



**Woodhouse Quarry,
Infill Operation**

Transport Statement

on behalf of

Energy Compliance Ltd

May 2023

INTERMODAL TRANSPORTATION

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IT2254



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1 INTRODUCTION

1.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, have been appointed by Environmental Compliance Ltd to produce a Transport Statement (TS) to accompany the planning application of a quarry infilling, at the former Woodhouse Quarry located to the south east of Holmfirth in West Yorkshire.

1.2 The quarry infilling would involve the land restoration by importing an estimated 40,500 cubic meters of infill. This report considers the highways and transportation issues associated with the quarry infilling operation.

1.3 The scope of the study was agreed with the Local Highway Authority (LHA), Kirklees Metropolitan Borough Council (KMBC). Copies of the highway scoping correspondence for the proposal are contained at Appendix A of this report. In accordance with the scoping agreement, the following issues have been addressed and are included as part of the study.

- A description of the local road network in the vicinity of the site;
- A description of the development proposal;
- Consideration of the acceptability of the site access junction and the achievable visibility splays at the junction;
- Consideration of accessibility of the site by alternative transport modes, i.e. walking, cycling and public transport;
- Calculation on a first principle basis of the likely level of traffic attracted to the former quarry by the proposed infill operation;
- Distribution of the development traffic on the local road network;
- Assessment of the effect of the development traffic on the performance of Woodhouse Lane, White Gate Road and Bare Bones Road from a highway link capacity perspective;
- Consideration of access to / from the site for HGV vehicles undertaking AutoTrack swept path analysis and also defining the HGV route to / from the site; and
- Examination of the Personal Injury Accident (PIA) record of the local road network.



2 SITE LOCATION AND LOCAL ROAD NETWORK

Site Location

- 2.1 The site is located to the south of Holmfirth and east of Holmbridge within Kirklees Metropolitan Borough Council. The South Pennine Moors are located 1.5km to the south. The site location in the local and wider context is shown on drawing IT2254/TS1/01 of this report.
- 2.2 There are two historical mineral operations within 1 km of the proposed site, Hillhouse Edge Quarry and Windy Ridge Quarry. Both sites are located on higher ground to the east of the proposed site.
- 2.3 The proposed site is a former sandstone quarry with an area of grassland in the western part of the site. The site consists of a large void which is partially filled with water. Within the local context grass land is located immediately to the north of the site. White Gate Road bounds the western boundary whilst Woodhouse Lane bounds the southwestern boundary. The Holmfirth Vineyard and restaurant / accommodation is located to the west.

Local Road Network

- 2.4 Principal access to the quarry would be via the White Gate Road / Woodhouse Lane priority junction. Access to / egress from the Development would be via a new access off Woodhouse Lane. To the north of the access Woodhouse Lane is 3.6m wide and to the south is 3m wide. Plates 1 and 2 show Woodhouse Lane looking north and south from the current site access.

**Plate 1: View of Woodhouse Lane
Looking North From The Site Access**

**Plate 2: View of Woodhouse Lane
Looking South From The Site Access**





- 2.5 Woodhouse Lane is a single carriageway road subject to the national speed limit 60mph. The speed limit changes to 30mph at it's crossroads junction with Acre Lane and Hollin Brigg Lane as it enters Holmbridge. Hollin Brigg Lane leads to the A6024 which serves as one of the major roads within the town. To the south, the A6024 passes through the South Pennine Moors and joins the A628
- 2.6 White Gate Road is a single carriageway road and is subject to the national speed limit 60mph speed limit within the vicinity of the proposed development. The carriageway width varies between 4m and 5.3m. Grass verges exist on both sides and overhead telegraph I electricity cables exist along the western side, as shown in Plate 3. A passing bay / field access is located on the eastern side of Woodhouse Lane, approximately 400m south of White Gate Road and directly opposite a B&B accommodation, as shown in Plate 4.

**Plate 3: View of White Gate Road
Looking North**

**Plate 4: View of Existing Passing Bay On
White Gate Road**



- 2.7 To the south, White Gate Road proceeds towards the South Pennine Moors and changes in name to Linshaws Road and Bare Bones Road, which continue along the Peak District Boundary. Bare Bones Road forms a staggered crossroads junction with Dunford Road and Flight Hill.
- 2.8 Flight Hill continues as Law Common Road, which forms a crossroads junction with Flint Lane, Penistone Road and Bedding Edge Road. The latter joins the B6106, which serves as a connection to A628 which crosses the Pennines connecting Greater Manchester and South Yorkshire.



3 PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises infilling the quarry void at the former Woodhouse Quarry. The site extends to approximately 3.5 hectares in area.
- 3.2 The development proposal involves the land restoration by importing an estimated 40,500 cubic meters of infill over an operational period of approximately 12 to 18 months. A copy of the layout plan for the development proposal is contained at Appendix B.
- 3.3 Vehicular access for the infilling operation would be achieved by using the existing quarry access off Woodhouse Lane. This access was previously used for the operation of the quarry and was used by large HGV tipper trucks. The current access junction layout is shown on drawing IT2254/TS1/02.
- 3.4 In order to determine the appropriate visibility splay provision at the access junction, Automatic Traffic Counters (ATCs) were placed on Woodhouse Lane either side of the access junction for 7 days commencing 4th February 2022. This survey information has been considered in order to review the current visibility achievable from the quarry access. A copy of the results of the aforementioned ATC surveys are contained at Appendix C of this report. The ATC surveys recorded a 7 day average 85th %tile northbound speed of 33mph to the south of the quarry access and a corresponding southbound speed of 22mph to the north of the access. A wet weather correction of 2.5mph was added to these readings in accordance with the guidance contained within CA185. As such for calculating the required visibility splays, northbound and southbound speeds of 35.5mph and 24.5mph respectively were used.
- 3.5 On the basis of the results of the ATC speed survey and adopting a 1.5 second driver reaction time and a deceleration rate 'g' of 0.45, based on low speed of approaching vehicles and that mainly light vehicles use Woodhouse Lane due to steep gradients and severe bends to the north of the quarry, it can be calculated using the visibility calculation formula contained in Manual for Streets (MfS) that a visibility splay of 2.4m x 29.9m to the north (right) would provide a safe solution. This value takes into account the gradient of Woodhouse Lane passing the site, which is approximately 1:10 (10%). The corresponding splay required to the south (left) should take into account the approach of quarry HGV traffic and therefore a deceleration rate of 0.375g has been used. The measured speed of 33mph from the south also suggests that a reaction time of 1.5s is appropriate and the gradient (10%) is falling towards the site. Taking these factors into account the MfS formula gives the appropriate visibility as 2.4m x 73m for



the quarry access.

- 3.6 To the south of the quarry access, visibility amounting of 2.4m x 50m exists, as shown in Drawing IT2254/TS1/02, which is 20m greater than the calculated requirement, noted in the foregoing paragraph. To the left (south) visibility is restricted by the high roadside embankment adjacent to the site and limited to around 2.4m x 30m. In practice, the driver of an HGV emerging from the quarry access would be able to see vehicles approaching from the south over a much greater distance. From the edge of the road carriageway, the sighting distance to the left is around 75m. However, it is recommended that some cutting back of the roadside embankment into the quarry site should be carried out to improve visibility to the left.
- 3.7 In terms of HGV routeing, it is proposed that infill material would be transported to the site via the A628 / A616 roundabout located towards Penistone. At the roundabout HGVs would have to travel northbound along the A616 and turn left onto Bedding Edge Road at the crossroads junction. From there, HGVs would continue along Law Common Road / Flight Hill / Bare Bones Road / Linshaws Road and White Gate Road which all run along the South Pennine Moors. A plan showing the proposed routeing strategy is shown in Drawing IT2254/TS1/03 of this report.
- 3.8 In accordance with the discussions / correspondence with Kirklees Metropolitan Borough Council, AutoTrack swept path tests of the quarry access junction layout have been undertaken. It should be noted that all HGV traffic would arrive from and depart to the south.
- 3.9 A tipper truck, the largest vehicle likely to enter the site during the land restoration has been selected as the design vehicle. A sketch showing the AutoTrack swept path tests is contained at Appendix D.



4 ACCESSIBILITY BY ALTERNATIVE MODES

Walking

- 4.1 Walking and cycling are the two most sustainable modes of travel and can significantly contribute to improvements in health as well as promoting social inclusion within society. Government statistics indicate that 22% of all journeys by UK households are made on foot (source DFT LTN1/04) and the results of the 2020 National Travel Survey (NTS) indicate that 83% of trips of less than 1 mile (or 1.6km) are undertaken on foot. It is therefore reasonable to consider that this distance should be regarded as applicable in terms of defining the walking catchment of a new development such as the development proposal.
- 4.2 The pedestrian environment in close proximity to the proposed development is typical of a rural upland area. In the light of this, given the nature of the land use and its location, it is considered that walking is unlikely to play a key role in travel to / from the proposed quarry infilling development.

Cycling

- 4.3 Former planning guidance in the form of PPG13 stated at paragraph 77 that "*Cycling also has potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport*".
- 4.4 The eastern boundary of the site abuts National Cycle Route 68 which passes along White Gate Road. The route is approximately 427km long and runs from Derbyshire to Northumberland. Locally the route passes through nearby towns and villages Holmfirth, Meltham and Slaithwaite.
- 4.5 Cyclists would be able to undertake cycling journeys between the site and the surrounding areas using the local road network given the rural nature of roads within the vicinity of the proposed development.

Public Transport

- 4.6 Guidance generally indicates that walking distances to access bus services should lie between a desirable distance of 400m and acceptable distance of 800m. Furthermore, it is generally recognised that the maximum convenient walking distance in order to access urban bus services is around 500m. This walking distance to a bus stop has emerged from theoretical studies and has been supported by research undertaken for the National Travel Survey (NTS).



4.7 The closest bus stop, is the Dobb Lane Bus stop on Hollin Brigg Lane and is located 915m from the site access. This is beyond the acceptable walking distance, however, it could be accessed by cycle or walking for about 15 to 20 minutes. This bus stop is served by bus service H5, as shown in Table 4.1.

Table 4.1: Bus Service Summary

Bus Service	Route Summary	Monday–Friday		Saturday	
		Times	Frequency	Times	Frequency
H5	Holmfirth–Upperthong– Holmbridge	09:18–16:18	1 hour	09:18–16:18	1 hour

4.8 Brockholes railway station is the nearest railway station to the site and is located approximately 7.5 km by road to the north-east of site. Whilst this is in excess of the typically recognised 1km threshold walking distance of heavy rail services the H5 bus service calls at bus stops located within 600m of the railway station. The station at Brockholes provides hourly train services to Sheffield and Huddersfield.

4.9 Given the nature of the land use and its comparatively remote location, it is considered that alternative modes of transport are unlikely to play a key role in travel to / from the proposed development, which would in any case require a very tiny number of regular employees.



5 DEVELOPMENT TRAFFIC ATTRACTION

5.1 As noted previously, it is proposed to infill the quarry void and reshape the landscape within the site. Existing material located on site would also be used for infilling where suitable and additional inert construction material would be imported as required.

5.2 A total of approximately 40,500 cubic meters of infill would be imported. The duration of infilling is expected to be between 12 to 18 months, depending on the availability of suitable material. The following working practices would apply during works at the site:

- Recycled aggregate would be infilled over 5.5 days a week and 4.5 weeks a month equating to approximately 25 working days per month.
- The hours of operation would be from 08:00 hours to 18:00 hours.
- Whilst the infilling would be completed within 12 to 18 months, a worst case 12 months would effectively represent 297 operational days in the year.
- An average vehicle payload would be expected to be 11 cubic meters.
- The last haul to the site would normally be no later than 17:00 hours.

5.3 On the basis of the above assumptions it can be calculated that the importation of infill materials associated with the restoration at the site could, on average, attract 12.5 daily loaded HGV arrivals and 12.5 empty departures, i.e. 25 two-way daily HGV movements.

5.4 Table 5.1 shows the weekday AM and PM peak hour HGV arrivals and departures during the construction of the development. The rate of HGV arrivals and departures at the site would be reasonably constant during the anticipated 10 hour period the site is operational (lorry movements from 08:00 to 18:00 hours),

Table 5.1: HGV Related Vehicular Trips

Time Period	Arrivals	Departures	Total
AM Peak Hour (08:00–09:00)*	1	1	2
PM Peak Hour (16:00–17:00)*	1	1	2
Daily 10 Hour (08:00–18:00)	12.5	12.5	25

* Represents rounded figure as calculated average is 1.2 vehicles per hour



5.5 Three members of staff are expected to be on site during a typical working day. Assuming all operatives arrive by car, there could be 3 vehicular arrivals in the morning and 3 corresponding departures in the evening as shown in Table 5.2.

Table 5.2: Staff Related Vehicular Trips On A Typical Weekday

Time Period	Arrivals	Departures	Total
AM Peak Hour (08:00–09:00)	3	0	3
PM Peak Hour (16:00–17:00)	0	3	3
Daily 12 Hour (08:00–18:00)	3	3	6

5.6 Table 5.3 summarises the level of traffic attracted during the restoration of the development.

Table 5.3: Daily Traffic Levels Attracted

Time Period	Arrivals	Departures	Total
AM Peak Hour (08:00–09:00)	4	1	5
PM Peak Hour (16:00–17:00)	1	4	5
Daily 12 Hour (08:00–18:00)	15.5	15.5	31



6 LINK CAPACITY ASSESSMENT

6.1 In order to obtain base traffic flows for the purpose of link capacity assessments, Automatic Traffic Counters (ATCs) were placed on the following locations for 7 days commencing 4th February 2022. A copy of the ATC data is contained at Appendix C of this report.

- Woodhouse Lane (south of access)
- White Gate Road
- Linshaws Road

6.2 The counter on Linshaws Road was vandalised twice. The ATC was then relocated to Bare Bones Road and the survey was undertaken for 7 days commencing 10th March 2022.

6.3 Table 6.1 shows a summary the traffic flows obtained from the ATCs. A copy of the ATC data is contained at Appendix C.

Table 6.1: Summary of ATC Survey Results

Link	AM Peak		PM Peak		12 Hour	
	NB	SB	NB	SB	NB	SB
Woodhouse Lane	9	7	12	10	93	83
White Gate Road	9	9	15	11	111	102
Bare Bones Road	24	17	21	25	209	200

NB= Northbound, SB= Southbound

6.4 The assumed opening year of the development is 2024. In order to raise the observed flows to the opening year and the design year, i.e. 5 years post opening, of 2029 to accord with usual traffic forecasting requirements. It should be noted that the quarry infill operation is expected to be ongoing for a period of up to 18 months only. Growth factors were obtained from the National Transport Model (NTM) AF Dataset 2015 and TEMPRO 7.2. Given the anticipated duration of the works the latter time period could be immaterial but has been analysed in the interests of presenting a robust worst case assessment. The growth factors are shown in Table 6.2.



Table 6.2: NTM / TEMPRO Growth Factors

Growth Period	Growth Factor		
	AM Peak Hour	PM Peak Hour	12 Hour
2022 – 2024	1.0242	1.0244	1.0253
2022 – 2029	1.0652	1.0661	1.0692

6.5 Application of the appropriate growth factors on the observed traffic flows results in the calculation of the opening year 2024 and design 2029 traffic flows summarised in Table 6.3.

Table 6.3: Future Year Traffic Flows

Link	AM Peak		PM Peak		12 Hour	
	NB	SB	NB	SB	NB	SB
2024						
Woodhouse Lane	9	7	12	10	95	85
White Gate Road	9	9	15	11	114	105
Bare Bones Road	25	17	22	26	214	205
2029						
Woodhouse Lane	10	7	13	11	99	89
White Gate Road	10	10	16	12	119	109
Bare Bones Road	26	18	22	27	223	214

6.6 Table 6.4 summarises the potential effects of the development traffic using the above links in the opening year, i.e. 2024. The data contained in Table 6.4 demonstrates that in terms of all traffic movements the proposal would not lead to a significant increase in traffic levels on the local road network. The worst case affected link examined would be Woodhouse Lane, which for the 12 hour period, is forecast to experience a increase in two way traffic levels by 17%.



Table 6.4: Possible increase in traffic on key links within the vicinity of the site

Link	Opening Year Flows 2024			Development Traffic			% Impact		
	AM Peak	PM Peak	12 Hour	AM Peak	PM Peak	12 Hour	AM Peak	PM Peak	12 Hour
Woodhouse Lane	16	22	180	5	5	31	31%	23%	17%
White Gate Road	18	26	218	5	5	31	28%	19%	14%
Bare Bones Road	42	48	419	5	5	28	12%	11%	7%

6.7 As shown above in Table 6.4, the proposal would add only around 5 vehicle movements to the existing flows in the AM and PM peak hours. These increases are very small although it is acknowledged that the base traffic flows are very small and the percentage increase is therefore significant, due to the low number of existing vehicle movements.

6.8 Table 6.5 shows the calculated theoretical capacity for Woodhouse Lane and White Gate Road. Given the characteristics and width of the links, concurrent two-way operation is not possible along the majority of the length. The theoretical capacities have been calculated on the basis of speeds recorded from the ATC, the link length which is not wide enough for two vehicles and allowing 6 seconds for every vehicle to pull away from a standing position.

Table 6.5: Theoretical Link Capacity

Link	Link Length	Recorded Speed	Travel Time (plus 6 sec)	Theoretical Hourly Capacity (3600 sec / Travel Time)
Woodhouse Lane	204m	27mph (12.1m/s)	23 sec	157
White Gate Road	380m	37mph (16.5m/s)	29 sec	124

6.9 In that regard, the link capacity calculations have been undertaken on a first principles basis allowing for vehicles to stop and give way to one another and taking into consideration the travel distances between give way points / junctions and potential passing places. The calculations robustly assume that vehicles arrive singularly and give way alternately, whereas in reality some vehicles may arrive in platoons of 2 or more vehicles.

6.10 Table 6.6 shows the cumulative time period the road links would be occupied by vehicles. The occupancy time has been derived from the number of vehicles traveling one way and the travel time as shown in Table 6.5. The one-way flows have been



obtained from the future year flows shown in Table 6.3. The maximum level of one-way traffic on both links would be the northbound flows during the PM peak hour.

Table 6.6: Theoretical Link Capacity

Link	No of Vehicles (Worst Case One Way)	Travel Time per Vehicle (plus 6 sec)	Total Time Link Occupied
Woodhouse Lane	13	23 sec	298 sec (5 min)
White Gate Road	16	29 sec	464 sec (8 min)

6.11 As demonstrated in Table 6.6, Woodhouse Lane would be occupied for 5 min during the peak 1 hour interval whilst White Gate Road would be occupied for 8 min. Hence there would be a spare capacity of 55 min and 52 min on these links respectively.

6.12 Given that Bare Bones Road has a width of 4.5m, which is wide enough for two-way traffic link capacity has been carried out in accordance with Design Manual for Roads and Bridges TA46/97 'Traffic Flow Ranges for use in the Assessment of New Rural Roads.'

6.13 Table 2.1 of TA46/97 (page 2/1) indicates that the maximum opening year economic flow for an S2 road (typical 7.3m wide single carriageway road) is in the order of 13,000 vehicles AADT. The indicative maximum economic flow for Linshaws Road can be calculated, by prorating 13,000 AADT relative to the required road width.

6.14 Table 6.7 shows the base and with development utilisation of Linshaws Road on the basis of the theoretical capacity calculated from TA46/97 of DMRB. The base flow scenarios for the design year, i.e. 2029 (5 years after the opening year), are shown in Table 6.3 and were added to the development traffic flows. Table 6.7 demonstrates that, even 5 years post opening of the proposed site, Linshaws Road is forecast to operate comfortably within the limit of their theoretical capacity.

Table 6.7: 2029 Link Capacity Analysis

Link	Minimum Width	TA46/97 Capacity	Design Year 7 Day Average Flow	Base % Utilisation	12 Hour, Two Way Dev Traffic	With Dev % Utilisation
Bare Bones Road	4.5m	8014	437	5.4%	28	5.8%



6.15 In addition to the above, the data contained in Table 6.5 demonstrates that the development traffic is forecast to have very little effect on the operation of the key links within the study area. In that regard, the base plus development levels of traffic only increase moderately over the base levels which would not have a notable effect on the local road network. The development traffic would lead to a maximum 5.8% increase in the utilisation of the capacity on Bare Bones Road.



7 PERSONAL INJURY ACCIDENT ASSESSMENT

- 7.1 In accordance with the pre-app scoping discussions, ITL have reviewed the details of any Personal Injury Accidents (PIAs) recorded in the study area for the latest available 3 year period on Crash Map website and confirm that no accidents were recorded within the proposed HGV route.
- 7.2 Only 1 accident was recorded on Woodhouse Lane, approximately 500m to the north of the Woodhouse Lane / White Gate Road priority junction. However, in accordance with the routeing scheme HGVs would not access this section of Woodhouse Lane
- 7.3 As such it is concluded that Woodhouse Lane and White Gate Road display an exemplary PIA record at present and therefore that the PIA record of the road should not be regarded to preclude the development traffic at the site access junction.



8 CONCLUSIONS

- 8.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, have been appointed by Environmental Compliance Ltd to produce a Transport Statement (TA) to accompany the planning application for a quarry infilling project to restore the land at the former Woodhouse Quarry located off Woodhouse Lane.
- 8.2 The scope of this study was discussed and agreed with Kirklees Council Highways Department.
- 8.3 The site is located to the south of Holmfirth and east of Holmbridge within Kirklees Metropolitan Borough Council. The South Pennine Moors are located to the south. There are two historical mineral operations within 1 km of the proposal site; the Hillhouse Edge Quarry and Windy Ridge Quarry. Both sites are located on higher ground to the east of the proposed site.
- 8.4 The development involves the land restoration by importing an estimated 40,500 cubic meters of infill over an operation period of approximately 12 to 18 months.
- 8.5 Vehicular access is proposed via the existing quarry access off Woodhouse Lane. Visibility splays of 2.4m x 30m the right and 2.4m x 73m to the left would be expected to achieve standards in accordance with the formula contained in Manual for Streets (MfS), given the recorded speeds of vehicles passing the site. The existing splay to the right (north) is considered to be adequate although the existing splay to the left (south) would require some improvement by removal of a small section of roadside embankment adjacent to the site.
- 8.6 Accessibility of the proposed Development by non-car modes of transport has been examined as part of this study. However, given the nature of the land use and its comparatively remote location, it is considered that alternative modes of transport are unlikely to play a key role in travel to / from the proposed Development. Given the small number of staff that would be required to operate the site during the quarry infill operation this does not represent a significant issue.
- 8.7 Infill material, mainly inert construction material, would be transported to the site via the A628 / A616 roundabout located towards Penistone. It is proposed that HGV arrivals and departures to the site would be from the south via the White Gate Road / Woodhouse Lane priority junction.



- 8.8 The levels of traffic likely to be attracted to the development proposal have been identified within this report.
- 8.9 In order to provide the necessary background traffic flow information for use in the link capacity assessments, Automatic Traffic Counters (ATC) were installed on White Gate Road and Woodhouse Lane for 7 days commencing 4th February 2022.
- 8.10 The assessments of the above links were undertaken for the opening year 2024 and 5 years post the proposed opening year, 2029. In order to obtain the future year traffic flows, growth factors were obtained from TEMPRO 7.2 and the National Transport Model (NTM) AF Dataset 2015.
- 8.11 The link capacity assessments undertaken for this study demonstrate that the identified key links within the study area would operate acceptably during the typical weekday AM and PM peak hours in the future years with the development proposal in place.
- 8.12 Personal Injury Accident data for the latest available 3 year period have been reviewed on the Crash Map website and confirm that no accidents were recorded within the proposed HGV route.
- 8.13 In light of the assessments / investigations undertaken as part of this study it is concluded that the proposed quarry development should be regarded as acceptable from a highway and transportation perspective.
- 8.14 It is therefore concluded that the development proposal should be regarded as acceptable from a highways and transportation perspective. Furthermore, it is considered that in the context of the final bullet point of paragraph 111 (page 32) of the National Planning Policy Framework 2021 (NPPF), which indicates that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”, the development proposal should be considered as acceptable.

DRAWINGS



WIDER CONTEXT



LOCAL CONTEXT



SITE LOCATION

IT Project:
WOODHOUSE QUARRY

Drawing Title:
SITE LOCATION IN THE LOCAL AND WIDER CONTEXT

Sheet 1 of 1

Rev:
-

Rev	Description	Date

Client:
ENVIRONMENTAL COMPLIANCE LTD

Drawn By:
DS

Approved By:
SW

Drawing No:
IT2254/TS1/01

CAD File:
IT2254_TS_01.DWG

A4

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Track

Visibility Splay to the Right
2.4m x 30m

Highway Boundary

Woodhouse Quarry
(disused)

Embankment in this location
to be cut back, upto extent
of visibility splay.

Visibility Splay to the Left
2.4m x 73m

Application Ownership
Boundary

Site Boundary

Path (um)

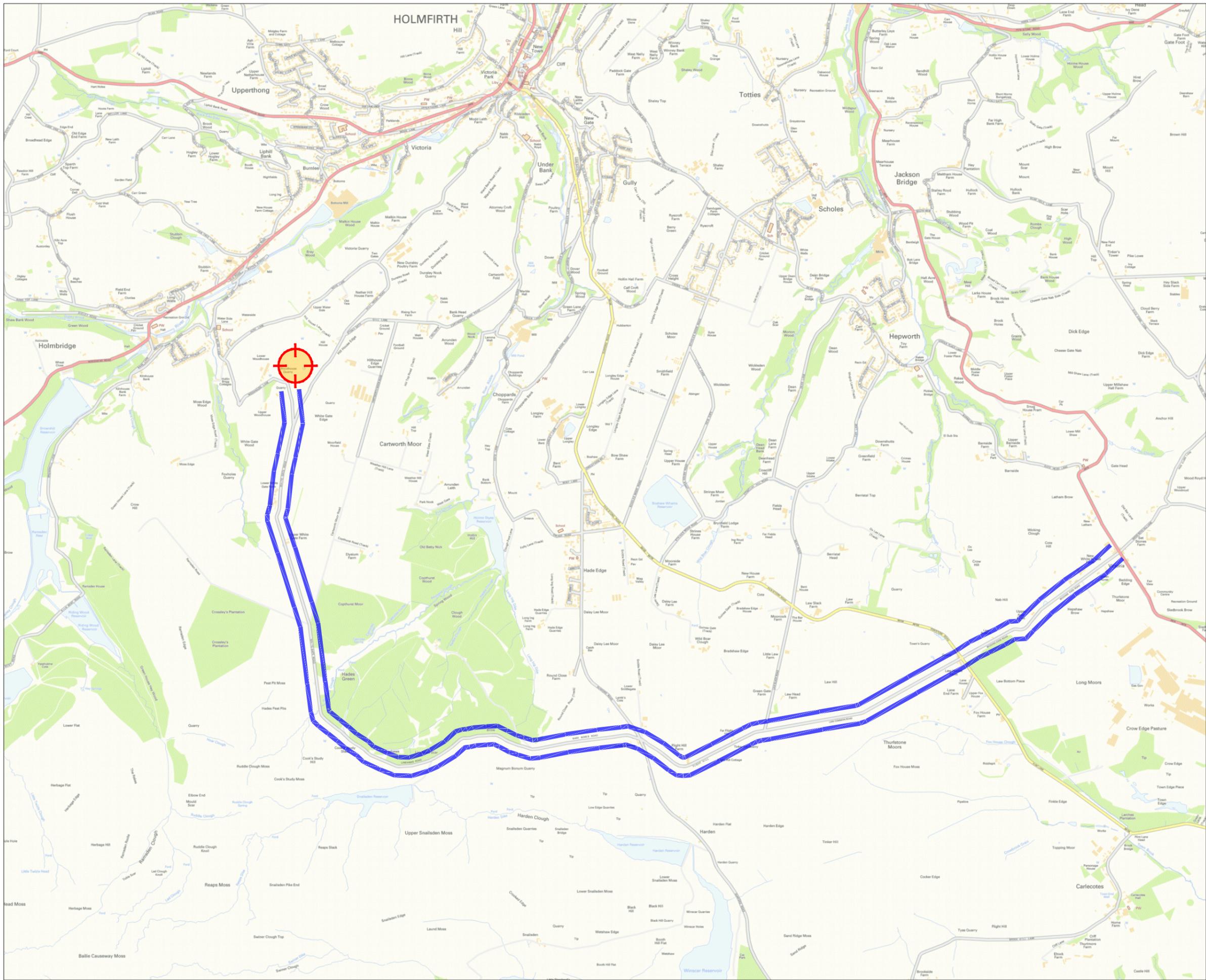
Drawing Title: EXISTING ACCESS LAYOUT		Rev: -	
IT Project: WOOD HOUSE QUARRY	Drawing No: IT2254/TS1/02	CAD File: IT2254_SK_02	Date: JAN 2022
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Site Location



ROUTE 1
 White Gate Rd - Linshaws Rd -
 Flight Hill - Law Common Rd -
 Bedding Edge Rd - A616

Rev	Description	Reviewer	Date
Drawing Title HGV ROUTEING			
			Rev: —
IT Project: WOODHOUSE QUARRY			
			Sheet 1 of 1
Client: ENVIRONMENTAL COMPLIANCE LTD			
			A3
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APPENDIX A

SCOPING CORRESPONDENCE

Devesh Shrivastava

From: Redacted
Sent: 28 January 2022 11:43
To: Redacted
Cc: Highways DevelopmentControl
Subject: RE: pre app 2021/20656 for the redevelopment of land into a countryside retreat with log cabins at Woodhouse Quarry

Hi Devesh,

I am happy with the scope of the Transport Statement suggested in the below email.

Kind Regards,

Jamie

From: Devesh Shrivastava Redacted
Sent: 25 January 2022 10:16
To: Highways DevelopmentControl <Redacted
Redacted

Subject: FW: pre app 2021/20656 for the redevelopment of land into a countryside retreat with log cabins at Woodhouse Quarry

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Just a short note to confirm whether you have at the opportunity to consider our request below. We welcome your earliest response and please contact us if you have any queries.

Regards
Devesh

Devesh Shrivastava
Assistant Transport Planner
on behalf of

Intermodal
TRANSPORTATION
Hunters Court
Debden Road
Saffron Walden
Essex CB11 4AA



tel: 01799 529529
fax: 01799 529530

Redacted

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From: Redacted
Sent: 04 January 2022 12:38
To: Redacted
Redacted

Subject: FW: pre app 2021/20656 for the redevelopment of land into a countryside retreat with log cabins at Woodhouse Quarry

Dear sirs

We write to agree the scope of the Transport Statement report that it is proposed to produce in conjunction with the planning application for infilling Woodhouse Quarry, which is located to the south east of Holmfirth, and the subsequent development of a holiday accommodation at the site. Initial comments have previously been provided by Kirklees Council Highways Development Management (HDM) in relation to the proposal under the pre-application reference no: 2021/20656 and with the HDM reference: K3-26/19 dated 07/09/2021. Within the initial comments it was requested that HDM be contacted such that the scope of the Transport Statement/Assessment report can be agreed. Our client has previously paid a pre-application fee to the Council and as such we assume that there would not be an additional fee to agree the scope of the TS report.

The site is approximately 3.5 hectares and is located off Woodhouse Lane, please see attached site location plan for ease of reference. Access to / egress from the development proposal is, subject to further investigations, currently envisaged via a priority junction on Woodhouse Lane. The first phase of the development would involve importing an estimated 33,865 cubic metres of infill over a period of approximately 12 to 18 months, which equates to a worst case of 9 HGV arrivals and 9 HGV departures per day. However, it should be noted that the exact number of daily HGV movements will be dependent on market conditions for the supply of infill material. The second phase involves the provision of a holiday lodge development at the site comprising 22 lodges.

It is considered that the construction and operational traffic would at worst only be likely to have a moderate impact on the operation of the local road network. Furthermore, it is highlighted that the construction traffic would be temporary only. On that basis we consider that a Transport Statement (TS) rather than a Transport Assessment (TA) report would be required in this instance and we set out below the matters that would be included within the TS report.

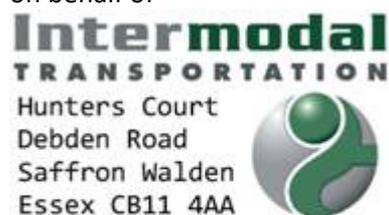
- A Description of the local road network in the vicinity of the proposed Development;
- A Description of the Development proposal;
- Consideration of the acceptability of the site access junction and the achievable visibility splays at the junction;
- Consideration of accessibility of the site by alternative transport modes, i.e. walking, cycling and public transport;
- Calculation on a first principle basis of the likely level of staff and HGV traffic attracted to the site during the construction phase and, using data contained on the TRICS database, calculation of the likely level of traffic attracted to the proposed holiday accommodation at the site during the operational phase;
- Consideration of the distribution of the development traffic during both phases;

- Assessment of the effect of the development traffic on the performance of the local road network from a link capacity perspective. In that regard, it is proposed to consider the performance of Woodhouse Lane and White Gate Road within the vicinity of the site and to install Automatic Traffic Counters (ATCs) on those roads for 7 days in order to record the background data for use in the calculations;
- Consideration of access to / from the site for service vehicles undertaking AutoTrack swept path analysis and also defining the HGV route to / from the site during the construction phase. Please could you advise whether any formal HGV routing agreements exist for the existing quarry;
- Examination of the Personal Injury Accident (PIA) record of the local road network during the latest available 3 year period; and
- Consideration of the proposed parking provision at the holiday accommodation in the context of the relevant local standards.

We trust that this message is sufficient for your immediate needs and welcome your earliest response. In the meantime, however, please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards
Devesh

Devesh Shrivastava
Assistant Transport Planner
on behalf of



tel: 01799 529529
fax: 01799 529530

Redacted

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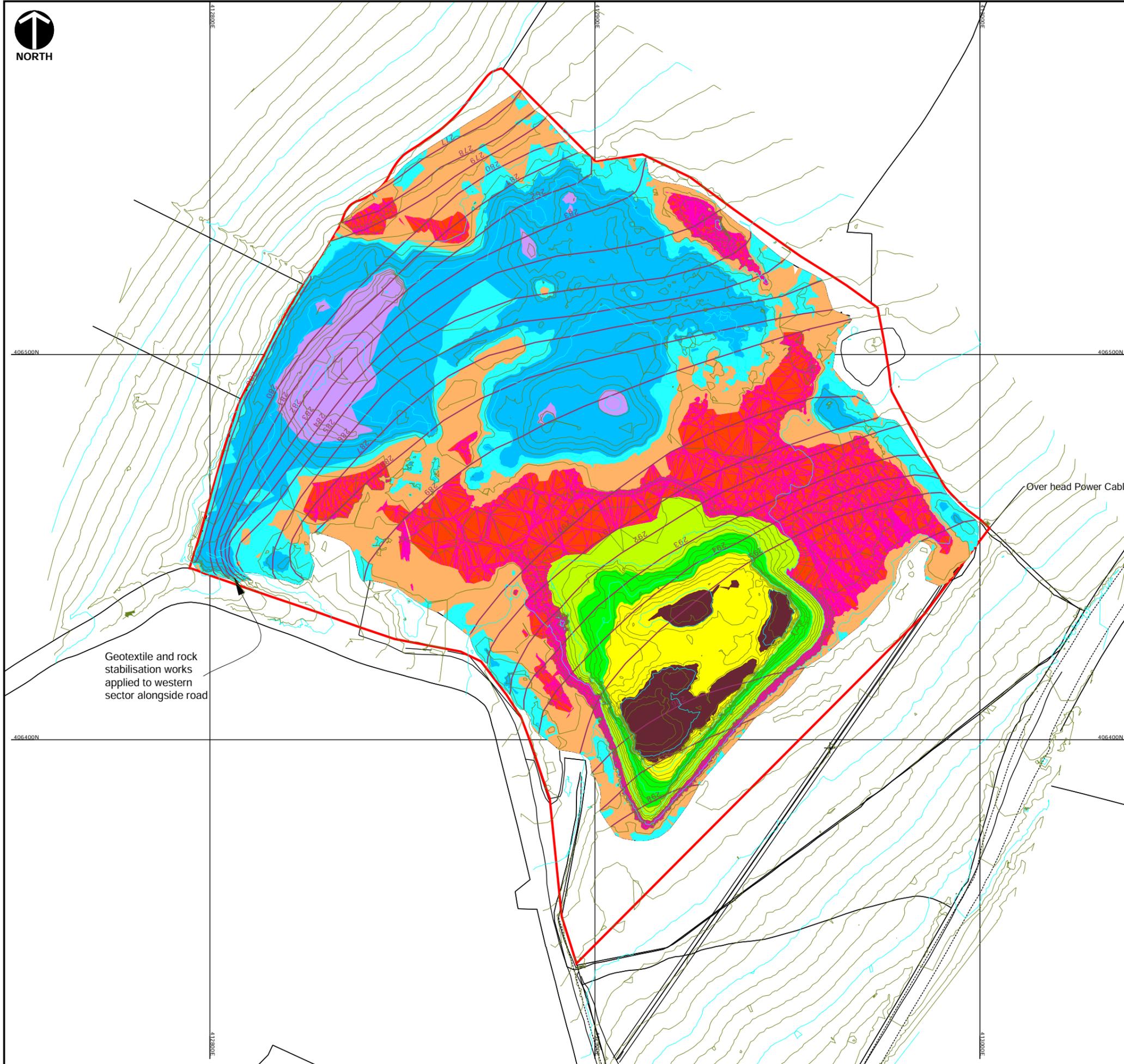


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APPENDIX B

SITE LAYOUT PLAN



Key

- Proposed restoration boundary
- Proposed restoration contours
- Interpolated topographic data contours

Depth in metres

■	-10.00	-5.00
■	-5.00	-1.00
■	-1.00	0.00
■	0.00	1.00
■	1.00	5.00
■	5.00	10.00
■	10.00	15.00
■	15.00	20.00
■	20.00	25.00

NOTE: The Site and majority of the study area is located within the White Rose Community Forest.

Client: **Draft**

ECL Ltd.

Project:
Woodhouse Quarry

Title:
**Draft Restoration Design
(isopachyte illustration of cut & fill)**

CAD Ref: WH1224-Dxxxx	Version: XX	Drawn by: SC	Scale @ A3: Plan 1:1000	Origin Date: September 2022
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 <p>bright & associates landscape and environmental consultants Pine Tree House, Dowson, Oswestry, Shropshire, SY10 8DP 01691 682 773 www.bright-associates.co.uk</p>	<p>Registered Practice Landscape Institute</p>	<p>Drawing: draft</p>
---	---	----------------------------------

APPENDIX C

ATC SURVEY RESULTS



ATC 1 Woodhouse Lane (north), Holmfirth

Site No. 572001 Site Ref. 572001

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	129	20	17	3	3	16	90	20	0	0	0	0	0	0	0	0	0
Sat 5 Feb	89	22	19	3	0	1	63	24	1	0	0	0	0	0	0	0	0
Sun 6 Feb	83	20	17	2	1	11	65	6	0	0	0	0	0	0	0	0	0
Mon 7 Feb	88	20	18	2	1	3	78	6	0	0	0	0	0	0	0	0	0
Tue 8 Feb	67	22	19	3	0	2	44	21	0	0	0	0	0	0	0	0	0
Wed 9 Feb	98	23	20	4	0	0	58	38	2	0	0	0	0	0	0	0	0
Thu 10 Feb	130	24	20	4	1	3	65	56	5	0	0	0	0	0	0	0	0
5 Day Ave.	102	22	19	3	1	5	67	28	1	0	0	0	0	0	0	0	0
7 Day Ave.	98	22	18	3	1	5	66	24	1	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 572001 Site Ref. 572001

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	152	19	16	3	2	48	90	12	0	0	0	0	0	0	0	0	0
Sat 5 Feb	135	20	17	3	2	17	98	18	0	0	0	0	0	0	0	0	0
Sun 6 Feb	99	19	16	3	5	35	54	4	1	0	0	0	0	0	0	0	0
Mon 7 Feb	115	19	16	3	5	23	80	7	0	0	0	0	0	0	0	0	0
Tue 8 Feb	95	20	17	3	1	21	61	12	0	0	0	0	0	0	0	0	0
Wed 9 Feb	146	19	17	3	1	32	103	10	0	0	0	0	0	0	0	0	0
Thu 10 Feb	130	20	17	3	1	30	88	11	0	0	0	0	0	0	0	0	0
5 Day Ave.	128	19	17	3	2	31	84	10	0	0	0	0	0	0	0	0	0
7 Day Ave.	125	19	17	3	2	29	82	11	0	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 572001 Site Ref. 572001

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	281	20	17	3	5	64	180	32	0	0	0	0	0	0	0	0	0
Sat 5 Feb	224	21	18	3	2	18	161	42	1	0	0	0	0	0	0	0	0
Sun 6 Feb	182	19	16	3	6	46	119	10	1	0	0	0	0	0	0	0	0
Mon 7 Feb	203	20	17	3	6	26	158	13	0	0	0	0	0	0	0	0	0
Tue 8 Feb	162	21	18	3	1	23	105	33	0	0	0	0	0	0	0	0	0
Wed 9 Feb	244	21	18	3	1	32	161	48	2	0	0	0	0	0	0	0	0
Thu 10 Feb	260	22	18	4	2	33	153	67	5	0	0	0	0	0	0	0	0
5 Day Ave.	230	21	18	3	3	36	151	39	1	0	0	0	0	0	0	0	0
7 Day Ave.	222	21	17	3	3	35	148	35	1	0	0	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



ATC 1 Woodhouse Lane (north), Holmfirth

Site No. 572001

Site Ref. 572001

Site 1

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Southbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	4	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0
06:00	0	0	0	0	0	1	1	0	0
07:00	11	1	1	5	6	9	16	9	7
08:00	11	2	4	9	2	9	9	8	7
09:00	7	10	6	3	7	10	13	8	8
10:00	8	14	5	9	4	11	7	8	8
11:00	12	11	15	5	6	5	6	7	9
12:00	8	7	9	7	10	9	15	10	9
13:00	8	3	8	7	7	11	10	9	8
14:00	13	6	9	6	4	5	15	9	8
15:00	16	7	6	10	9	9	10	11	10
16:00	9	4	12	5	3	4	6	5	6
17:00	10	5	0	7	2	7	4	6	5
18:00	6	1	1	3	0	4	6	4	3
19:00	2	5	2	5	3	0	6	3	3
20:00	4	2	0	5	0	2	2	3	2
21:00	2	1	0	1	3	0	4	2	2
22:00	1	4	0	0	0	2	0	1	1
23:00	0	4	0	1	0	0	0	0	1
Total									
12H(7-19)	119	71	76	76	60	93	117	93	87
16H(6-22)	127	79	78	87	66	96	130	101	95
18H(6-24)	128	87	78	88	66	98	130	102	96
24H(0-24)	129	89	83	88	67	98	130	102	98
AM Peak	11:00 12	10:00 14	11:00 15	10:00 9	09:00 7	10:00 11	07:00 16	07:00 9	11:00 9
PM Peak	15:00 16	15:00 7	16:00 12	15:00 10	12:00 10	13:00 11	14:00 15	15:00 11	15:00 10

Site No. 572001

Site Ref. 572001

Site 1

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Northbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	0	0	3	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	8	0	0	3	3	5	8	5	4
08:00	10	3	5	11	8	12	12	11	9
09:00	6	4	3	5	7	10	10	8	6
10:00	8	10	14	9	7	17	8	10	10
11:00	9	22	10	9	2	6	9	7	10
12:00	13	22	14	6	11	14	10	11	13
13:00	9	10	13	8	6	12	15	10	10
14:00	11	16	6	11	7	17	9	11	11
15:00	24	11	6	7	13	15	13	14	13
16:00	11	7	19	13	10	10	11	11	12
17:00	20	5	0	9	10	15	8	12	10
18:00	7	5	2	7	3	9	9	7	6
19:00	3	9	2	9	4	2	5	5	5
20:00	3	1	0	5	2	1	1	2	2
21:00	8	2	0	1	0	1	2	2	2
22:00	1	4	0	2	1	0	0	1	1
23:00	1	3	0	0	0	0	0	0	1
Total									
12H(7-19)	136	115	92	98	87	142	122	117	113
16H(6-22)	150	127	94	113	93	146	130	126	122
18H(6-24)	152	134	94	115	94	146	130	127	124
24H(0-24)	152	135	99	115	95	146	130	128	125
AM Peak	08:00 10	11:00 22	10:00 14	08:00 11	08:00 8	10:00 17	08:00 12	08:00 11	10:00 10
PM Peak	15:00 24	12:00 22	16:00 19	16:00 13	15:00 13	14:00 17	13:00 15	15:00 14	12:00 13

Site No. 572001

Site Ref. 572001

Site 1

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Total Flow

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	7	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	2	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	0	0	0	0
06:00	0	0	0	0	0	1	1	0	0
07:00	19	1	1	8	9	14	24	15	11
08:00	21	5	9	20	10	21	21	19	15
09:00	13	14	9	8	14	20	23	16	14
10:00	16	24	19	18	11	28	15	18	19
11:00	21	33	25	14	8	11	15	14	18
12:00	21	29	23	13	21	23	25	21	22
13:00	17	13	21	15	13	23	25	19	18
14:00	24	22	15	17	11	22	24	20	19
15:00	40	18	12	17	22	24	23	25	22
16:00	20	11	31	18	13	14	17	16	18
17:00	30	10	0	16	12	22	12	18	15
18:00	13	6	3	10	3	13	15	11	9
19:00	5	14	4	14	7	2	11	8	8
20:00	7	3	0	10	2	3	3	5	4
21:00	10	3	0	2	3	1	6	4	4
22:00	2	8	0	2	1	2	0	1	2
23:00	1	7	0	1	0	0	0	0	1
Total									
12H(7-19)	255	186	168	174	147	235	239	210	201
16H(6-22)	277	206	172	200	159	242	260	228	217
18H(6-24)	280	221	172	203	160	244	260	229	220
24H(0-24)	281	224	182	203	162	244	260	230	222
AM Peak	11:00 21	11:00 33	11:00 25	08:00 20	09:00 14	10:00 28	07:00 24	08:00 19	10:00 19
PM Peak	15:00 40	12:00 29	16:00 31	16:00 18	15:00 22	15:00 24	13:00 25	15:00 25	15:00 22



ATC 2 Woodhouse Lane (south), Holmfirth

Site No. 572002

Site Ref. 572002

Site 2

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	118	32	26	6	0	3	13	38	38	19	6	1	0	0	0	0	0
Sat 5 Feb	73	33	27	6	0	0	10	19	26	12	5	1	0	0	0	0	0
Sun 6 Feb	77	30	24	6	2	5	8	26	23	12	1	0	0	0	0	0	0
Mon 7 Feb	76	33	26	6	1	3	6	24	25	9	6	1	0	1	0	0	0
Tue 8 Feb	68	33	27	6	2	0	5	19	23	12	3	2	1	1	0	0	0
Wed 9 Feb	82	33	27	6	0	1	5	20	34	16	6	0	0	0	0	0	0
Thu 10 Feb	113	34	28	6	0	3	6	27	42	21	8	2	3	1	0	0	0
5 Day Ave.	91	33	27	6	1	2	7	26	32	15	6	1	1	1	0	0	0
7 Day Ave.	87	33	26	6	1	2	8	25	30	14	5	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 572002

Site Ref. 572002

Site 2

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	121	32	25	7	1	5	14	38	37	18	8	0	0	0	0	0	0
Sat 5 Feb	100	33	27	6	0	2	5	29	36	18	8	2	0	0	0	0	0
Sun 6 Feb	69	33	27	6	0	3	4	17	23	17	3	2	0	0	0	0	0
Mon 7 Feb	95	33	27	6	0	2	5	27	38	14	9	0	0	0	0	0	0
Tue 8 Feb	82	35	28	7	0	2	3	21	30	14	11	1	0	0	0	0	0
Wed 9 Feb	112	34	27	6	0	2	7	30	33	32	7	1	0	0	0	0	0
Thu 10 Feb	97	33	27	6	1	2	6	25	36	18	8	1	0	0	0	0	0
5 Day Ave.	101	33	27	6	0	3	7	28	35	19	9	1	0	0	0	0	0
7 Day Ave.	97	33	27	6	0	3	6	27	33	19	8	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 572002

Site Ref. 572002

Site 2

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	239	32	26	6	1	8	27	76	75	37	14	1	0	0	0	0	0
Sat 5 Feb	173	33	27	6	0	2	15	48	62	30	13	3	0	0	0	0	0
Sun 6 Feb	146	32	26	7	2	8	12	43	46	29	4	2	0	0	0	0	0
Mon 7 Feb	171	33	27	6	1	5	11	51	63	23	15	1	0	1	0	0	0
Tue 8 Feb	150	34	28	7	2	2	8	40	53	26	14	3	1	1	0	0	0
Wed 9 Feb	194	33	27	6	0	3	12	50	67	48	13	1	0	0	0	0	0
Thu 10 Feb	210	34	28	6	1	5	12	52	78	39	16	3	3	1	0	0	0
5 Day Ave.	193	33	27	6	1	5	14	54	67	35	14	2	1	1	0	0	0
7 Day Ave.	183	33	27	6	1	5	14	51	63	33	13	2	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.



ATC 2 Woodhouse Lane (south), Holmfirth

Site No. 572002

Site Ref. 572002

Site 2

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Southbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	3	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	0	0	0	0	0	1	1	0	0
07:00	10	1	1	4	8	8	16	9	7
08:00	11	2	4	8	2	8	8	7	6
09:00	5	10	6	2	7	10	12	7	7
10:00	8	11	4	9	3	10	5	7	7
11:00	13	7	15	4	6	3	6	6	8
12:00	6	6	8	7	10	8	14	9	8
13:00	8	3	8	6	7	9	10	8	7
14:00	11	5	9	6	4	4	13	8	7
15:00	15	6	5	8	10	9	8	10	9
16:00	8	4	13	5	2	3	5	5	6
17:00	9	4	0	5	2	3	3	4	4
18:00	6	1	1	2	0	2	3	3	2
19:00	2	4	0	3	3	0	4	2	2
20:00	2	2	0	4	0	2	2	2	2
21:00	2	1	0	1	3	0	3	2	1
22:00	1	2	0	0	0	2	0	1	1
23:00	0	3	0	1	0	0	0	0	1
Total									
12H(7-19)	110	60	74	66	61	77	103	83	79
16H(6-22)	116	67	74	74	67	80	113	90	84
18H(6-24)	117	72	74	75	67	82	113	91	86
24H(0-24)	118	73	77	76	68	82	113	91	87
AM Peak	11:00 13	10:00 11	11:00 15	10:00 9	07:00 8	10:00 10	07:00 16	07:00 9	11:00 8
PM Peak	15:00 15	15:00 6	16:00 13	15:00 8	15:00 10	15:00 9	12:00 14	15:00 10	15:00 9

Site No. 572002

Site Ref. 572002

Site 2

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Northbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	4	0	0	3	3	3	5	4	3
08:00	10	2	4	9	8	7	10	9	7
09:00	5	2	1	3	7	7	7	6	5
10:00	6	8	12	8	4	12	4	7	8
11:00	7	16	6	8	2	5	8	6	7
12:00	10	17	11	4	8	10	9	8	10
13:00	6	7	9	7	4	7	8	6	7
14:00	9	12	5	10	6	15	6	9	9
15:00	19	8	5	7	13	10	11	12	10
16:00	11	6	12	12	8	10	7	10	9
17:00	16	5	0	7	10	14	8	11	9
18:00	5	4	0	6	3	8	8	6	5
19:00	2	7	1	5	2	2	5	3	3
20:00	1	1	0	4	2	1	0	2	1
21:00	8	1	0	1	0	1	1	2	2
22:00	1	1	0	1	2	0	0	1	1
23:00	1	2	0	0	0	0	0	0	0
Total									
12H(7-19)	108	87	65	84	76	108	91	93	88
16H(6-22)	119	96	66	94	80	112	97	100	95
18H(6-24)	121	99	66	95	82	112	97	101	96
24H(0-24)	121	100	69	95	82	112	97	101	97
AM Peak	08:00	11:00	10:00	08:00	08:00	10:00	08:00	08:00	10:00
	10	16	12	9	8	12	10	9	8
PM Peak	15:00	12:00	16:00	16:00	15:00	14:00	15:00	15:00	15:00
	19	17	12	12	13	15	11	12	10

Site No. 572002

Site Ref. 572002

Site 2

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Total Flow

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	4	0	0	0	0	0	1
01:00	0	2	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	0	0	0	0	0	1	1	0	0
07:00	14	1	1	7	11	11	21	13	9
08:00	21	4	8	17	10	15	18	16	13
09:00	10	12	7	5	14	17	19	13	12
10:00	14	19	16	17	7	22	9	14	15
11:00	20	23	21	12	8	8	14	12	15
12:00	16	23	19	11	18	18	23	17	18
13:00	14	10	17	13	11	16	18	14	14
14:00	20	17	14	16	10	19	19	17	16
15:00	34	14	10	15	23	19	19	22	19
16:00	19	10	25	17	10	13	12	14	15
17:00	25	9	0	12	12	17	11	15	12
18:00	11	5	1	8	3	10	11	9	7
19:00	4	11	1	8	5	2	9	6	6
20:00	3	3	0	8	2	3	2	4	3
21:00	10	2	0	2	3	1	4	4	3
22:00	2	3	0	1	2	2	0	1	1
23:00	1	5	0	1	0	0	0	0	1
Total									
12H(7-19)	218	147	139	150	137	185	194	177	167
16H(6-22)	235	163	140	168	147	192	210	190	179
18H(6-24)	238	171	140	170	149	194	210	192	182
24H(0-24)	239	173	146	171	150	194	210	193	183
AM Peak	08:00 21	11:00 23	11:00 21	10:00 17	09:00 14	10:00 22	07:00 21	08:00 16	11:00 15
PM Peak	15:00 34	12:00 23	16:00 25	16:00 17	15:00 23	15:00 19	12:00 23	15:00 22	15:00 19



ATC 3 White Gate Road, Holmfirth

Site No. 572003
Site 3

Site Ref. 572003

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	132	43	34	9	3	3	3	15	17	29	33	14	9	6	0	0	0
Sat 5 Feb	84	43	36	8	1	1	0	3	14	22	21	13	5	3	1	0	0
Sun 6 Feb	105	40	33	7	3	0	0	15	19	26	27	5	5	3	2	0	0
Mon 7 Feb	106	44	33	10	7	1	2	7	18	22	22	14	10	2	0	1	0
Tue 8 Feb	86	44	36	8	3	0	0	4	11	16	25	17	6	2	1	1	0
Wed 9 Feb	98	46	35	11	8	2	2	2	13	17	17	18	13	4	1	1	0
Thu 10 Feb	131	46	37	9	4	1	2	6	11	30	28	25	14	5	2	3	0
5 Day Ave.	111	45	35	9	5	1	2	7	14	23	25	18	10	4	1	1	0
7 Day Ave.	106	44	35	9	4	1	1	7	15	23	25	15	9	4	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 572003
Site 3

Site Ref. 572003

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	135	45	33	11	1	5	8	14	26	23	20	18	12	5	2	0	1
Sat 5 Feb	105	49	40	10	0	0	2	5	4	18	25	25	11	11	4	0	0
Sun 6 Feb	93	46	37	9	0	0	1	5	15	20	20	15	13	2	2	0	0
Mon 7 Feb	129	48	38	10	0	1	1	8	13	28	33	20	9	10	6	0	0
Tue 8 Feb	102	47	38	9	2	0	0	4	10	22	25	20	8	8	2	1	0
Wed 9 Feb	120	47	38	9	0	1	4	5	11	23	28	22	17	8	1	0	0
Thu 10 Feb	112	49	39	10	2	1	1	5	16	16	22	18	17	6	4	3	1
5 Day Ave.	120	47	37	10	1	2	3	7	15	22	26	20	13	7	3	1	0
7 Day Ave.	114	47	37	10	1	1	2	7	14	21	25	20	12	7	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 572003
Site 3

Site Ref. 572003

Speed Report (Speed Limit 60 Mph)

Week Begin: 04 February 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 4 Feb	267	44	34	11	4	8	11	29	43	52	53	32	21	11	2	0	1
Sat 5 Feb	189	47	38	9	1	1	2	8	18	40	46	38	16	14	5	0	0
Sun 6 Feb	198	44	35	9	3	0	1	20	34	46	47	20	18	5	4	0	0
Mon 7 Feb	235	46	36	10	7	2	3	15	31	50	55	34	19	12	6	1	0
Tue 8 Feb	188	45	37	8	5	0	0	8	21	38	50	37	14	10	3	2	0
Wed 9 Feb	218	47	36	10	8	3	6	7	24	40	45	40	30	12	2	1	0
Thu 10 Feb	243	48	38	10	6	2	3	11	27	46	50	43	31	11	6	6	1
5 Day Ave.	230	46	36	10	6	3	5	14	29	45	51	37	23	11	4	2	0
7 Day Ave.	220	46	36	10	5	2	4	14	28	45	49	35	21	11	4	1	0

PCC Traffic Information Consultancy Ltd.



ATC 3 White Gate Road, Holmfirth

Site No. 572003

Site Ref. 572003

Site 3

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Southbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	2	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	2	1	1	2	2	1	2	2	2
07:00	12	3	1	5	8	7	14	9	7
08:00	12	4	2	10	5	11	8	9	7
09:00	7	9	10	9	8	8	12	9	9
10:00	7	16	9	13	1	11	7	8	9
11:00	14	9	17	4	8	6	12	9	10
12:00	9	9	9	15	11	12	21	14	12
13:00	10	5	12	9	7	8	11	9	9
14:00	12	6	13	11	8	8	13	10	10
15:00	14	4	8	9	12	12	8	11	10
16:00	10	5	16	5	4	5	6	6	7
17:00	7	4	2	5	4	2	5	5	4
18:00	6	3	1	1	1	6	3	3	3
19:00	2	1	2	3	2	0	5	2	2
20:00	1	2	0	2	2	1	1	1	1
21:00	5	1	0	1	2	0	2	2	2
22:00	1	1	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0
Total									
12H(7-19)	120	77	100	96	77	96	120	102	98
16H(6-22)	130	82	103	104	85	98	130	109	105
18H(6-24)	131	84	103	104	85	98	130	110	105
24H(0-24)	132	84	105	106	86	98	131	111	106
AM Peak	11:00 14	10:00 16	11:00 17	10:00 13	11:00 8	10:00 11	07:00 14	08:00 9	11:00 10
PM Peak	15:00 14	12:00 9	16:00 16	12:00 15	15:00 12	15:00 12	12:00 21	12:00 14	12:00 12

Site No. 572003

Site Ref. 572003

Site 3

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Northbound

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	4	1	0	3	5	3	3	4	3
08:00	8	3	3	10	6	6	9	8	6
09:00	9	4	3	10	7	7	11	9	7
10:00	3	6	11	9	4	9	5	6	7
11:00	7	15	6	14	4	8	11	9	9
12:00	13	16	7	11	9	13	8	11	11
13:00	9	12	16	7	3	10	7	7	9
14:00	11	13	8	9	11	16	12	12	11
15:00	24	7	15	12	18	8	13	15	14
16:00	12	9	17	17	10	10	8	11	12
17:00	22	5	1	10	11	15	11	14	11
18:00	6	4	2	6	4	6	8	6	5
19:00	2	5	0	4	3	4	3	3	3
20:00	0	1	0	3	4	3	1	2	2
21:00	2	1	1	2	1	2	1	2	1
22:00	2	2	0	2	2	0	0	1	1
23:00	1	0	0	0	0	0	1	0	0
Total									
12H(7-19)	128	95	89	118	92	111	106	111	106
16H(6-22)	132	102	90	127	100	120	111	118	112
18H(6-24)	135	104	90	129	102	120	112	120	113
24H(0-24)	135	105	93	129	102	120	112	120	114
AM Peak	09:00	11:00	10:00	11:00	09:00	10:00	11:00	11:00	11:00
	9	15	11	14	7	9	11	9	9
PM Peak	15:00	12:00	16:00	16:00	15:00	14:00	15:00	15:00	15:00
	24	16	17	17	18	16	13	15	14

Site No. 572003

Site Ref. 572003

Site 3

Vehicle Count Report

Week Begin: 04 February 2022

Channel: Total Flow

	Fri Feb 04	Sat Feb 05	Sun Feb 06	Mon Feb 07	Tue Feb 08	Wed Feb 09	Thu Feb 10	5-Day Ave.	7-Day Ave.
00:00	1	0	3	1	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	1	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	0
06:00	2	1	1	2	2	1	2	2	2
07:00	16	4	1	8	13	10	17	13	10
08:00	20	7	5	20	11	17	17	17	14
09:00	16	13	13	19	15	15	23	18	16
10:00	10	22	20	22	5	20	12	14	16
11:00	21	24	23	18	12	14	23	18	19
12:00	22	25	16	26	20	25	29	24	23
13:00	19	17	28	16	10	18	18	16	18
14:00	23	19	21	20	19	24	25	22	22
15:00	38	11	23	21	30	20	21	26	23
16:00	22	14	33	22	14	15	14	17	19
17:00	29	9	3	15	15	17	16	18	15
18:00	12	7	3	7	5	12	11	9	8
19:00	4	6	2	7	5	4	8	6	5
20:00	1	3	0	5	6	4	2	4	3
21:00	7	2	1	3	3	2	3	4	3
22:00	3	3	0	2	2	0	0	1	1
23:00	1	1	0	0	0	0	1	0	0
Total									
12H(7-19)	248	172	189	214	169	207	226	213	204
16H(6-22)	262	184	193	231	185	218	241	227	216
18H(6-24)	266	188	193	233	187	218	242	229	218
24H(0-24)	267	189	198	235	188	218	243	230	220
AM Peak	11:00 21	11:00 24	11:00 23	10:00 22	09:00 15	10:00 20	11:00 23	11:00 18	11:00 19
PM Peak	15:00 38	12:00 25	16:00 33	12:00 26	15:00 30	12:00 25	12:00 29	15:00 26	15:00 23



ATC Bare Bones Road, Holmfirth

Site No. 576301

Site Ref. 576301

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 10 March 2022

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 10 Mar	234	29	24	5	1	6	27	99	80	18	3	0	0	0	0	0	0
Fri 11 Mar	210	29	24	5	3	4	32	74	75	16	6	0	0	0	0	0	0
Sat 12 Mar	322	28	20	8	67	27	41	101	65	20	0	1	0	0	0	0	0
Sun 13 Mar	296	28	23	5	1	14	61	125	83	11	1	0	0	0	0	0	0
Mon 14 Mar	243	29	24	5	1	6	28	108	76	23	1	0	0	0	0	0	0
Tue 15 Mar	203	29	24	5	1	4	32	72	77	16	1	0	0	0	0	0	0
Wed 16 Mar	175	29	24	5	3	3	31	70	52	14	2	0	0	0	0	0	0
5 Day Ave.	213	29	24	5	2	5	30	85	72	17	3	0	0	0	0	0	0
7 Day Ave.	240	29	23	6	11	9	36	93	73	17	2	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 576301

Site Ref. 576301

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 10 March 2022

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 10 Mar	265	30	25	5	4	4	33	92	99	28	5	0	0	0	0	0	0
Fri 11 Mar	235	30	25	5	2	7	22	80	95	24	4	1	0	0	0	0	0
Sat 12 Mar	248	30	24	6	9	14	23	85	84	28	4	1	0	0	0	0	0
Sun 13 Mar	292	29	24	5	6	18	28	110	109	18	2	1	0	0	0	0	0
Mon 14 Mar	230	29	24	5	2	6	26	95	75	20	6	0	0	0	0	0	0
Tue 15 Mar	218	30	25	5	2	10	17	73	90	24	2	0	0	0	0	0	0
Wed 16 Mar	199	30	25	5	4	2	14	84	70	19	3	3	0	0	0	0	0
5 Day Ave.	229	30	25	5	3	6	22	85	86	23	4	1	0	0	0	0	0
7 Day Ave.	241	30	25	5	4	9	23	88	89	23	4	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 576301

Site Ref. 576301

Site 1

Speed Report (Speed Limit 60 Mph)

Week Begin: 10 March 2022

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Thu 10 Mar	499	29	25	5	5	10	60	191	179	46	8	0	0	0	0	0	0
Fri 11 Mar	445	30	25	5	5	11	54	154	170	40	10	1	0	0	0	0	0
Sat 12 Mar	570	29	22	7	76	41	64	186	149	48	4	2	0	0	0	0	0
Sun 13 Mar	588	29	23	5	7	32	89	235	192	29	3	1	0	0	0	0	0
Mon 14 Mar	473	29	24	5	3	12	54	203	151	43	7	0	0	0	0	0	0
Tue 15 Mar	421	29	25	5	3	14	49	145	167	40	3	0	0	0	0	0	0
Wed 16 Mar	374	29	24	5	7	5	45	154	122	33	5	3	0	0	0	0	0
5 Day Ave.	442	29	25	5	5	10	52	169	158	40	7	1	0	0	0	0	0
7 Day Ave.	481	29	24	5	15	18	59	181	161	40	6	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.



ATC Bare Bones Road, Holmfirth

Site No. 576301

Site Ref. 576301

Site 1

Vehicle Count Report

Week Begin: 10 March 2022

Channel: Eastbound

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	5-Day Ave.	7-Day Ave.
00:00	1	0	1	1	0	0	0	0	0
01:00	0	0	1	1	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	1	0	0	0
06:00	7	3	2	1	2	2	1	3	3
07:00	18	14	6	2	13	7	21	15	12
08:00	15	18	11	12	14	18	19	17	15
09:00	13	14	16	33	22	15	17	16	19
10:00	20	27	94	25	17	13	11	18	30
11:00	21	13	52	28	15	21	15	17	24
12:00	20	16	29	37	20	20	7	17	21
13:00	21	18	13	39	20	17	22	20	21
14:00	14	18	24	28	17	12	12	15	18
15:00	29	22	17	29	33	25	16	25	24
16:00	23	20	19	27	29	26	14	22	23
17:00	14	9	21	20	17	12	7	12	14
18:00	5	6	9	8	14	8	4	7	8
19:00	6	3	1	2	3	2	3	3	3
20:00	0	4	1	1	2	0	3	2	2
21:00	5	3	4	0	0	1	2	2	2
22:00	1	1	0	0	3	3	0	2	1
23:00	1	1	0	1	1	0	1	1	1
Total									
12H(7-19)	213	195	311	288	231	194	165	200	228
16H(6-22)	231	208	319	292	238	199	174	210	237
18H(6-24)	233	210	319	293	242	202	175	212	239
24H(0-24)	234	210	322	296	243	203	175	213	240
AM Peak	11:00 21	10:00 27	10:00 94	09:00 33	09:00 22	11:00 21	07:00 21	10:00 18	10:00 30
PM Peak	15:00 29	15:00 22	12:00 29	13:00 39	15:00 33	16:00 26	13:00 22	15:00 25	15:00 24

Site No. 576301

Site Ref. 576301

Site 1

Vehicle Count Report

Week Begin: 10 March 2022

Channel: Westbound

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	5-Day Ave.	7-Day Ave.
00:00	0	0	3	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0
03:00	0	0	1	0	0	1	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	2	0	0	1	1
06:00	9	6	1	1	1	1	4	4	3
07:00	9	15	9	4	13	15	13	13	11
08:00	32	21	16	10	27	20	21	24	21
09:00	19	13	15	18	22	17	15	17	17
10:00	19	20	30	28	10	17	25	18	21
11:00	16	13	29	40	17	18	12	15	21
12:00	22	14	24	42	17	12	9	15	20
13:00	11	14	11	24	16	15	13	14	15
14:00	25	22	26	41	20	23	11	20	24
15:00	23	24	26	27	19	24	15	21	23
16:00	27	30	25	25	25	18	15	23	24
17:00	15	16	17	13	18	21	14	17	16
18:00	16	12	6	6	7	7	18	12	10
19:00	8	7	4	5	4	5	7	6	6
20:00	6	4	2	5	5	1	2	4	4
21:00	5	0	2	0	5	1	3	3	2
22:00	2	3	0	1	1	1	0	1	1
23:00	0	1	0	0	1	1	2	1	1
Total									
12H(7-19)	234	214	234	278	211	207	181	209	223
16H(6-22)	262	231	243	289	226	215	197	226	238
18H(6-24)	264	235	243	290	228	217	199	229	239
24H(0-24)	265	235	248	292	230	218	199	229	241
AM Peak	08:00 32	08:00 21	10:00 30	11:00 40	08:00 27	08:00 20	10:00 25	08:00 24	10:00 21
PM Peak	16:00 27	16:00 30	15:00 26	12:00 42	16:00 25	15:00 24	18:00 18	16:00 23	14:00 24

Site No. 576301

Site Ref. 576301

Site 1

Vehicle Count Report

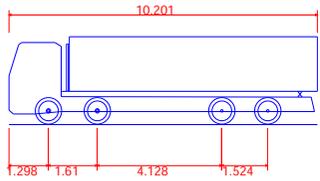
Week Begin: 10 March 2022

Channel: Total Flow

	Thu Mar 10	Fri Mar 11	Sat Mar 12	Sun Mar 13	Mon Mar 14	Tue Mar 15	Wed Mar 16	5-Day Ave.	7-Day Ave.
00:00	1	0	4	1	0	0	0	0	1
01:00	0	0	1	2	0	0	0	0	0
02:00	0	0	2	0	0	0	0	0	0
03:00	0	0	1	0	0	1	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	0	0	2	3	1	0	1	1
06:00	16	9	3	2	3	3	5	7	6
07:00	27	29	15	6	26	22	34	28	23
08:00	47	39	27	22	41	38	40	41	36
09:00	32	27	31	51	44	32	32	33	36
10:00	39	47	124	53	27	30	36	36	51
11:00	37	26	81	68	32	39	27	32	44
12:00	42	30	53	79	37	32	16	31	41
13:00	32	32	24	63	36	32	35	33	36
14:00	39	40	50	69	37	35	23	35	42
15:00	52	46	43	56	52	49	31	46	47
16:00	50	50	44	52	54	44	29	45	46
17:00	29	25	38	33	35	33	21	29	31
18:00	21	18	15	14	21	15	22	19	18
19:00	14	10	5	7	7	7	10	10	9
20:00	6	8	3	6	7	1	5	5	5
21:00	10	3	6	0	5	2	5	5	4
22:00	3	4	0	1	4	4	0	3	2
23:00	1	2	0	1	2	1	3	2	1
Total									
12H(7-19)	447	409	545	566	442	401	346	409	451
16H(6-22)	493	439	562	581	464	414	371	436	475
18H(6-24)	497	445	562	583	470	419	374	441	479
24H(0-24)	499	445	570	588	473	421	374	442	481
AM Peak	08:00 47	10:00 47	10:00 124	11:00 68	09:00 44	11:00 39	08:00 40	08:00 41	10:00 51
PM Peak	15:00 52	16:00 50	12:00 53	12:00 79	16:00 54	15:00 49	13:00 35	15:00 46	15:00 47

APPENDIX D

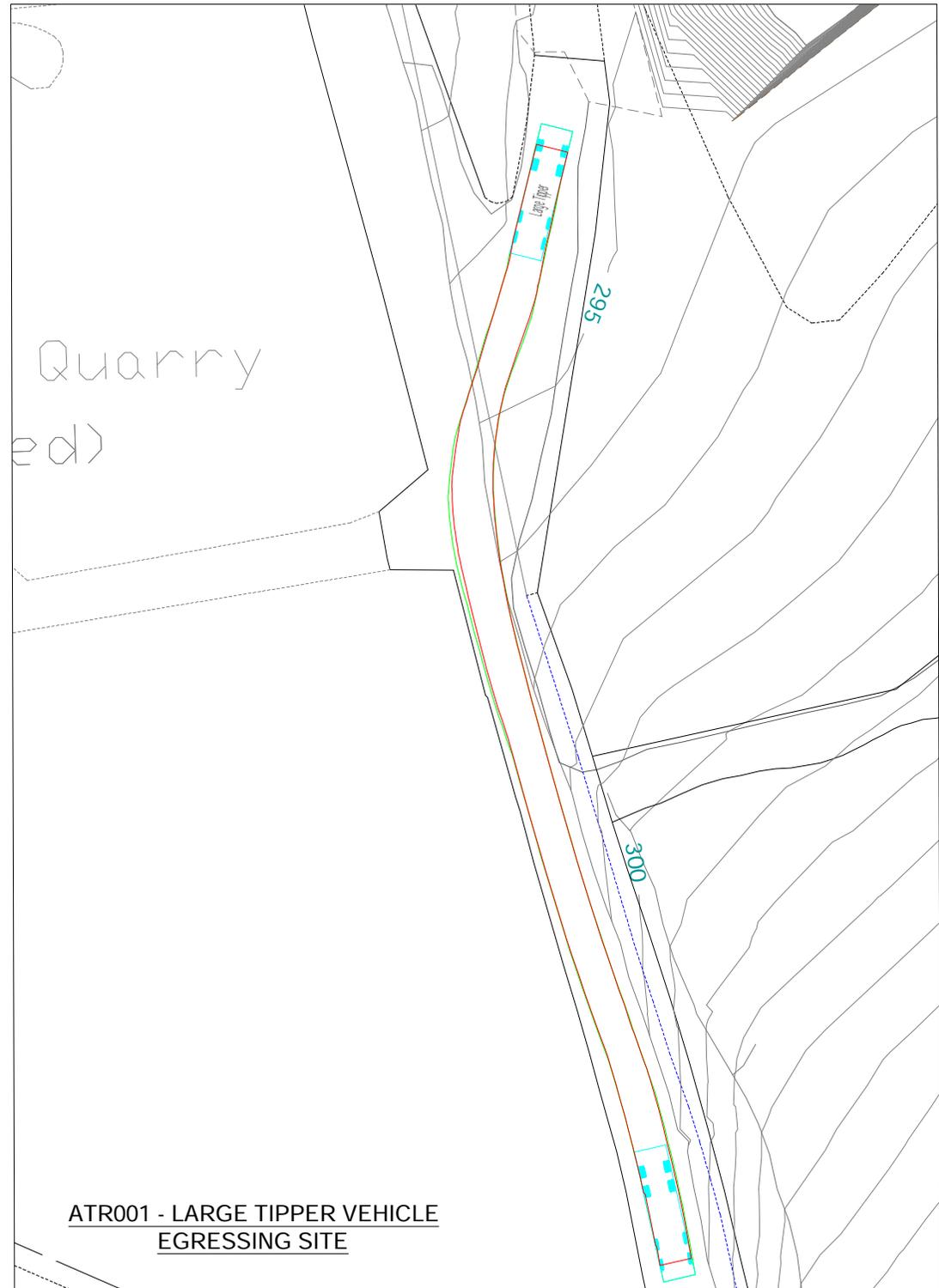
AUTO TRACK SWEEP PATHS



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m



ATR001 - LARGE TIPPER VEHICLE
ACCESSING SITE



ATR001 - LARGE TIPPER VEHICLE
EGRESSING SITE