - Proposed Tree Planting
 - Native Hedge Planting
 - Ornamental Planting
 - Species Rich Grass
 - Amenity Grass
 - SuDs Seed Mix
 - Existing Grass Retained [Subject to condition/temporary works]

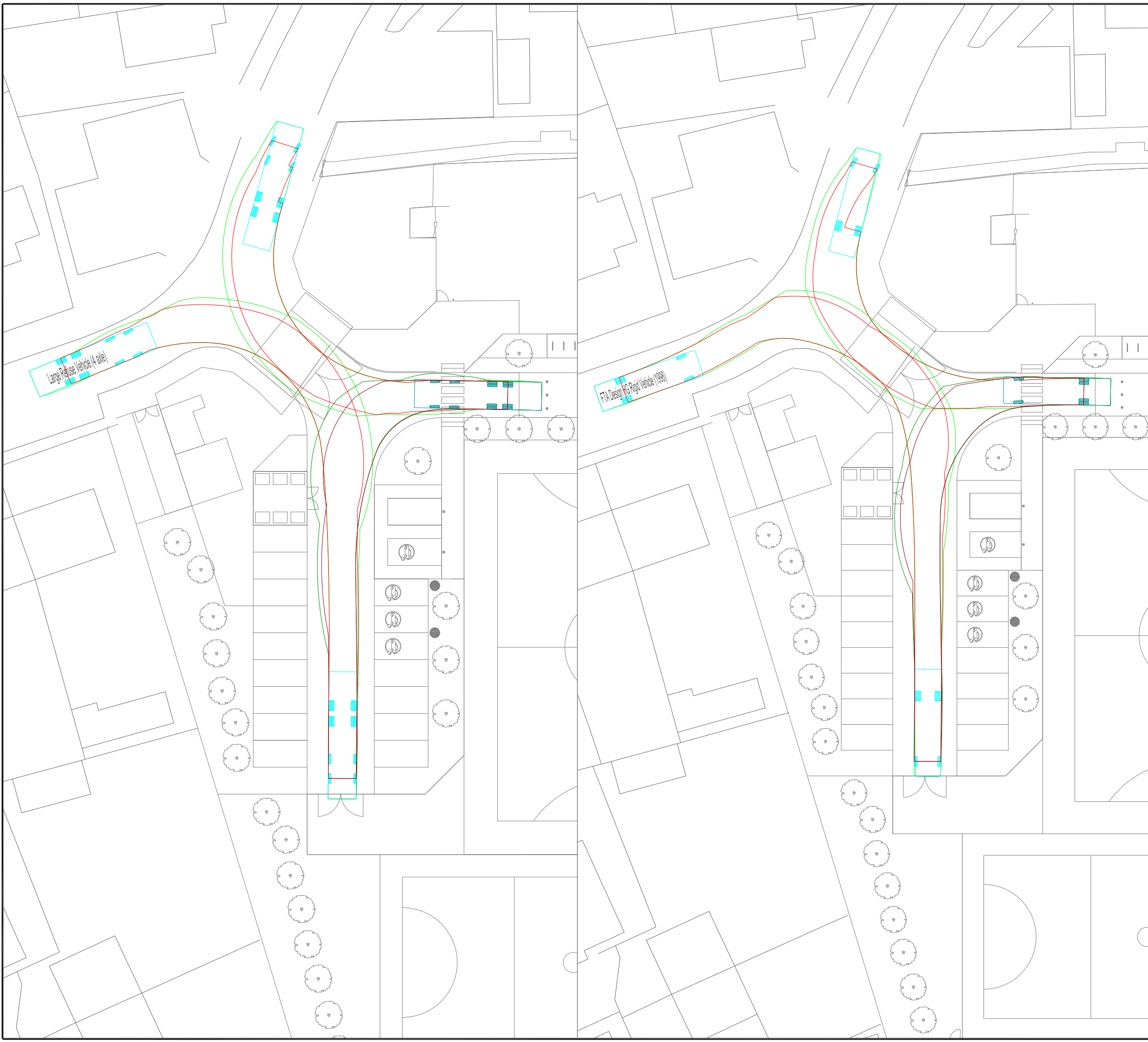
NOTES:
 MUGA Fencing and foundation to be designed by specialist and coordinated with existing underground services.

REVISION | P04 DATE | 09.12.25 BY | AA CHECKED | KP
 Proposed vehicle entrance gate widened from 4m to 6m to allow refuse & fire access, in line with swept path analysis drawings.

| | | | |
|---------|-----------------------------------|------|----------------------------|
| CLIENT | Bowmer + Kirkland | | |
| PROJECT | Gomersal St Mary's Primary School | | |
| TITLE | Whole Site Plan | | |
| DWG No. | SRP1134-ONE-ZZ-XX-D-L-0003 | REV | P04 |
| STATUS | PRELIMINARY | | |
| SCALE | 1:200 | @ A1 | DATE 30.09.25 DRN BY KP |

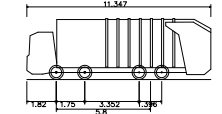


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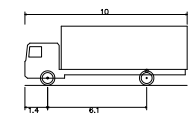


NOTES

PLAN 4



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 4.751m
Min Body Ground Clearance 0.204m
Track Width 2.304m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.350m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to kerb turning Radius 11.000m



| REV | DETAILS | DRAWN | CHECKED | DATE |
|-----|---------|-------|---------|------|
| | | | | |

CLIENT:
B&K

PROJECT:
GOMERSAL ST MARYS PRIMARY SCHOOL

DRAWING TITLE:
SWEPT PATH ANALYSIS (REFUSE VEHICLE & RIGID VEHICLE)

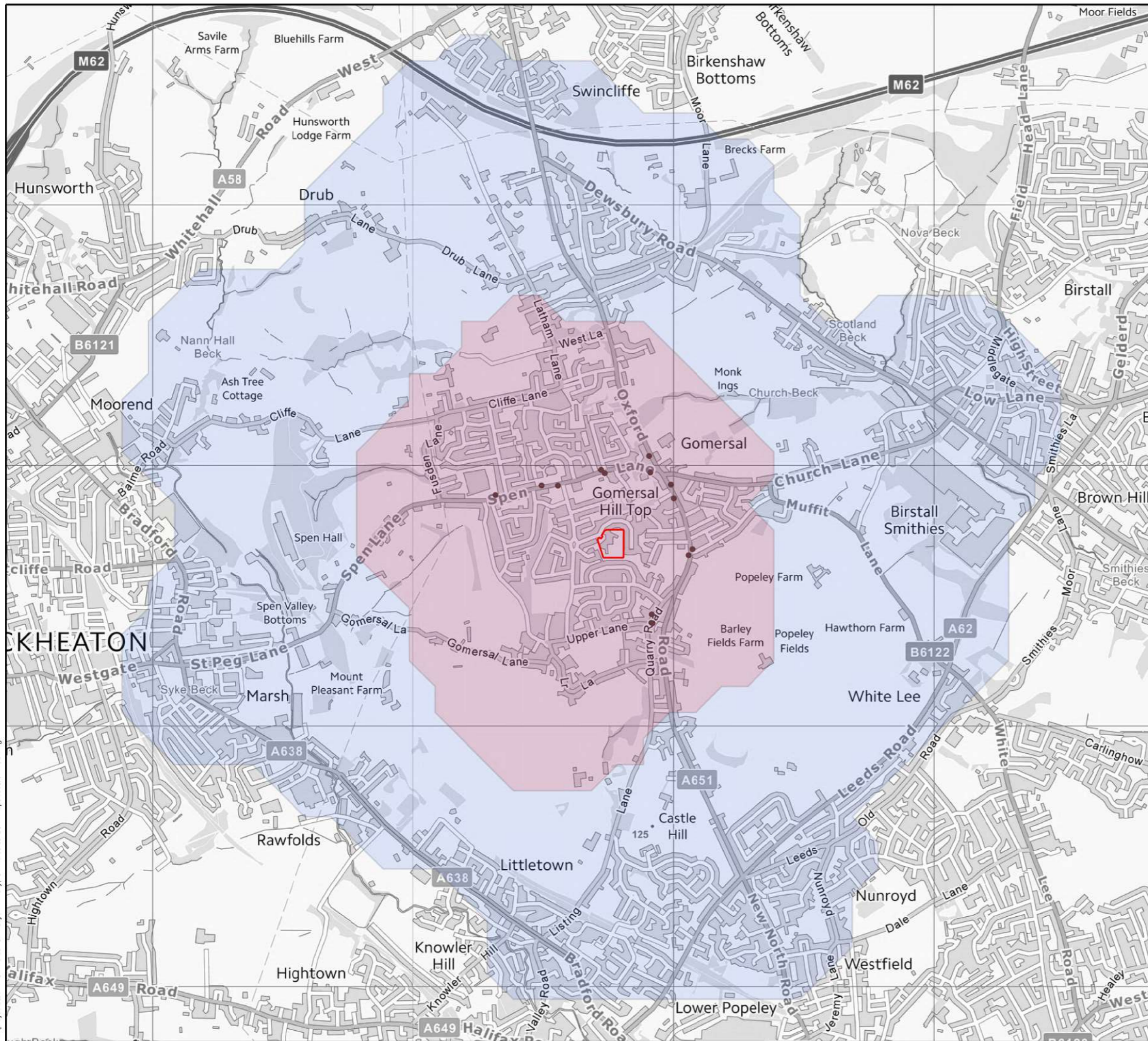
SCALES:
1:500 @ A3

DRAWN: **HJ** CHECKED: **TB** DATE: **DEC 2025**

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **5077-SP01** REVISION: **-**





NOTES

- Site Location
- 2km Pedestrian Catchment
- 800m Pedestrian Catchment
- Nearest Bus Stops

| | | | | | |
|-----|---------|-------|---------|------|--|
| | | | | | |
| REV | DETAILS | DRAWN | CHECKED | DATE | |

CLIENT:
B&K

PROJECT:
GOMERSAL ST. MARYS PRIMARY SCHOOL

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH BUS STOPS

SCALES:
NTS @ A3

| | | |
|-----------|-------------|--------------|
| DRAWN: SC | CHECKED: HJ | DATE: NOV 25 |
|-----------|-------------|--------------|

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| | |
|-----------------------------------|----------------|
| DRAWING NUMBER: 5077-03 | REVISION: - |
|-----------------------------------|----------------|



APPENDICES

APPENDIX 1

School Travel Plan

Gomersal St Mary's CE Primary School Travel Plan

2022-2023



By being the best we can be, we all shine brightly,
making our world and school a better place.

Let your light shine- Matthew 5:16

Mission Statement

This plan is designed to help us to live out our school vision, a vision which seeks to help each one of us leave the world a better place through our actions.

The plan aims:

- To increase awareness among pupils, parents and staff about the health, environmental and social consequences of their travel choices.
- To reduce traffic congestion around the school gates.
- Increase the number of children walking and/or cycling to school.
- To improve safety on the journey to school by reducing car use.
- To increase the number of pupils participating in road safety education.
- *To support us in our Eco-Schools and Living Streets initiatives.*

Together with representatives from the school leadership team, the pupil leadership team, the Eco team and the school governors, we have formed a working group to take forward our active travel agenda and work in consultation with local stakeholders.

Travel plan working group

| Name | Role |
|--------------|---|
| Jane Barker | Head |
| Cindy Sheard | PLT/ Eco Team staff member |
| Liam Stead | School Eco Governor |
| Pupils | Elected pupils chosen each year to represent their classes. |

About our school

| | |
|------------------------------------|--------------------------------------|
| Name | Gomersal St Mary's CE Primary School |
| Address | Shirley Estate |
| Town/City | Gomersal, Cleckheaton |
| Postcode | BD194NA |
| Council area | Kirklees |
| Learning Network | Kirklees |
| Secondary school transition | BBG Whitcliffe Mount |
| Year built | 1982 |

| | |
|--------------|---------------------|
| Phone | 01274874550 |
| Email | office@gsmcep.co.uk |

| | |
|----------------|---|
| Website | https://gomersalstmarys.co.uk |
|----------------|---|

Demographics

| KS1/EYFS | Start time | Lunchtime | Break time | Home time |
|-----------|------------|-------------|-------------|-----------|
| Monday | 8:30 | 11:30-12:15 | 13:20-13:40 | 15:00 |
| Tuesday | 8:30 | 11:30-12:15 | 13:20-13:40 | 15:00 |
| Wednesday | 8:30 | 11:30-12:15 | 13:20-13:40 | 15:00 |
| Thursday | 8:30 | 11:30-12:15 | 13:20-13:40 | 15:00 |
| Friday | 8:30 | 11:30-12:15 | 13:20-13:40 | 15:00 |

| KS2 | Start time | Break time | Lunchtime | Home time |
|-----------|------------|--|--------------|-----------|
| Monday | 8:30 | 10:25-10:45 (LKS2) 10:45-11:05 (UKS2) | 12:15- 13:00 | 15:00 |
| Tuesday | 8:30 | 10:25-10:45 (LKS2) 10:45-11:05 (UKS2) | 12:15- 13:00 | 15:00 |
| Wednesday | 8:30 | 10:25-10:45 (LKS2) 10:45-11:05 (UKS2) | 12:15- 13:00 | 15:00 |
| Thursday | 8:30 | 10:25-10:45 (LKS2) 10:45-11:05 (UKS2) | 12:15- 13:00 | 15:00 |
| Friday | 8:30 | 10:25-10:45 (LKS2) 10:45-11:05 (UKS2) | 12:15- 13:00 | 15:00 |

The school roll for the academic year 2022-2023 is 181 with a capacity for 262 children.

| N | R | Y1 | Y2 | Y3 | Y4 | Y5 | Y6 |
|----|----|----|----|----|----|----|----|
| 12 | 19 | 17 | 30 | 25 | 23 | 23 | 31 |

Languages

For some of our children and families English is an additional language, below is a list of the primary languages spoken by our children and families at home.

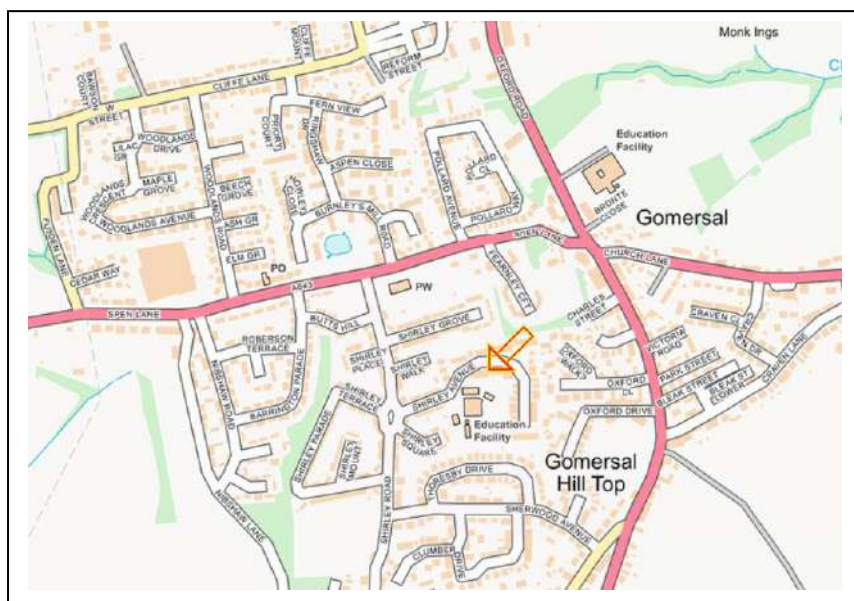
| Languages | Number of children |
|-----------|--------------------|
| English | 173 |
| Polish | 5 |
| Russian | 2 |
| Other | Kashmiri 1 |

Location

Gomersal St Mary's Primary School is a smaller than average Church of England Primary School. The school was originally a first school with the first year 6 cohort in 2013. Although the children who attend the school come from a mixture of socio economic backgrounds, the school itself is located in the middle of a council estate where a majority of our pupils live: On the IDACI scale band A-F, 5% pupils live in band B; 4% of pupils live in band D; 3% of pupils live in band E; 7% of pupils live in band F.

<https://www.streetmap.co.uk/map?x=420776&y=425771&z=0&sv=bd194na&st=2&pc=BD19+4NA&mapp=map&searchp=ids>

Catchment



Active
Audit

Travel

| Asset | In place | Planned |
|---|-----------------|---------|
| Bicycle storage for bikes/scooters | Yes | |
| Number of parking spaces available for staff | 17 + 1 disabled | |
| Yearly Bikeability training for Y5 pupils | Yes | |
| Yearly pedestrian training for years 1 and 2 | Yes | |
| Living Streets Incentive in place across school with activity tracker | Yes | |
| Walk to School week in yearly calendar | Yes | |
| Designated Parking Spaces | No | Yes |

Gathering evidence

As part of the Living Streets Incentive, the WOW Travel Tracker which is used in all classes each day allows our school to capture data in real time when pupils log their journeys to school.

This type of data is collected daily and highlights travel patterns of pupils throughout the year. Access to this type of data provides our school with an up-to-date and accurate baseline against which to measure the impact of active travel initiatives.

More information on the WOW Travel Tracker can be found on the Living Streets website: <https://www.livingstreets.org.uk/wowactivitytracker-project>

Below is the data for 1 week (21-25th November 2022).

| Travel Mode | EYFS | Y1 | Y2 | Y3 | Y4 | Y5 | Y6 | STAFF | Total |
|---------------|------|----|----|----|----|----|----|-------|-------|
| Walk | 92 | 36 | 80 | 72 | 58 | 63 | 73 | 5 | 479 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Scooter/skate | 0 | 0 | 2 | 0 | 5 | 0 | 15 | 0 | 22 |
| Park/Stride | 0 | 0 | 0 | 14 | 10 | 24 | 15 | 0 | 63 |
| Driven | 25 | 39 | 0 | 31 | 29 | 30 | 20 | 24 | 198 |
| Cycle | 0 | 0 | 2 | 0 | 30 | 0 | 8 | 1 | 41 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

125 pupils using sustainable travel out of a total of 174 pupils.

6 members of staff use sustainable travel.

Data shows 71% of pupils use sustainable travel most of the time.

School Street Audit (SSA)

On 30th November 2022 a group of pupils and local stakeholders conducted a review of the local environment to ensure children can walk and cycle safely to and from school.

List of participants

| Name | Role |
|--------------|---|
| Cindy Sheard | ECO Coordinator and local resident |
| Jack Firth | Eco Team Member |
| Luke Griffin | Eco Team Member |
| Ellie Haley | Eco Team Member |
| Ashhar Khan | Pupil Leadership and Faith Team member. |

Identified Issues

A review of the local environment to consider the safety of children travelling to and from school using sustainable transport. 71% of children use sustainable transport most of the time (taken from November 2022 Living Streets data).

The designated group carried out a survey of the local area together to consider safety along routes to and from School - this included the local Shirley Estate (our main catchment area). The Group documented, (each member had a clip board and the leader of the Group had a camera to take photographs) potential hazards which might make travelling to school sustainably more difficult. They also noted positive features, which might offer an incentive for travelling to school more sustainably.

The Group also did a survey outside the school gates at the end of the school day to determine levels of congestion and any other notable issues.

Findings:

Directly outside the School, it was noted that there are yellow 'Keep Clear' and zigzag lines – however, these need re-painting. 'No Stopping signs' are in place to deter cars from stopping directly outside the school (one in need of repair). The pavement to the left of the entrance, although initially narrow, widened out along the Avenue, offering plenty of room for pedestrians. The road along Shirley Avenue was noted to be in poor condition in places, and was rated 5/10 and the pavement uneven in places rated 6/10. However, speed bumps along the road, ensured that vehicles slowed down and travelled at an acceptable speed.

Turning left at the end of Shirley Avenue, the Group considered the roundabout at the end of the Avenue – this is quite large and offers clear visibility for vehicles coming in all directions. The centre of the roundabout is currently ploughed up, due to a motorbike going over the grass (anti-social behaviour), and it looks unsightly. The Group noted the potential hazards of the driveways onto pathways and small junctions along Shirley Road. Again speed bumps encouraged drivers to slow down along the road. Pavements were wide and considered to be fairly smooth (7/10).

During the survey conducted, it was noted that traffic travelled at an acceptable speed for the area, assisted by speed bumps at given points, although some of these were in need of repair. A sign stating 'Traffic Calming Zone' at the end of Shirley Road near the Scout Hut was noted, this was in poor condition and there seemed little other signage to back it up.

The Group noted that as we moved onto Sherwood Avenue that the roads and pavements are in a very good state of repair and are wide (8/10). There are no speed signs or speed bumps. The Group felt that this would be an excellent area to 'Park and Stride' as part of our Walk to School scheme and is used occasionally by some children as part of our scheme. The road beyond this is quite busy with limited places to cross.

Considering Shirley Road in the opposite direction towards Church; pavements are wide and three speed bumps created a traffic calming zone. It was again noted that

the Church offered an excellent place to 'Park and Stride' and some children already use this point. The road beyond this (Spen Lane), is very busy; there is a traffic Island outside church which links to the Burnley's Estate.

At school finishing time, it was noted that parking was difficult due to limited parking areas. Cars parked outside residential addresses, but apart from one car, they adhered to parking outside the restricted areas. It was noted that one car parked at the end of the road close to the junction, causing an issue for other motorists coming onto Shirley Avenue. Most parents and carers seemed to be on foot. The Group did not see any cars sat idling and waiting to pick children up.

In summary, the local Shirley Estate (our main catchment area), provides a network of moderately safe roads and pavements by which to travel to school in a sustainable way. Pavements are in the main wide and adequate for walking. The 'Traffic Calming Zone' which has speed bumps, ensures that automobiles travel at an appropriate speed in the most part. However, it was noted that roads and pavements were in need of repair and that signage and road markings were inadequate and in poor condition. Two areas were identified as being designated 'Park and Stride' areas, and are already used by some pupils as part of our 'Living Streets' Scheme.

Photographs available.

Issues

Based on the above consultation and research activities the STP working group has identified the following issues as key focus areas for the School Travel Plan.

| Main Issues |
|---|
| <i>Keep Clear and zigzag signs need repainting in front of school.</i> |
| <i>One no-stopping sign needs to be repaired</i> |
| Anti-social behaviour and vandalism can deter students from walking to school and can cause unsafe conditions on the route. |
| Traffic Calming Zone' sign at the edge of estate needs repairing |





Goal setting

The STP working group identified a set of objectives that hope to address the issues listed above. Each objective describes what we hope to achieve during the term of the School Travel Plan. Each objective is accompanied by a set of targets that will allow us to monitor progress and measure success.

| Objective | Target |
|---|--|
| <i>Encourage pupils who are driven to school to walk and stride instead by raising awareness.</i> | <i>Reduce the % of pupils travelling by car and increase the % walking and striding.</i> |
| Ensure that signage around local area is adequate. | Contact council to repair signage around local area. |

Signed agreement

The Headteacher, teachers and pupils of Gomersal St Mary's CE Primary School agree to their School Travel Plan and its objectives.

| | | |
|---|--|-----------------|
| Jane Barker Role: Headteacher | Signature  | Date 5/12/22 |
| Cindy Sheard Role: STP/ Eco working group lead |  | 5/12/22 |
| Pupil representative of Eco Team Pupil: |  | 5/12/22 |
| Pupil representative of Pupil Leadership Team Pupil: |  | 5/12/22 |

The School Travel Plan will be reviewed annually to review progress against agreed targets, and renewed every three years to ensure key areas of focus remain relevant.

The following table details review dates along with opportunities to engage with the STP through research and consultation activities.

| Annual review | |
|-----------------------------------|---------------|
| Active Travel Stakeholders Survey | November 2023 |
| STP Renewal Date | November 2023 |

APPENDIX 2

Parking Survey

SURVEY CONTROL

Client: Eddisons

Client Contact: Tom Bentley

Survey Location: Gomersal

Date(s) of Survey: Thursday 6th November 2025

Notes:

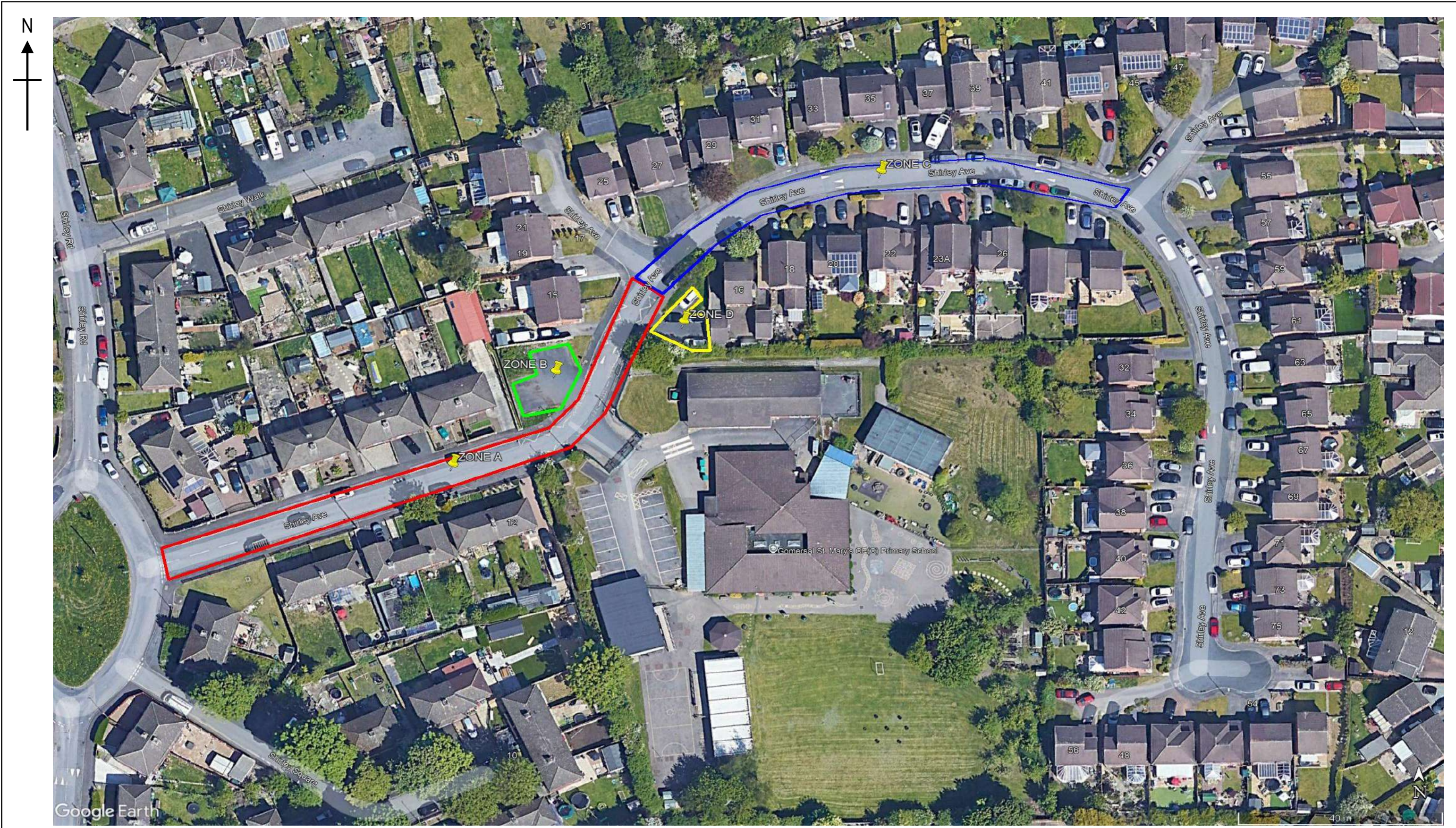
On Site Supervisor(s): David Cheng

Data Checking: David Cheng

Survey Reference: 25.146 Gomersal, St Mary's Primary School

Status: Final

Date of Issue: 7th November 2025



| | | | | |
|---------------|----------|--|----------|--|
| DRAWING TITLE | | PARKING REFERENCE | | |
| JOB TITLE | | 25.146 GOMERSAL, ST MARY'S PRIMARY SCHOOL | | |
| DRAWN BY | DATE | SCALE | REF | |
| CC | NOV 2025 | NTS | FIGURE 1 | |

Transport Data Specialists Ltd
 W: www.transportds.co.uk
 E: enquiries@transportds.co.uk
 T: 0777 625 2475 T: 0794 007 1260

25.146 Gomersal, St Mary's Primary School - TOTAL NUMBER OF SPACES

| Total Number of Spaces | | | | |
|------------------------|----|---|-----|-------|
| Zone | S | D | P&C | Total |
| A | 19 | 0 | 0 | 19 |
| B | 6 | 0 | 0 | 6 |
| C | 17 | 0 | 0 | 17 |
| D | 3 | 0 | 0 | 3 |
| Total | 45 | 0 | 0 | 45 |

* Spaces estimated

* Spaces estimated

S - Standard Spaces**D - Disabled Spaces****P&C - Parent & Child Spaces****NB See Map for Locations of Zones**

| Shirley Avenue, Gomersal - Thursday 6th November 2025 | | | | | |
|---|---------------------------|---|----|---|-------|
| Time Beginning | Number of Occupied Spaces | | | | |
| | Zone | | | | Total |
| | A | B | C | D | |
| 0730 | 6 | 4 | 0 | 0 | 10 |
| 0740 | 6 | 3 | 2 | 0 | 11 |
| 0750 | 6 | 2 | 2 | 0 | 10 |
| 0800 | 6 | 2 | 1 | 0 | 9 |
| 0810 | 6 | 5 | 2 | 0 | 13 |
| 0820 | 8 | 6 | 4 | 1 | 19 |
| 0830 | 12 | 6 | 4 | 3 | 25 |
| 0840 | 10 | 5 | 2 | 1 | 18 |
| 0850 | 9 | 4 | 1 | 1 | 15 |
| 0900 | 7 | 5 | 1 | 1 | 14 |
| 0910 | 7 | 5 | 1 | 1 | 14 |
| 0920 | 7 | 4 | 1 | 1 | 13 |
| 0930 | 7 | 4 | 1 | 1 | 13 |
| Shirley Avenue, Gomersal - Thursday 6th November 2025 | | | | | |
| Time Beginning | Number of Occupied Spaces | | | | |
| | Zone | | | | Total |
| | A | B | C | D | |
| 1445 | 16 | 6 | 7 | 3 | 32 |
| 1455 | 15 | 6 | 15 | 3 | 39 |
| 1505 | 12 | 3 | 15 | 3 | 33 |
| 1515 | 9 | 3 | 1 | 0 | 13 |
| 1525 | 8 | 2 | 1 | 0 | 11 |
| 1535 | 6 | 2 | 2 | 0 | 10 |
| 1545 | 8 | 2 | 2 | 0 | 12 |
| 1555 | 8 | 1 | 2 | 0 | 11 |
| 1605 | 7 | 1 | 1 | 0 | 9 |
| 1615 | 8 | 1 | 1 | 0 | 10 |

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