



Transport Statement – 51 Broad Lane, Moldgreen, Huddersfield, HD5 9BY

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This document has been prepared and checked in accordance with Citystruct's internal governing processes

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Comments

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1. Introduction

Citystruct has been appointed by Al-Hira Education Centre to provide transportation advice regarding the proposed change of use and associated works to 51 Broad Lane, Moldgreen, Huddersfield HD5 9BY (the 'site'). The site is situated within the administrative boundary of Kirklees Council (KC) as Local Planning Authority (LPA) and Local Highway Authority (LHA).

The site currently accommodates a longstanding two-storey (plus basement) building across a total floor area of 395 square metres (GIA). The site currently operates as an educational centre ('Al-Hira Education Centre'). The site has operated as an educational centre since 2015, prior to which it operated as a public house. More recently, the site has also hosted Friday sermon.

The proposed scheme includes for the site's use as a place of worship (a Mosque) in addition to its continued educational use. The proposed scheme includes relatively minor internal alterations to the building, along with the provision of a formal drop-off layby at the edge of the site on Hill Top Road.

This Transport Statement (TS) sets out transport matters associated with the proposed scheme, including the site use and access arrangements, the accessibility credentials of the site by non-car modes, road safety records locally, details of the proposed scheme's operational profile, car and cycle parking arrangements, and the projected trip generation and impact on the local transport network.

It also includes a suite of traffic management procedures that would be adopted at the site in order to ensure that traffic and parking impacts relating to the proposed scheme are minimised.

Following this introduction, the remainder of this TS is formed of the following Sections:

- i) Section 2: Site Context;
- ii) Section 3: Proposed Scheme;
- iii) Section 4: Trip Generation and Impact;
- iv) Section 5: Parking;
- v) Section 6: Traffic Management Plan; and,
- vi) Section 7: Summary and Conclusions.

2. Site Context

Site Location

The site is located 51 Broad Lane, Moldgreen, Huddersfield HD5 9BY, approximately 1.3 kilometres east of the centre of Huddersfield. The location of the site in a strategic context is shown at **Figure 1**.

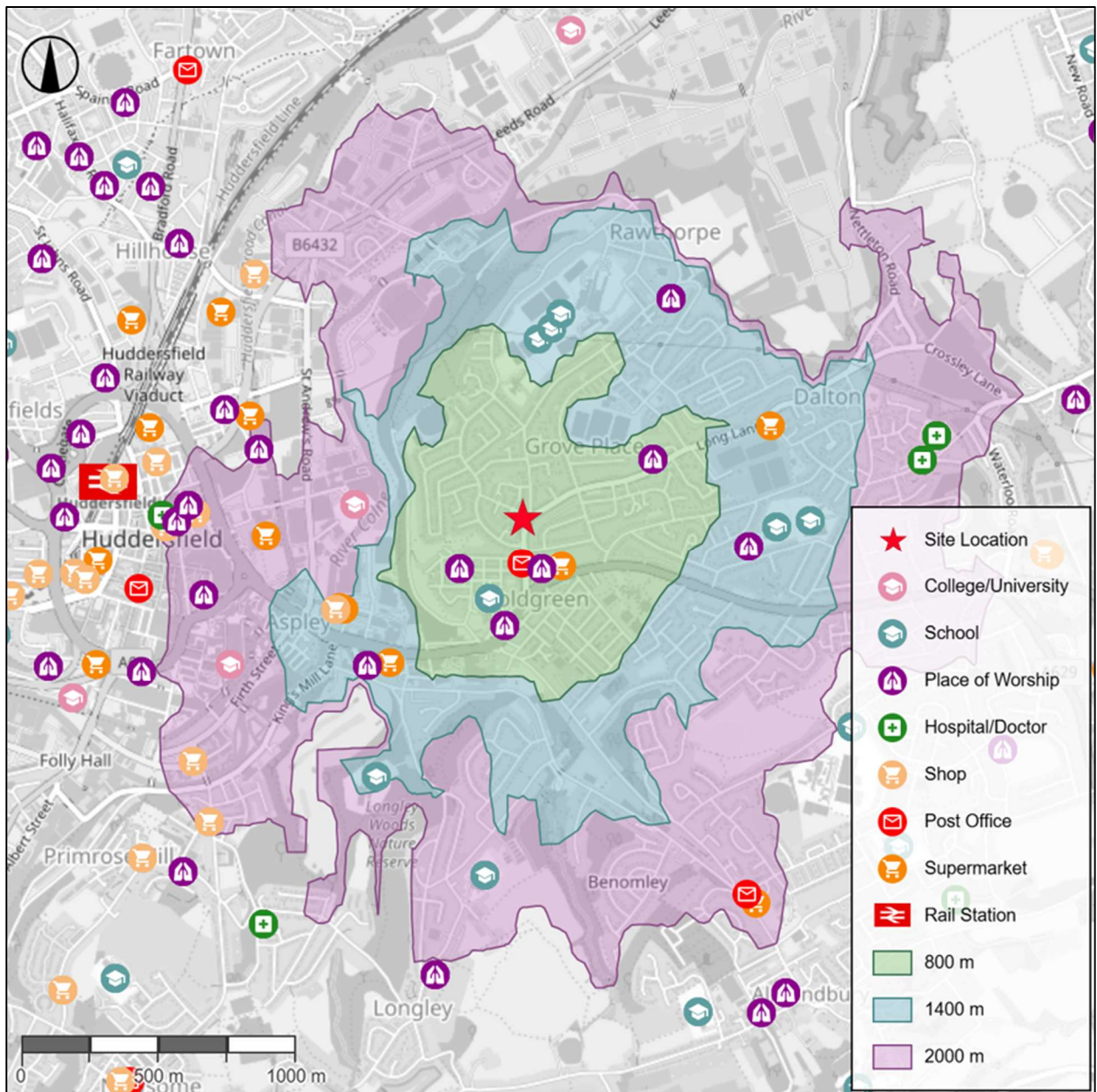


Figure 1 Site Location Plan (Strategic)

The location of the site in a more localised context is shown at **Figure 2**.



Figure 2 Site Location Plan (Local)

The site is located to the west of Broad Lane and to the south of Hill Top Road. West Place is located to the west of the site. The local area is predominantly residential in nature, although there are also a selection of commercial premises located close to the site on Broad Lane. The centre of Moldgreen is located some 300 metres south of the site at A629 Wakefield Road.

Site Access and Car Parking

Principal access to the site is provided from the western side of Broad Lane. This serves as the main pedestrian entrance to the building. A dropped kerb is also provided on the western side of Broad Lane in this location, providing access to an informal, unmarked car parking area at the front of the site, which has been used for parking by site users for a period in excess of eleven years, with capacity for in the order of five cars.

Additional unmarked car parking provision (capacity for approximately two cars) is also available along the northern edge of the site at Hill Top Road, as well as by way of a walled courtyard at the rear part of the site adjacent to West Place which can accommodate in the order of five cars (assuming an element of double-stacking takes place), providing a combined parking capacity at the site of some 12 cars at present. The courtyard area is served by way of a gated access from the southern side of Hill Top Road. Various additional pedestrian accesses to the building are also provided via Hill Top Road and via the rear courtyard.

Existing Site Operation

The site currently accommodates a longstanding two-storey (plus basement) building operating across a total floor area of 395 square metres (GIA). The site operates as an educational centre ('Al-Hira Education Centre').

More recently, the site has also hosted Friday sermon, with parking managed by marshals on Fridays to minimise any impact on the surrounding area. This measure would continue post-development, along with a number of additional measures as set out later in this TS.

The current Friday sermon attracts in the order of 75-80 people. It should be noted that one, single Friday sermon session is currently held, whereas the proposed scheme would include an arrangement whereby two separate Friday prayers are held, thereby spreading the demand and the associated travel and parking impacts, as set out later in this TS.

Local Highway Network

Broad Lane abuts the eastern edge of the site. It is a two-way, predominantly residential road that operates in a general north-south alignment between Long Lane to the north of the site and A629 Wakefield Road to the south of the site.

Broad Lane is provided with wide, lit, good quality footways on both sides. It is subject to a 30mph speed limit. A speed enforcement camera is located some 100 metres south of the site. Broad Lane is not subject to any general parking or loading restrictions, aside from at its southern end where double yellow line parking restrictions are in place, along with a short-stay on-street parking bay on the western side of the road outside the parade of shops on approach to the centre of Moldgreen. This parking bay is a short two minutes walk away and has capacity for five or so cars and is subject to a maximum stay of 30 minutes (no return within 60 minutes) between the hours of 0800 – 1800 hours, Monday to Saturday.

The section of Broad Lane locally to the site is not subject to any general parking (or loading) restrictions. On-street parking takes place on both sides of the road locally to the site. Given the carriageway width in this location (in the order of 8.5 – 9.5 metres) this does not appear to create any issues in-practice, with two-way vehicle flow generally achievable even with cars parked on both sides of the road.

North of the site, Broad Lane forms Long Lane, which exhibits similar characteristics to the northern section of Broad Lane as described above, although extensive lengths of formal, inset parking bays (unrestricted) are provided on both sides of Long Lane. A residual footway width of at least 2.0 metres or so is retained on both sides of the road in these locations. Many properties along Long Lane and Broad Lane also benefit from driveway parking, thereby reducing pressure upon on-street parking areas locally.

Hill Top Road operates to the north of the site in a general west-east alignment between Coniston Avenue and Broad Lane / Long Lane. It is a two-way road that provides access to a small number of frontage properties along its length. It also serves adjoining residential culs-de-sac, such as Mount Pleasant Street and West Place. Hill Top Road is lit and operates as a shared surface environment with no formal pedestrian infrastructure in-place, although a narrow margin is in place on both sides locally to the site.

The road is subject to a carriageway width of in the order of a 4.5 metres at its southern end locally to the site, reducing to some 3.5 metres at its western end.

Hill Top Road is subject to a 30mph speed limit. There are no restrictions in place in respect to parking or loading, although on-street parking does not appear to generally take place on this street given its width.

West Place operates from the southern side of Hill Top Road immediately north of the site. It has similar characteristics to Hill Top Road as described above, although provides no through-route, with access and egress for all users provided solely from its eastern end at Hill Top Road.

As part of the site's established traffic management procedures, traffic marshals ensure that attendees do not park beyond the site on Hill Top Road or within West Place. Drivers are directed to appropriate parking locations to protect residential amenity and maintain unrestricted access along these roads.

Highway Safety

In order to ascertain whether the local road network is subject to any underlying road safety issues that may be exacerbated by the proposed scheme, Personal Injury Collision (PIC) records for the latest available five-year period (up to 2024 inclusive) have been obtained from the Crashmap¹ online resource.

An extract of the PIC plot map is shown in **Figure 3**.

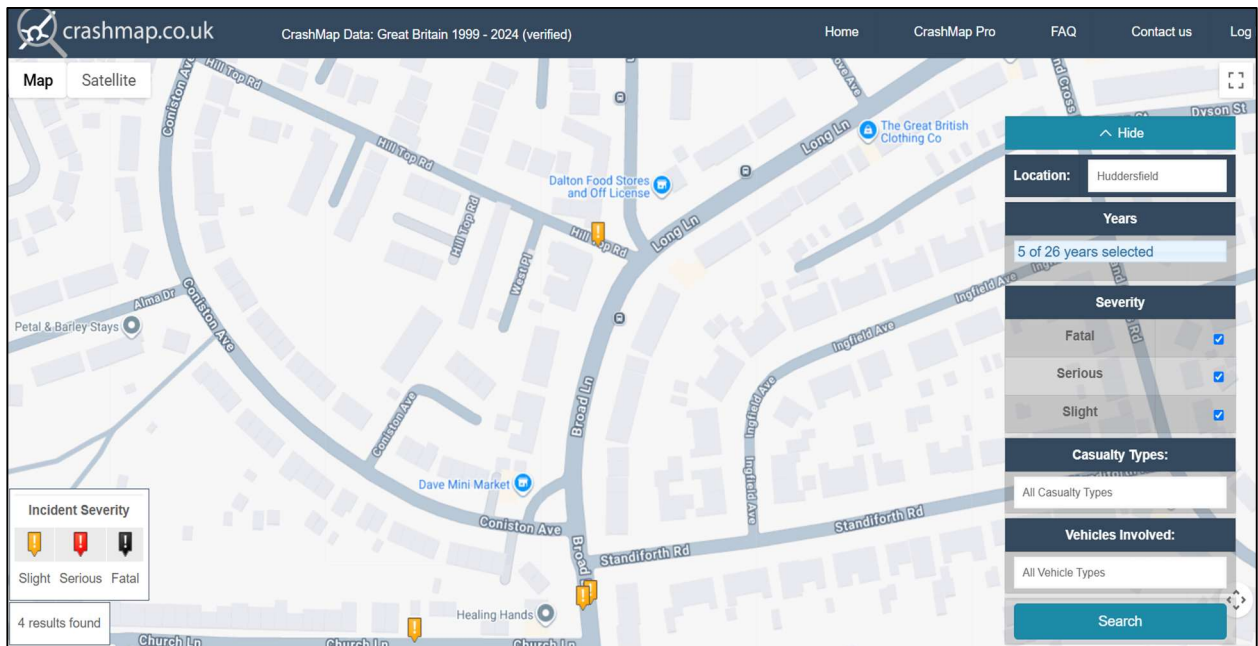


Figure 3 PIC Plot Map (5-Year)

As shown at **Figure 3** there has been a total of four PICs in the local area across the latest available 5-year period, all of which were classified as slight in severity. There were no fatalities, or PICs that were classified as serious in severity.

One of the PICs occurred on Hill Top Road adjacent to the site. This PIC occurred in August 2023 and was a collision between a car and an 'other' vehicle type (not specified), resulting in slight injuries to the rider / driver of that vehicle. No other PICs occurred in this location, or on any other section of the road network adjacent to the site across the entire 5-year study period. It is therefore evident that this PIC was an isolated incident and does not suggest any underlying road safety issue in that location.

¹ [CrashMap](https://crashmap.co.uk)

On the basis of the above, it is evident that there are no road safety issues in the vicinity of the site and no issues associated with the operation of the site access or nearby junctions.

Accessibility Credentials

In order to establish the potential for those accessing the site to travel by sustainable travel modes, in accordance with relevant local and national transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

Considering the site's location, it is highly likely that public transport and 'active' modes of travel such as walking and cycling would form a principal mode of travel by many users of the site.

Indeed, the site is very well located in respect to local residential areas, including Dalton, Moldgreen, Grove Place, and Rawthorpe - where many site users are likely to reside and would therefore easily be able to reach the site by non-car modes.

The site is also easily accessible to / from the centre of Huddersfield, where many site users would be travelling to / from by way of an onwards journey. As set out below, bus services to / from the centre of Huddersfield typically operate every 15-minutes from bus stops located a 1-minute walk from the site on Broad Lane / Long Lane. Even higher frequency bus services to the centre of Huddersfield (typically every 5-10 minutes or so) can be reached via bus stops that are located a 4-minute walk from the site on A629 Wakefield Road.

Walking and Cycling

It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively, which are considered the preferred maximum distances as outlined in Guidelines for Providing Journeys on Foot (2000). The accessibility credentials of the site are presented at previous **Figure 1**, including the wide range of areas that are accessible within a 2km walk of the site.

Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

Over short distances, especially in urban areas such as this, cycling is often quicker and cheaper than using a car and more flexible than public transport.

The site benefits from a good provision of footways locally, reflective of the urban environment. A network of well-lit footways are provided locally to the site, including on both sides of Broad Lane. This provision continues to the centre of Moldgreen and onwards into the centre of Huddersfield via the wider pedestrian network on A629 Wakefield Road.

A number of pedestrian crossing facilities are provided locally. This includes a raised table zebra crossing approximately 130 metres south of the site on Broad Lane. Good quality crossing facilities are also provided at the Broad Lane / A629 Wakefield Road junction, comprising Puffin crossings on the A629 Wakefield Road (eastern arm) and the Broad Lane arm.

In terms of cycling, the local road network is considered conducive to cycling, accommodating a number of low-speed, well-lit, relatively lightly trafficked residential streets.

Advanced Stop Lines (ASLs) are provided on A629 Wakefield Road at the Broad Lane / A629 Wakefield Road junction as well as other local junctions. National Cycle Network (NCN) Route 69 is located some 1.6km north-west of the site. There are also a range of local cycle routes in the area, as set out on KC's dedicated cycling webpage².

² [Cycling | Kirklees Council](#)

Service	Route	Typical Daytime Frequency (Weekday)	First Bus / Last Bus (Weekday)
370	Rawthorpe – Salendine Nook Schools (via Huddersfield Bus Station)	Every 30 Minutes	06:07 / 21:58
371	Dalton - Lindley (via Huddersfield Bus Station)	Every 30 Minutes	05:30 / 20:42
374	Huddersfield - Dalton Circular	Every 2 Hours	10:28 / 16:58
375	Huddersfield - Woodedge Avenue Circular	Every 2 Hours	09:28 / 15:58

Table 1 Summary of Bus Services from Carr Green Junction Bus Stops

The bus services from the Carr Green Junction bus stops operate to key local destinations, including the centre of Huddersfield. In combination, the 370 and 371 services operate into the centre of Huddersfield every 15 minutes or so throughout the day, thereby providing a very good level of service.

It is noteworthy that a wide range of further bus routes (D1, D3, 231, 232, 261, 372) are also easily accessible from the 'Broad Lane' bus stops on A629 Wakefield Road, just 350 metres or so walk from the site (4-minutes or so on foot). In combination, these bus routes provide a high-frequency service into the centre of Huddersfield typically every 5-10 minutes or so throughout the day. The site is therefore considered to be highly accessible by bus.

In terms of rail travel, the site is located approximately 2.2km on foot from Huddersfield Rail Station, as shown at **Figure 1**. The station is therefore marginally in excess of the generally recognised maximum acceptable walking distance for the majority of people (2km) – albeit some individuals may still choose to walk this distance. The station is however easily accessible by way of the various above-mentioned bus services that can be reached from bus stops locally to the site.

Huddersfield Rail Station provides access to TransPennine Express direct services to a wide range of local and wider destinations, including Manchester Victoria (32-minute journey), Manchester Piccadilly (45-minute journey), York (50-minute journey) and Leeds (20-minute journey).

On the basis of the above it is evident that the site has a very good level of accessibility by non-car modes of travel.

3. Proposed Scheme

Overview

The proposed scheme includes for the site's use as a place of worship (a Mosque) in addition to its continued educational use. The proposed scheme includes relatively minor internal alterations to the building, along with the provision of a formal drop-off layby at the edge of the site on Hill Top Road.

Operational Profile

Information relating to the operational profile of the proposed scheme has been provided by the Applicant. This is set out below.

Education Classes

The general educational element of the site in terms of its operational profile would broadly remain unchanged from existing. Under the proposed scheme, classes would be undertaken within three classrooms at first floor level, with in the order of 15 students per classroom (totalling some 48 no. persons on site, including teachers).

Classes would be undertaken between 1700 hours and 1830 hours and between 1900 and 2100 hours. The gap between the classes will allow the first classes to leave the site before the second classes arrive. This will allow for a spreading in the arrival and departure demand. Notwithstanding this, the majority of attendees are from the local area and as such many travel by non-car modes to and from the site in any event.

Prayers

In terms of the prayer sessions, Friday prayers will be the busiest day of the week with there being up to a total of 80 attendees on average on a Friday.

The Applicant has confirmed that they are willing to hold two Friday prayer sessions in order to spread the demand, minimising the number of persons on-site at any one time. Based on two Friday prayer sessions, there would typically be 40 persons on-site at any one time for each Friday prayer session. This arrangement represents a significant benefit when compared against the existing situation at the site on a Friday, which includes one sermon only with the associated travel and parking impacts being far more focussed.

The approximate timings of the Friday prayers and the associated arrival / departure profiles under the proposed scheme are anticipated to be as follows:

a) April to October (Fridays Prayers)

1400 hours = First Friday prayer (40 Persons): 1330 hours arrivals begin, majority arriving at 1350 hours. Majority of persons depart site at 1410 hours.

1530 hours = Second Friday prayer (40 Persons): 1500 hours arrivals begin, majority arriving at 1520 hours. Majority of persons depart site at 1540 hours.

b) November to March (Friday Prayers)

1230 hours = First Friday prayer (40 Persons): 1200 hours arrivals begin, majority arriving at 1220 hours. Majority of persons depart site at 1240 hours.

1330 hours = Second Friday prayer (40 Persons): 1300 hours arrivals begin, majority arriving at 1320 hours. Majority of persons depart site at 1340 hours.

As set out above, the majority of those attending Friday prayers will be on-site for no more than 30 minutes. Furthermore, the two Friday prayers will be suitably timed such that there will be no overlap between those attending the first and second prayers.

It is also noteworthy that the peak Friday travel and parking demand times associated with the site would be during the middle part of the day, and therefore well outside of the highway network peak hours (0800-0900 hours / 1700-1800 hours) as well as outside the expected peak periods of local residential parking demand (overnight). There would also be no conflict between the timings of the Friday prayers and the educational classes at the site, which would commence at circa 1700 hours, well after the second Friday prayer has ended.

On a normal weekday (Monday – Thursday inclusive) the level of attendees to the site would be far lower, with between 5 and 7 persons attending the site for each of the five daily prayers. The vast majority of these persons would live locally and would walk to / from the site (or travel by public transport). For the purposes of the assessments set out later herein, each of the five daily prayers is robustly assumed to be attended by 7 persons.

Hours of Operation

The proposed hours of operation at the site are as follows:

- a) **Normal Operational Hours (January to December):** 0900 – 2100 Hours, plus 30 minutes opening time required for morning prayer (30 minutes before sunrise); and,
- b) **Additional Operational Hours During the 3 Months of May to July Inclusive:** Additional 30 minutes opening time required between 2215 and 2245 hours.

Site Access

Access to the site would broadly be retained as per the existing arrangements set out previously, although a formal drop-off layby would be provided at the northern edge of the site at Hill Top Road as part of the proposed scheme, enabling efficient drop-off / collection of attendees at the site, particularly those attending the educational classes. The lay-by would be 12 metres in length, thereby accommodating up to two cars at any one time.

Servicing

The servicing arrangements associated with the site would broadly remain as existing. Bins would be stored on-site within the rear courtyard close to the entrance gates on Hill Top Road, thereby enabling convenient collection of waste from Hill Top Road.

The majority of other day-to-day servicing requirements associated with the site would likely take place at the front of the site on Broad Lane. As set out previously, there are no general restrictions in respect to loading activity on local streets.

4. Trip Generation and Impact

This Section sets out the anticipated trip generation and impact associated with the proposed scheme on a typical weekday (Monday - Thursday) and a peak weekday (Friday).

Given that the educational elements of the scheme would broadly remain as per the existing approved arrangements at the site, this assessment focusses on the trip generation and associated impacts relating to prayers. The assessment has been undertaken by way of a first principles approach, in part due to the lack of comparable Mosque sites on the TRICS database. The first principles assessment is presented below.

As set out at Section 3 of this TS, on a typical weekday (Monday – Thursday) up to 7 persons would typically be expected to attend each of the five daily prayers. On a peak weekday (Friday), in the order of 40 persons would be expected to attend each of the two Friday prayers.

The Applicant has confirmed that the majority of attendees will be from the local area and as such would likely travel by non-car modes to and from the site. Furthermore, of those that do attend by car, many would likely do so as part of a car share with family and friends, with typically 3 or 4 occupants per vehicle.

It should also be noted that the proposals would provide local prayer facilities for the surrounding community. As such not only would many of the trips not be ‘new’ trips on the network (they would most likely constitute ‘transfer’ trips from existing prayer facilities) but the proposals would reduce the need for current longer, cross-town journeys to alternative places of worship, thereby supporting more localised and sustainable travel patterns. No allowance for these factors has been made in the following assessments. The trip generation figures presented below are therefore particularly robust.

In order to establish estimated modal-split of attendees travelling to / from the site, a review of Census (2011) Method of Travel to Work data has been conducted in relation to the existing residential population locally to the site (it should be noted 2021 Census data is not appropriate for use in respect to travel patterns, given the effects of the Covid pandemic and working patterns at that time). Trips to a Mosque are highly unlikely to fully reflect the modal profile of equivalent local commuting journeys - in particular a greater level of active travel and car sharing is likely amongst Mosque attendees than is reflected in the Census data - however the Census data gives an overall indication of the relative accessibility of this area and a robust modal split that could be applied to the proposed scheme.

The study is based on the ‘E02002305 : Kirklees 035’ mid layer area, which incorporates the site and nearby area (total sample size of 2,475 commuting individuals). The Census outputs, including a map of the study area, are included at **Appendix A**.

Mode	No. of Commuting Journeys (Total Sample Size of 2,475)	%
Public Transport	444	17.9%
Car (Driver)	1,349	54.5%
Car (Passenger)	219	8.9%
Motorcycle	17	0.7%
On-Foot	411	16.6%
Cycle	27	1.1%
Other	8	0.3%

Table 2 Census (2011) Data – Method of Travel to Work (Existing Local Resident Population)

The above modal-split has been applied to the typical number of attendees expected across a normal weekday (Monday – Thursday) and a peak weekday (Friday) based on the projected number of attendees to each prayer. The subsequent modal split is set out below at **Table 3**. All movements are two-way (i.e. arrivals and departures combined).

Day of Week	Total Daily Person Trips	Vehicles	Vehicle Pass.	Public Transport Pass.	Peds.	Cyclists	Motorcys.	Other
Average Weekday (Monday – Thursday)	70	38	6	13	12	1	0	0
Peak Weekday (Friday)	160	87	14	29	27	2	1	0

Table 3 Projected Multi-Modal Trip Generation (Prayers) (Total Daily) – Total Two-Way

The above level of trips is not a significant increase over the course of a day and would not have a material impact on the operation of the local transport network. It is estimated that the proposed scheme could generate a total of 38 two-way vehicle movements across the course of an average weekday (Monday to Thursday), increasing to 87 two-way vehicle movements across the course of an average Friday.

In terms of the impact during any given hour, on a typical weekday (Monday – Thursday) there could be up to in the order of 8 two-way vehicle movements per hour (i.e. 4 arrivals and 4 departures) based on 5 daily prayers. This is a negligible level of traffic.

In term of the hourly impact on a Friday, there could be in the order of up to 44 two-way vehicle movements per hour (i.e. 22 arrivals and 22 departures). These traffic flows are unlikely to have a material impact as they would occur during the middle part of the day / early afternoon on a Friday (c. 1200 – 1540 hours depending on time of year) and would not therefore coincide with the peak periods of operation on the local highway network. These trips would also not coincide with educational trips to the site, which would be experienced later in the afternoon / evening.

Again, the above data is considered to be highly robust, given that there would likely be a far higher level of non-single occupancy car travel amongst those attending the site than is reflected in the Census data that has been used for the assessment.

Special Events

During the month of Ramadan, additional late-evening Taraweeh prayers would be held. Attendance at each prayer would be limited to a maximum of 40 people, consistent with the anticipated attendance at a typical Friday prayer.

At the end of Ramadan, two additional Eid prayers would be held, with the first prayer commencing at 09:30 hours and the second at 10:30 hours. Attendance at each Eid prayer would also be limited to a maximum of 40 people, controlled through a booking system to ensure this capacity is not exceeded.

Summary

In summary, it is evident that the level of vehicular and non-vehicular trips associated with the proposed scheme would not be significant and can easily be accommodated by the existing transport network locally to the site. On the basis of the above, it is considered that the trip impact of the proposed scheme would certainly not offer an impact deemed 'severe', as outlined by the NPPF.

5. Parking

Car Parking

The site can accommodate a total of in the order of 12 parked cars at present (assuming some double stacking of spaces within the rear courtyard). An additional two spaces would be provided at the northern edge of the site adjacent to Hill Top Road as part of the proposed scheme, increasing the on-site provision to 14 spaces, albeit these two additional spaces would primarily be used for drop-off / pick-up purposes.

There are no prescribed local standards pertaining to car parking at new development. Relevant local policy relating to car parking at new developments is set out at Policy LP22 of the 'Kirklees Local Plan – Strategy and Policies' document, adopted in February 2019 (the 'Local Plan').

Policy LP22 states:

“Car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development.”

The supporting text to Policy LP22 notes that *“the scale of parking provision permitted in new developments will contribute to the measures to promote sustainable transport choices and the efficient use of land.”*

It is also noted that Policy LP20 of the Local Plan states that new development should *“include measures to encourage the use of sustainable travel options... [and be] designed to encourage sustainable modes of travel.”* Policy LP20 includes a hierarchy of user importance, with private motor vehicles placed at the very bottom of the hierarchy.

In the absence of prescribed local car parking standards, a review of the car parking has been undertaken with reference to likely car parking demands, whilst also being mindful of the abovementioned Local Plan policies in respect of not overproviding car parking and potentially discouraging the use of non-car modes.

As set out previously, the peak period of car parking demand associated with the proposed scheme is likely to be on Fridays. On Fridays, there is expected to be up to 22 parked cars associated with the site at any one time between circa 1200 hours and 1540 hours based on the local Census method of travel to work data presented previously. In practice, the number of cars is likely to be far lower than this, reflecting a likely higher level of walking and car sharing to a Mosque than is reflected in the Census data. In practice, in the order of up to 16 or so cars may be expected at any one time on a Friday, reflecting a more likely (although still robust) average car occupancy level of 2.5 persons per vehicle, based on 40 attendees to the site at any one time. Even then, this assumes that every single person travels to the site by car on a Friday, with zero allowance for use of non-car modes.

Based on the above figure of 16 parked cars and the reasonable car parking capacity of the site (12 spaces, plus two drop-off spaces) the level of displaced, off-site car parking at any one time on a Friday would be minimal, amounting to in the order of 2 - 4 cars. This level of car parking is unlikely to have any discernible impact upon local on-street parking stress levels, particularly given that this level of displaced car parking would be expected during the middle part of the day when local on-street parking demands are likely to be at their lowest levels.

For reference, the following photographs were taken on Friday 7th August at 1315 hours and show significant space car parking capacity on the nearby sections of Long Lane and Carr Green Lane alone.



Photograph 1 Southern End of Long Lane (Friday 7th August 2026 – circa 1315 hours)



Photograph 2 Southern End of Carr Green Lane (Friday 7th August 2026 – circa 1315 hours)

On a typical weekday (Monday to Thursday) it is anticipated that all car parking demands associated with the site could be accommodated fully on-site at all times, given that in the order of up to 7 persons would typically be expected to each of the five daily prayers.

The proposed car parking strategy is therefore considered to align well with relevant KC policy in that it provides a balance between accommodating the vast majority of demands at all times, whilst not being an overprovision in car parking that could otherwise discourage the use of non-car modes.

It should also be noted that:

- i) The site benefits from very good levels of accessibility by non-car modes, as set out earlier in this TS.
- ii) This is an existing education centre which already accommodates a Friday sermon. The associated parking activity on a Friday is however focussed around one single sermon at present. The proposed scheme would represent a notable betterment in terms of spreading the Friday travel and parking demands across two prayer sessions.
- iii) The majority of attendees to the site are likely to be from local residential areas, thereby not requiring the use of private car. Even if a private car is used, then there are typically high vehicle car occupancy rates (3 - 4 people per vehicle), with family and friends car sharing. As a result, the level of vehicular trips and associated parking demands are minimised and would be far lower than the robust figures set out above.
- iv) The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. The proposed scheme takes full advantage of the site's accessible location and provides a car parking level that will help to reduce the reliance on the use of the private car to help meet policy objectives.
- v) Cycle parking will be provided on site (discussed below).
- vi) The use of sustainable transportation and car sharing is promoted at the site and will continue to be formally promoted post-development.
- vii) A Traffic Management Plan is to be implemented as part of the proposed scheme (see Section 6) which will help to ensure that parking demands are minimised and that any displaced car parking that does take place can be suitably managed and controlled.

Cycle Parking

There are no prescribed local standards pertaining to cycle parking requirements at new developments. The Local Plan and associated policy guidance does however strongly encourage and advocate for the provision of cycle parking at new developments. As such, the proposed scheme includes new, secure cycle parking on-site (10 spaces).

6. Traffic Management Plan

This Traffic Management Plan (TMP) section outlines specific measures to be implemented as part of the proposed scheme with the overall aim of managing traffic and car parking activity associated with the site. These measures can be secured and detailed further within an Operational and Event Management Plan (OEMP) which can be Conditioned as part of any planning consent.

Traffic Marshals

At peak times (Friday afternoons) traffic marshals will be positioned at the site in order to ensure that vehicles associated with the site are parking within appropriate areas and in a safe and efficient manner. Marshals will be positioned at key locations to oversee the safe movement of vehicles and pedestrians, assist with drop-off and pick-up arrangements and minimise disruption to the surrounding highway network. This measure has already been successfully implemented at the site and forms an established part of the site's operational management.

The marshals will observe and manage accordingly any incidences of behaviour that is at odds with the aims of this TMP and / or other activity that may impact the safe and efficient operation of the site or local highway network, such as parking close to junctions, obstructing local accesses / driveways and / or parking in a manner that may obstruct access to the site or other users of the highway network.

The above measure will help ensure that non-vehicular and vehicular traffic is able to flow efficiently and that the safety of all users of the site and the nearby highway network is maintained.

Any individuals disobeying the traffic marshals or behaving in a manner that goes against the aims of this TMP will be issued with a verbal warning. Any repeat violations will be subject to further investigation by site management and individuals reprimanded accordingly by way of written correspondence.

The traffic marshals will be clearly identifiable (hi-visibility jacket with badge).

Travel Modes

Attendees will be encouraged to travel by non-car modes from the outset. This will be particularly encouraged on Fridays where attendance levels will be greater.

In the event that the on-site car parking areas reach capacity however, the traffic marshals will direct attendees to park in appropriate locations on street.

Communication with Mosque Attendees

Site management will contact attendees to reiterate the limited parking at the site and to encourage them to travel to the site by non-car modes, or to car share, wherever possible – particularly on Fridays.

They will also be requested to follow direction from any traffic marshals and to park in a considerate manner at all times – i.e. not parked close to junctions or blocking any accesses etc. Attendees will also be requested to depart the site swiftly following the end of prayers and to not leave any cars parked at or close to the site outside of these times.

Communications will be delivered via letter, email, or newsletter as appropriate. Follow-up announcements will be provided as needed.

Communication with Local Residents

Local residents (within 100m radius) will be contacted by site management to inform them of this TMP and its associated aims.

Relevant contact details and reporting procedures would be provided, such that local residents are able to easily and conveniently report any parking related issues associated with the site.

All reported issues will be investigated by site management and remedial action taken where necessary. It should be noted that the centre actively promotes community cohesion and maintains regular engagement with its immediate neighbours. Within the last 18 months, management has twice visited neighbouring properties with goodwill gifts as part of its commitment to fostering positive relationships. In addition, immediate neighbouring households are provided with food packs on a regular basis, and this is used as an opportunity to engage with residents, invite feedback on the operation of the centre, and discuss any concerns relating to traffic, parking or other local impacts. This proactive approach enables issues to be identified and addressed at an early stage, helping to maintain positive and constructive relationships with the local community.

Sustainable Travel Initiatives

A range of sustainable travel initiatives will be implemented at the site to seek to reduce the level of car movement associated with the site. This includes - but is not limited to - the following measures:

- i) Provide information regarding walking and cycling in the local area – including route maps, details of safe crossing points, traffic-free / quiet routes, and cycling safety tips;
- ii) Set up a walking group whereby those attending the site could walk to and from the site together; and,
- iii) Provide information regarding local public transport routes (timetables, maps, ticket fares etc.).

These initiatives will also assist in achieving the aims of this TMP.

Highway Condition Monitoring

Although the roads locally to the site form part of the public highway, site management will regularly monitor its condition, including the carriageway, footways, lighting, signage, road markings, and related features.

Any degradation or damage identified will be reported to KC as LHA in a timely manner such that this can be rectified at the earliest opportunity.

Additional Measures For Consideration

A range of additional measures could be implemented if required. This includes, but is not limited to:

- i) Additional volunteer supervision at peak times;
- ii) Timing of non-prayer related activity at the site to avoid peak times (Fridays) – e.g. timing of visitors to the site and deliveries etc;
- iii) Personalised car sharing service (e.g. arranging for those who are reliant on car travel to be collected by another attendee that is already arriving by car);
- iv) Encouraging use of taxis / drop-offs for those who are reliant on car travel;

Further measures such as the above would be considered in the event that the measures set out are not successful. Site management will be free to implement further measures as suitable.

Special Events

Particular consideration will be given to managing traffic and parking during special events. As set out previously, a booking system will be utilised in relation to Eid prayers, limited to 40 people at any time. Additional measures (additional stewards etc.) will also be implemented for special events. A Special Events Management Plan (SEMP) can be secured by way of Condition, providing further operational detail and mitigation measures pertaining to special events.

7. Summary and Conclusions

Citystruct has been appointed by Al-Hira Education Centre to provide transportation advice regarding the proposed change of use and associated works to 51 Broad Lane, Moldgreen, Huddersfield HD5 9BY (the 'site'). The site is situated within the administrative boundary of Kirklees Council (KC) as Local Planning Authority (LPA) and Local Highway Authority (LHA).

The site currently accommodates a longstanding two-storey (plus basement) building across a total floor area of 395 square metres (GIA). The site currently operates as an educational centre. The proposed scheme includes for the site's use as a place of worship (a Mosque) in addition to its continued educational use.

This TS considers transport matters associated with the proposed scheme, including the existing site use and access arrangements, the accessibility credentials of the site by non-car modes, road safety records locally, details of the proposed scheme's operational profile, car and cycle parking arrangements, and the projected trip generation and impact on the local transport network.

It also includes a suite of traffic management procedures that would be adopted at the site in order to ensure that traffic and parking impacts relating to the site's operation are minimised.

In summary:

- a) The site is very well located in relation to local non-car transport opportunities and residential areas where many attendees to the site reside;
- b) The local highway network is not subject to any underlying road safety issues;
- c) Principal access to the site would be retained as per the existing (more than 11 years) longstanding arrangements. No safety issues are exhibited by the existing access arrangements;
- d) Servicing would continue as per the existing longstanding arrangements for the site;
- e) The level of additional vehicular and non-vehicular trips associated with the proposed scheme would not be significant over the course of a typical day and can be accommodated by the existing transport network locally to the site. The majority of trips would take place during the middle part of the day on Fridays and therefore outside of the highway network peak periods;
- f) The level of car parking at the site accords well with relevant local and national policy in that it is suitable to accommodate the vast majority of projected demands whilst not otherwise discouraging use of non-car modes; and,
- g) Specific mitigation – as per the TMP - would be in-place to ensure there is no obstruction to the public highway, or any inconvenience caused to nearby premises from traffic and parking activity associated with the site, particularly on peak days of activity at the site.

On the basis of the above, it is evident that the proposed scheme would not have a significant impact on the operation of the local transport network. The proposed scheme would not have a 'severe' impact as outlined at paragraph 116 of the NPPF (December 2024).

It is therefore considered that there are no impediments on highway or transportation grounds that should prevent the granting of planning permission.



APPENDIX A

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Method of Travel to Work	2011	
All categories: Method of travel to work	4,395	
Work mainly at or from home	73	
Underground, metro, light rail, tram	4	0.2%
Train	66	2.7%
Bus, minibus or coach	374	15.1%
Taxi	17	0.7%
Motorcycle, scooter or moped	17	0.7%
Driving a car or van	1,349	54.5%
Passenger in a car or van	202	8.2%
Bicycle	27	1.1%
On foot	411	16.6%
Other method of travel to work	8	0.3%
Not in employment	1,847	Total 2,475

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Close

