

# TRAVEL PLAN



**Reliance Precision Ltd, Rowley Mills**

**Fenay Bridge, Huddersfield**

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## Quality Management

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Appendix A Proposed site Layout Plans

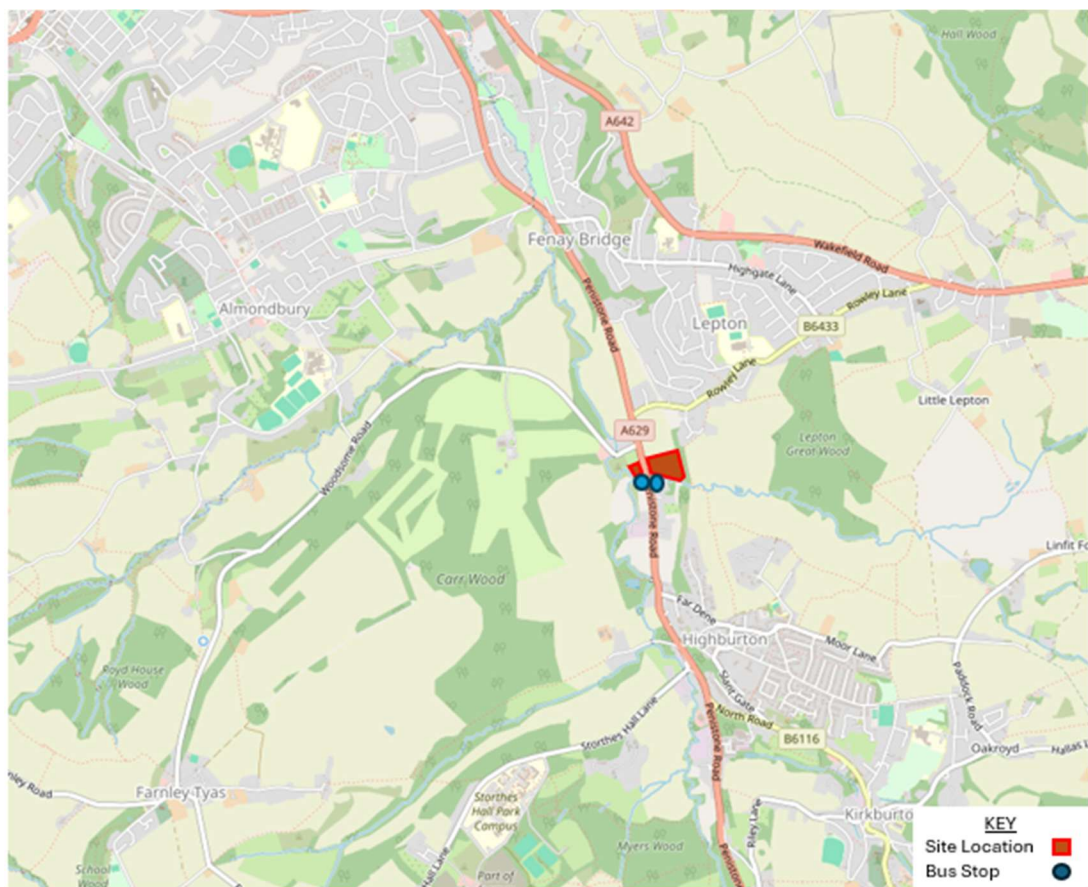
Appendix B Travel Survey Questionnaire

# 1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Travel Plan in support of a planning application for the proposed expansion of the existing Reliance Precision Ltd premises off A629 Penistone Road, in Fenay Bridge, Huddersfield. The expansion will form two distinct parts: the extension of the existing Reliance Precision Ltd industrial unit and the change of use of the International House buildings, both off A629 Penistone Road, in Fenay Bridge, Huddersfield. The two site are referred to as 'the site' in this report.

1.1.2. Figure 1 below shows the location of the site in relation to the local highway network.

**FIGURE 1: SITE LOCATION**



- 1.1.3. Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car.
- 1.1.4. The principal aim of the Travel Plan is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.1.5. Rowley Mills is occupied by Reliance Precision Ltd (RPL). RPL do not currently have Travel Plan (TP) for the site and so this TP has been developed to support the planning permission. This TP covers both the Rowley Mills and International House site and will be implemented by RPL across both units.
- 1.1.6. This TP includes results of a recent RPL employee survey and provides targets set to improve sustainable travel choices.
- 1.1.7. The location of the site, close to good quality walking and cycling infrastructure and local and wider area bus and train services, also provides access to the local retail and service offer. This presents an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

## 2. Objectives

2.1.1. This Travel Plan (TP) has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The TP is focused on the current occupier of the site, Reliance Precision Ltd. The specific measures will help to encourage users to vary, or change, their reliance on private car travel.

2.1.2. There are a number of objectives, both at national and local level, which the implementation of the TP is intended to help fulfil. These include:

- ✓ To influence travel behaviour of staff and visitors;
- ✓ Reduce the number of single-occupancy car trips;
- ✓ To reduce the need for unnecessary journeys by staff and their visitors;
- ✓ Reduction in travel distances;
- ✓ To help improve the health of staff, and
- ✓ Accommodating those journeys that need to be made by car.

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# 3. site Characteristics

## 3.1. SITE DESCRIPTION

- 3.1.1. The site is located off the A629 Penistone Road in the Fenay Bridge area of Huddersfield, approximately 6km south-east of Huddersfield town centre. Figure 1 in Section 1 of this report shows the location of the site.
- 3.1.2. There are two sections to the site; one to the west of the A629 and the other to the east of the A629, directly opposite.
- 3.1.3. The part of the site to the east of the A629 is currently occupied by Reliance Precision Ltd (RPL) and is the site of the former 'Rowley Mills'. The original mill buildings have been extended, most recently in 2004, leading to the current building footprint. This part of the site is bounded to the north and east by open agricultural land and to the south by the Beldon Brook and residential dwellings of Ashford Manor.
- 3.1.4. The part of the site to the west of the A629 (International House) was recently acquired by the applicant and is currently occupied by an existing light industrial unit, International House, with associated parking and landscaped areas. This part of the site is bounded to the north by agricultural land, to the west by Woodsome Beck and to the south by a further office / light industrial development.
- 3.1.5. The two parts of the site are bisected by A629 Penistone Road from which vehicular access to both of the site is taken.

## 3.2. HIGHWAY NETWORK

- 3.2.1. Vehicular access to both parts of the site is taken from the existing priority junctions onto A629 Penistone Road.

- 3.2.2. The existing junction to the Rowley Mills site is a priority T- junction, with a narrow dedicated right turn pocket for vehicles turning into the site. There are two lanes for vehicles exiting the site onto the A629, with a 'STOP' line set back from the main road rather than priority give way markings.
- 3.2.3. The access into the International House site is opposite and slightly north of the Rowley Mills access; it also has a dedicated right turn pocket for vehicles turning into the site. There are no give way markings for vehicles leaving the site.
- 3.2.4. In the vicinity of the site accesses, A629 Penistone Road is a two-way single carriageway, subject to a 40mph speed limit. It has a further un-kerbed central reservation, of c.2m in width and demarcated with road markings. This provides right turn pockets for side roads and site accesses at regular intervals.
- 3.2.5. Penistone Road has a footway provided to both kerb lines and these extend along the site boundaries and beyond, to the north and south of the site accesses. The road is lit to main road standard. 5
- 3.2.6. Penistone Road links Huddersfield to Sheffield via local villages such as High Burton, and Shepley. As such it forms an important link into Huddersfield from the rural areas to the south-east of Huddersfield.

### 3.3. PEDESTRIANS AND CYCLISTS

#### WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to “The Guidelines for Providing for Journeys on Foot” (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the site compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

**TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES**

	<b>Town Centre</b>	<b>Commuting / School / Sightseeing</b>	<b>Elsewhere</b>
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 2 below. Most facilities are located to the east of the site. The walking distances are measured from the main vehicular and pedestrian entrance on Penistone Road.

**TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES**

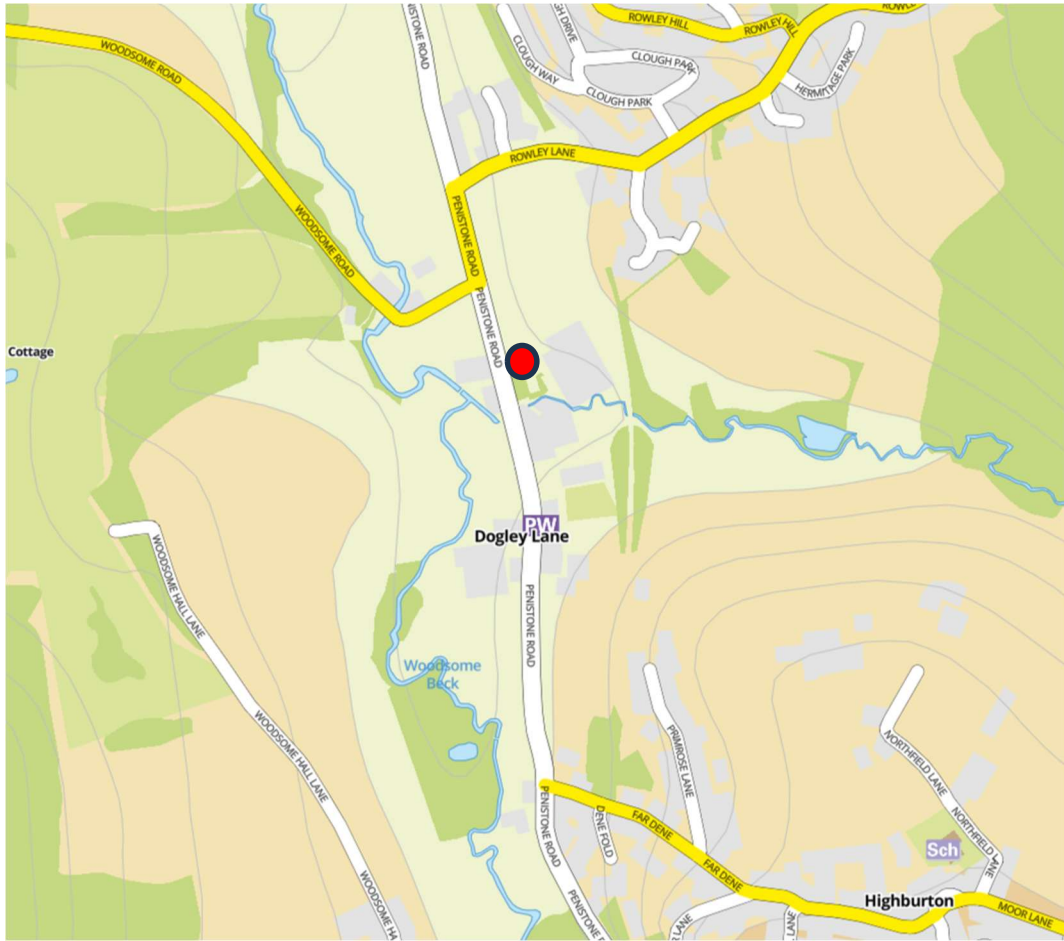
	<b>Facilities</b>
400m	Bus stops, residential areas
800m	Further bus stops, residential areas,
1000m	Food and non-food retail, residential areas, leisure facilities

- 3.3.3. As stated in section 3.2, a continuous footway is provided along both kerb lines of Penistone Road to the north and south of the site accesses. On the eastern kerb line of Penistone Road, the footway is continuous between Rowley Lane to the north and Far Dene to the south linking pedestrians from the site to the residential areas and services of Fenay Bridge and High Burton. This gives potential employees the opportunity to walk to / from the site.
- 3.3.4. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard.

## CYCLING

- 3.3.5. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy. 7
- 3.3.6. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.7. The Kirklees Interactive Cycle Map (extract shown overleaf) indicates that Rowley Lane, Far Dene and Woodsome Road are advisory cycle routes and can be accessed from close to the site, which is marked with a red spot.

**FIGURE 2 EXTRACT FROM KIRKLEES INTERACTIVE CYCLE MAP**



- 3.3.8. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using predominantly residential roads.
- 3.3.9. Covered cycle parking for 18 cycles is provided at the existing Rowley Mills site close to the main reception. There are also showers and lockers provided for employees wishing to walk, run or cycle to work.
- 3.3.10. National Cycle Network Route 627 is accessible from Kirkburton, approximately 2km to the south of the site via North Road (or Far Dene through High Burton to avoid the A629). Route 627 commences at Kirkburton and links Kirkburton with Shepley and Millhouse Green further south, before linking up with the Trans Pennine Trail.

- 3.3.11. In consideration of the above, it is considered that there are practical and convenient links available to and from the proposed development offering the potential for staff to walk or cycle to local facilities and residential areas using off road routes and quieter residential roads.
- 3.3.12. In summary, the infrastructure in the vicinity of the site offers the potential for employees and visitors to cycle to the site.

## 3.4. PUBLIC TRANSPORT

- 3.4.1. Both parts of the site are within 50m of bus stops on A629 Penistone Road, as indicated on Figure 1. Two further bus stops are located to the north of the site either side of the Penistone Road junction with Rowley Lane; a further two stops are located further east on Rowley Lane. All of these stops are within a 400-metre walk of the site. To the south of the site, there are two stops to the north and south of the Dogley Mill access, within a 400 metre walk to the south of the site accesses. All of the above bus stops have flags, timetable cases and raised kerbs.
- 3.4.2. The table overleaf provides a summary of bus routes in the area and Figure 1 shows the location of the bus stops in relation to the site.

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**TABLE 3. SUMMARY OF BUS ROUTES**

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
398/ 399	Storthes Hall Park - University of Huddersfield via Penistone Road	30 mins (Mon-Fri)	60 mins (Sat & Sun)
D1	Denby Dale – Clayton – Kirkburton – Highburton – Huddersfield	30 mins	60 mins
D2	Denby Dale – Cumberworth - Shepley– Kirkburton – Rowley Lane - Lepton – Huddersfield	120 minutes	-
D3	Denby Dale – Shepley– Kirkburton – Huddersfield	120 minutes	-

3.4.3. There are regular bus services departing from within close proximity of the site allowing employees and visitors the opportunity to undertake journeys by public transport.

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## TRAINS

3.4.4. Stocksmoor Rail Station lies within a 4km cycle ride to the south of the site. Stocksmoor station is on the Penistone Line running between Huddersfield and Sheffield.

3.4.5. Huddersfield station itself is a 6km cycle ride to the north of the site. It is the second busiest station in the area and further local and national rail services can be accessed from here including services to Leeds, Bradford, Manchester, Sheffield, Liverpool, York and the North-East.

3.4.6. In summary, the proposed development is considered to be well served by public transport, utilising bus stops that are well within the desirable and acceptable walking distances and having a mainline station within reasonable cycling distance.

## 4. Site Operations

- 4.1.1. The current occupiers of Rowley Mills (RPL) operate as a specialist manufacturer of precision instrumentation, providing in-house designed and manufactured products.
- 4.1.2. The proposed development comprises two parts:
- ✓ The extension of the existing building footprint on the Rowley Mills site; and
  - ✓ Expansion of operations from the Rowley Mills site into the recently acquired International House site.
- 4.1.3. The gross internal floor area for the existing building is 65,000 sq.ft (6,039 sqm). The proposals will result in an increase in gross internal floor area of 13,600 sq.ft (1,263 sqm), equating to around a 21% increase.
- 4.1.4. The International House site will allow the necessary expansion of office-based functions and provide some smaller workshops and storage if needed. 11
- 4.1.5. At the International House site, the proposals replicate the approved development from planning reference Ref: 2022/62/91909/W. This is to provide first floor extensions to either side of the existing two storey central block, maintaining the existing building footprint.
- 4.1.6. The proposed site layouts are shown on the drawings contained within Appendix A.

4.1.7. At present there are 220 staff employed at the Rowley Mills site, both in part and full-time working patterns. This can be summarised briefly as:

- / A significant proportion of the employees work core hours of 0800-1600 Monday to Friday;
- / The company operates two shifts during the week from 0600 to 1400 and 1400 to 2200.
- / Smaller number of staff work on a Saturday morning.

4.1.8. As a combined site, it is expected that the number of staff members will increase from 220 to 290 employees approximately over the next 10-year period. This will be across both part- and full-time positions, for both core-hour and shift working patterns as per the existing operation. The proposed staff figures are shown in the table below.

**TABLE 4. CURRENT AND PROJECTED STAFF NUMBERS AT EACH SITE**

	<b>Number of Staff</b>	
	<b>Rowley Mills</b>	<b>International House</b>
Current	220	0
+5 years	240	15
+10 years	260	30

4.1.9. These figures represent an increase of 18% in staff on the Rowley Mills site. The staffing levels at the International House site will be reflective of the existing use of the Rowley Mills site.

4.1.10. The facility is not open on a weekend or on bank holidays. Due to the nature of the operation, there are no employees working from home.

## 4.2. PEDESTRIANS AND CYCLE ACCESS

- 4.2.1. Pedestrian and cycle access to the development will remain as per existing, from the site access junctions on Penistone Road with the improvements set out below. Cyclists use the existing vehicular routes through the sites to access cycle parking.
- 4.2.2. As part of improvements to the access into Rowley Mills site, detailed in Section 4.4 below, a pedestrian crossing island will be provided to facilitate safe crossing of the amended access. The existing footpath to the southern kerbline of the Rowley Mills site access will be realigned and will be continued into the site, to link with the dedicated pedestrian links through the car park areas to the main reception and buildings.
- 4.2.3. A pedestrian crossing of the A629 Penistone Road is proposed to provide a link between the two sites and to provide a route from both sites to the existing bus stops on A629 Penistone Road, detailed in section 3.5.
- 4.2.4. The crossing will provide a refuge crossing island, with dropped kerbs and tactile paving. Pedestrians will use an existing link through the Rowley Mills site boundary to Ashford Manor. The link from the site onto Ashford Manor will be improved as part of the proposed development.
- 4.2.5. The improvements to the Rowley Mills site access and the proposed pedestrian crossing of the A629 are shown on drawings in Appendix A.

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## 4.3. VEHICULAR SITE ACCESS

- 4.3.1. The current vehicular access to either part of the site (including deliveries) is from the priority junctions with A629 Penistone Road. Both junctions benefit from a narrow right turn pocket on Penistone Road for right turning vehicles into the sites.

- 4.3.2. As part of the proposed development, the existing access to the Rowley Mills site will be amended, as detailed in section 4.4 of the Transport Statement. The layout will provide two lanes into the site, separating vehicles into staff/visitor arrivals and HGV/deliveries. The lanes will be separated by narrow splitter islands. There will be a single lane on exit and a pedestrian crossing island will be provided to facilitate safe crossing of the access.
- 4.3.3. The proposed improvements to the access and to provide the crossing island on the A629 are shown in the proposed drawings in Appendix A.
- 4.3.4. The existing access into the International House site from the A629 will continue to be used to access the International House site in its current format and requires no improvement.

## 4.4. PARKING PROVISION

### EXISTING PARKING PROVISION

4.4.1. The existing parking provision at the two sites is shown in the table below.

**TABLE 5. EXISTING PARKING PROVISION**

Type	Parking Spaces	
	Rowley Mills	International House
<b>Total Car Parking including:</b>	<b>138</b>	<b>40</b>
Electric	7	-
Visitor	8	-
Pool Car	1	-
Disabled	2	-
<b>Motorbike</b>	<b>3</b>	-
<b>Cycle</b>	<b>18</b>	-

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4.4.2. At Rowley Mills, 1 no. Electric Vehicle Charging spaces is allocated to the works van and 2 no. to pool cars, with 1 no. additional non-electric pool car space. The parking is provided in the three main areas to the front elevation of the building close to the main offices, to the northern elevation and to the rear (eastern elevation).

### PROPOSED PARKING PROVISION

4.4.3. The proposed parking for both site is shown on the proposed layout plans in Appendix A. The table overleaf summarises the existing and proposed parking to be provided on the site, broken down into type.

**TABLE 6. PROPOSED PARKING PROVISION**

Type	Parking Spaces	
	Rowley Mills	International House
<b>Total Car Parking including:</b>	<b>160</b>	<b>30</b>
Electric	13	2
Visitor (1 accessible)	10	2
Pool Car	1	1
Disabled	9	2
<b>Motorbike</b>	<b>12</b>	<b>2</b>
<b>Cycle</b>	<b>30</b>	<b>8</b>

4.4.4. The proposed parking in Table 6 is considered appropriate for the operation of the combined site.

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#### CYCLE PARKING

4.4.5. The travel questionnaire found that 6% of employees currently cycle to work, with 1 employee using an e-bike. Covered cycle parking for 18 cycles is provided at the existing Rowley Mills site close to the main reception. There are also showers and lockers provided for employees wishing to walk, run or cycle to work. However, the client has confirmed that the current provision (18 spaces) can reach capacity.

4.4.6. The proposed layout indicates that this existing provision will be expanded to accommodate 38 cycle spaces (secure and covered) across both sites.

4.4.7. The demand for cycle parking will be monitored through the Travel Plan process and should the need for more cycle parking become apparent, then the level of provision will be increased to suit.

## 4.5. CURRENT SUSTAINABLE TRAVEL INITIATIVES

4.5.1. Discussions with the applicant has identified that the following travel initiatives are in place:

- ✓ Provision of electric vehicle charging points (EVCP) for staff and visitors, as well as for the company pool cars and van.
- ✓ Covered cycle parking and showers and lockers for those staff members wishing to walk, run or cycle to work.
- ✓ Cycle to Work scheme.

4.5.2. EVCP provision on both sites will be provided in accordance with policy/operational requirements.

# 5. Travel Plans

## 5.1. INTRODUCTION TO TRAVEL PLANS

- 5.1.1. A Travel Plan (TP) is typically a package of practical measures to encourage all users of a development to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with the development.
- 5.1.2. The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g., setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly setting up video conferencing facilities to cut business travel. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to users of the site (which in this case include staff and visitors).

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## 5.2. THE BENEFITS OF A TRAVEL PLAN

- 5.2.1. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers. Central and Local Government guidance relating to TPs stress the environmental and health benefits of producing a TP.

- 5.2.2. It is necessary to look at the way all users of the site might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage users to reconsider how they make regular journeys.
- 5.2.3. An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.
- 5.2.4. The table below summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

**TABLE 7. THE BENEFITS OF THE TRAVEL PLAN**

<b>Benefit</b>	<b>Staff / visitors</b>	<b>Community / Environment</b>
Cost savings	√	
Healthier lifestyle	√	√
Improved site access	√	√
Reduced congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality	√	√
Reduced noise	√	√

5.2.5. TPs can produce indirect but significant benefits, such as improving the punctuality of people travelling to the site. Staff and visitors who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the site will demonstrate a more responsible and caring attitude to staff, visitors and the local community.

## 5.3. TRANSPORT POLICY

5.3.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

### NATIONAL TRAVEL PLANNING GUIDANCE

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5.3.2. The research carried out by the DfT published in their report Smarter Choice, Changing the Way We Travel suggests that a reduction of 10 – 15% of driver only trips can be achieved by the provision of effective and practicable measures included within a TP. This research was based on destination TPs which are designed to reduce car use to a particular destination such as a workplace, school or leisure development.

### NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL

5.3.3. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.

5.3.4. Paragraph 109 indicates that transport should be considered at the early stages of development;

- ✓ Ensuring that transport considerations form an early part of public engagement;
- ✓ Ensuring that streets, parking and other transport considerations are integral to the design;
- ✓ Understanding the potential impacts associated with transport;
- ✓ Identifying and pursuing opportunities to walk, cycle and use public transport; and
- ✓ Considering the environmental impacts of transport including mitigation of adverse effects.

5.3.5. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

5.3.6. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development. These include, but are not limited to, supporting an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure and well-designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.

5.3.7. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development.

- 5.3.8. Paragraph 113 states that *“maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport”*.
- 5.3.9. Paragraph 114 states that *“planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use and other”*.
- 5.3.10. When considering site for allocation or applications for development, consideration should be given to
- ✓ Prioritising sustainable transport modes, taking account of the vision for the site, the type of development and its location;
  - ✓ Achieving safe and suitable access to the site for all users;
  - ✓ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code<sup>48</sup>; and
  - ✓ Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 5.3.11. Paragraph 116 states 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”*.

- 5.3.12. Overall, the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure, and designed for low emissions.
- 5.3.13. Finally, paragraph 118 states that all developments creating “significant amounts” of movement should be supported by a Travel Plan and a Transport Statement or Transport Assessment, addressing the likely impacts of the development.

## 5.4. LOCAL PLANNING POLICY

### WEST YORKSHIRE LOCAL TRANSPORT PLAN 3

- 5.4.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:
- ✓ To improve access to jobs, education and other key services for everyone.
  - ✓ To reduce delays to the movement of people and goods.
  - ✓ To improve safety for all highway users.
  - ✓ To limit transport emissions of air pollutants, greenhouse gases and noise;  
and
  - ✓ To improve the condition of the highway infrastructure.
- 5.4.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ‘ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards’.
- 5.4.3. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

- 5.4.4. The LTP also sets out a bus strategy for West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.
- 5.4.5. It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel by modes other than the single occupancy private car trips.

## 5.5. ACCESSIBILITY

### PEDESTRIANS AND CYCLISTS

- 5.5.1. The catchment areas for the preferred maximum walking and cycling distances are set out in detail in Section 3.3. The site benefit from the provision of quality pedestrian and cycle infrastructure which start at the site accesses.
- 5.5.2. The location of the site and the infrastructure provision is considered to be more than adequate and relevant to the demand for pedestrian and cycling journeys to the site.
- 5.5.3. A pedestrian crossing of the A629 Penistone Road is proposed to provide a link between the two site and to provide a route from both site to the existing bus stops on A629 Penistone Road, detailed in section 3.5.
- 5.5.4. The proposed crossing location is shown on the drawings in Appendix A.
- 5.5.5. Parking for cycles will be provided to meet the Council's Parking Guidance required levels of cycle parking and the requirements of existing and future staff members, including for electric bike charging.

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## PUBLIC TRANSPORT USERS

- 5.5.6. The access to each of the site is within 50m of bus stops on A629 Penistone Road. Two further bus stops are located to the north of the site access either side of the Penistone Road junction with Rowley Lane; a further two stops are located further east on Rowley Lane.
- 5.5.7. All of these stops are within a 400-metre walk of the site. To the south of the site, there are two stops to the north and south of the Dogley Mill access, within a 400 metre walk to the south of the site accesses. Further details can be found at Section 3.3.
- 5.5.8. The location of bus stops is indicated on the Figure 1, and Table 3 provides summary of the bus route services in the area.
- 5.5.9. Stocksmoor Rail Station lies within a 4km cycle ride to the south of the site and offers services between Huddersfield and Sheffield. Huddersfield station itself is a 6km cycle ride to the north of the site and further local and national rail services can be accessed from here including services to Leeds, Bradford, Manchester, Sheffield, Liverpool, York and the North East. Further details can be found at Section 3.4.

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## 6. Travel Plan Initiatives

6.1.1. Travel Plan (TP) initiatives will be used to reduce reliance on the private car and promote more sustainable travel choices. Several initiatives have already been put into practice, and there are further initiatives planned for the future.

### 6.2. TRAVEL PLAN MEASURES

6.2.1. Measures are required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal Travel Plans, internet site and accessible information.

6.2.2. Travel information and initiatives will be promoted by email, in staff room areas and within the reception and waiting areas of premises (to inform visitors). This will be achieved by producing posters and leaflets. Details of the sustainable travel options will also be included within employees' starter packs for new staff. This will also include an offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.

6.2.3. For visitors, access and travel information will be provided in all marketing streams, such as induction packs (for existing and new staff), leaflets and their website.

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#### TRAVEL PLAN COORDINATOR (TPC)

6.2.4. To deliver the above measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. The TPC has not been identified at the time of writing, the details will be confirmed and submitted to the council.:

6.2.5. The TPC will ensure promotional material for sustainable travel is up to date and will act as the main point of contact for travel and access information with the council's Travel Plan unit.

6.2.6. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan unit of the council.

6.2.7. The role of the TPC shall include the following:

- Promote, publicise and encourage use of non-car modes of transport including car sharing.
- All relevant travel plan information is disseminated to employees and clearly displayed on notice boards or via internal systems and is regularly updated.
- Ensuring all sustainable travel information is kept up to date.
- Conducting, analysing and providing feedback on annual travel behaviour surveys and car and cycle parking usage survey.
- Liaise with external stakeholders, public transport operators and attend meetings with interested parties; and
- Act as the main point of contact for all organisations outside the development site.

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6.2.8. A copy of the Travel Plan will be made available on staff notice boards and an email or letter will be circulated to all staff following the commencement of the plan. This communication will announce the launch of the Travel Plan, where to access further information and name of the TPC. Details of the Travel Plan will also be included within subsequent recruitment literature and staff induction packs.

6.2.9. The TPC shall then advise staff on how they might travel to the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.

6.2.10. The TPC will promote each form of sustainable travel in the following ways.

#### INITIATIVES TO PROMOTE WALKING

6.2.11. The health, environmental and financial benefits of walking will be promoted to staff and visitors. This applies particularly to staff who live within the maximum recommended walking distance, 2km, of the site.

6.2.12. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of staff and visitors to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying.

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6.2.13. Information in respect of walking routes to the site will be made available to staff and visitors. This information will be included on maps to be produced and made available through the Travel Plan notice boards, in the employee starter packs and promotional material.

6.2.14. The TPC will promote and encourage staff participation in local and national walking initiatives. The TPC will liaise with the Council regarding road safety initiatives that would be useful to the staff.

6.2.15. Reference to the walking journey planners will also be provided in promotional material.

## INITIATIVES TO PROMOTE AND FACILITATE CYCLING

- 6.2.16. The TPC will promote cycling to work, particularly for those staff that live within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to staff. Initiatives such as bike buddy service will be promoted and the TPC will liaise with council's cycling officer about such schemes and other area wide initiatives.
- 6.2.17. Information on local cycle network routes will be made available to staff and visitors. This information will be included on maps to be produced and made available through the internet, mobile application or intranet, and notice boards and in room information packs where applicable or requested. Details of cycling promotion and assistance initiatives (see below) will also be disseminated via these methods.
- 6.2.18. Consideration shall also be given to the provision of a 'spares and tools' box to assist with on-site repairs if necessary.

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## INITIATIVES TO PROMOTE PUBLIC TRANSPORT

- 6.2.19. The site is located within walking distance of good quality, regular bus services offering the potential for more trips by public transport.
- 6.2.20. The TPC will be responsible for the display and dissemination of bus services and routes to promote the use of these services. The information will be permanently available e.g. on the intranet or mobile applications, or notice boards as applicable, for the information of staff and visitors.
- 6.2.21. West Yorkshire Metro have an up-to-date website which provides information on its services, routes, timetables and other accessibility options. Links to the website will be posted on the relevant internet and/ or intranet site, and mobile applications, as applicable.

6.2.22. The TPC will consider joining the West Yorkshire Travel Plan Network, which assists with distributing local and national information on sustainable travel. By joining the WYTPN, employees can be offered a 15% discount on annual MetroCard's.

6.2.23. The TPC will make arrangements to demonstrate to staff and visitors (if requested) how to access online real-time bus information and Journey Planner on Metro's website and also the "your next bus" service from Metro, by mobile phone. Visitors will also be made aware of all relevant on-line websites administered by public transport operators, and will include the following:

- ✓ Journey planner: [www.metrojourneyplanner.info/welcome.do](http://www.metrojourneyplanner.info/welcome.do)
- ✓ Real time bus information: <http://wypte.acislive.com/>
- ✓ Timetables and ticket information: [www.wymetro.co.uk](http://www.wymetro.co.uk) or [www.qixa.com/pslweb/metro.php](http://www.qixa.com/pslweb/metro.php) or on tel 0113 245 7676
- ✓ Rail Enquiries: [www.nationalrail.co.uk](http://www.nationalrail.co.uk)
- ✓ Coach travel: [www.nationalexpress.com](http://www.nationalexpress.com) and [www.megabus.com](http://www.megabus.com)

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## INITIATIVES TO REDUCE CAR USE

6.2.24. On first arrival at the site, new staff will be provided with a digital employees' starter packs for new staff. Details of the on-site facilities will be provided in employee starter packs which if staff are fully aware of, will assist with a reduction in travel demand.

6.2.25. The employee starter packs will also provide details in respect of the site and its surroundings. This information will include details of:

- ✓ the Travel Plan, its objectives and the role of the TPC
- ✓ local public transport facilities including maps, timetables and location of nearby bus stops
- ✓ cycle path network maps for the local area and beyond
- ✓ local bicycle users' groups and cycle shops
- ✓ local footway network

- ✓ car parking arrangements
- ✓ car sharing and car club schemes
- ✓ local taxi services
- ✓ local amenities including access options

6.2.26. Car sharing involves giving a lift to someone who lives close by or on the way to or from site. In addition to the measures to promote walking, cycling and public transport, car sharing is a good means of reducing single-occupancy car use especially for staff. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of employees by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available within communal staff areas.

6.2.27. Given the levels of staff on the site and the shift patterns that are operated, the potential to set up a car sharing scheme for staff should be considered and / or promotion of car sharing via the district wide scheme available to the public. Reference will be made to this via the promotional material for specific schemes such as [www.liftshare.com](http://www.liftshare.com) and [www.gocarshare.com](http://www.gocarshare.com)).

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# 7. Targets

- 7.1.1. Targets measure the outcome of what the TP has achieved. They quantify the difference a TP has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 7.1.2. Travel surveys have recently been undertaken which has provided a base level of travel behaviour. The occupier carried out a questionnaire survey of staff travel characteristics in October 2023 (a copy of the survey questions and responses are included in Appendix B). Responses were received from 156 members of staff; this represents a 71% response rate which is a reasonable sample of employee's travel behaviour given the employee group size.
- 7.1.3. The latest census data for Method of Travel to Work for Lower Super Output Areas (LSOA's) close to the site have been extracted from the NOMIS website. The results are compared to the occupier survey results to gain an understanding of the travel behaviour of employees at the site compared to other employment in the vicinity.
- 7.1.4. Modal splits have been calculated using the proportion of people who travel to a place of work; people who mainly work from home have been excluded from the calculation. Therefore, the census modal split is more representative of the employees on the site as the nature of operations means that they cannot work from home easily. A summary of the survey results against the census data is shown in Table 5.

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**TABLE 8: MODE OF TRANSPORT**

Mode of Transport	Reliance Precision Ltd Staff		2011 Census	
	Number of staff	Proportion of staff	Number of residents	Proportion of residents
Walk / Run	10	6.50%	618	6.80%
Cycle	9	5.80%	77	0.80%
E-bike / Scooter	1	0.60%	-	-
Bus	4	2.60%	713	7.80%
Train	1	0.60%	254	2.80%
Car (Driver)	125	80.00%	6,775	74.10%
Car (Passenger)	10	6.50%	559	6.10%
Electric Car (Driver)	2	1.30%	-	-
Electric Car (Passenger)	1	0.60%	-	-
Motorbike	7	4.50%	57	0.60%
Work From Home	4	2.60%	-	-
Lift With Family Member	1	0.60%	-	-
Other	-	-	87	0.90%

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- 7.1.5. It can be seen from the survey results above that RPL employees undertake travel by cycling more often than other people travelling to work in the local area. However public transport trips are much lower.
- 7.1.6. 88.4% RPL employees travel to work by private car (including electric), as a driver or passenger. In comparison, approximately 80.2% census respondents travel to work as a driver or passenger of a car. A far greater percentage of staff travel by motorbike compared to the census data.

7.1.7. The main objective of this occupier specific Travel Plan is to maintain and improve on the present modal splits and reduce the level of single occupancy car usage. It is recommended that the targets for this travel plan are:

- ✓ **Target:** an increase in the proportion of staff using public transport by 1%;
- ✓ **Target:** an increase in the proportion of staff car sharing by 5%; and
- ✓ **Target:** an increase in walking and cycling for local trips by 4%.

7.1.8. These objectives will be reviewed after the next travel survey has been carried out 12 months after the first travel survey.

7.1.9. Once the targets have been achieved, the level of private car usage will be maintained at this level or reduced further. The Travel Plan Co-ordinator will not omit or change the agreed targets without prior consultation and agreement from the council's Travel Planning Officer.

7.1.10. Once the targets have been achieved the level of private car usage will be maintained at this level or reduced further. The Travel Plan Co-ordinator will not omit or change the agreed targets without prior consultation and agreement from the council's Travel Planning Officer.

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## 8. Responsibility / Ownership

- 8.1.1. The site will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority.
- 8.1.2. The TP will be implemented under the control of the Travel Plan Co-ordinator (TPC), who on appointment will contact the Council's Travel Planning Officer to advise that work has commenced on delivering the TP and set out preliminary dates for delivery and monitoring of this TP.
- 8.1.3. The TPC will liaise with the Council's Travel Planning Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.
- 8.1.4. The TPC will be provided with an adequate budget to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all involved. The TPC will agree at the onset with the council how the outcomes will be reviewed.

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# 9. Implementation

- 9.1.1. The TPC will have the responsibility of implementing the remainder of the Travel Plan (TP) and the Action Plan therein.
- 9.1.2. The infrastructure provision outlined in the previous sections will be implemented as part of the extension of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of the extension.
- 9.1.3. The TPC will carry out a subsequent travel survey every year within 12 months of the previous survey. Whilst the primary reason for the survey is to gather data on travel behaviour to compare to the travel survey results presented and to review progress against targets, it will also be used to inform the staff of the aims and objectives regarding the Travel Plan and sustainable travel.
- 9.1.4. The TPC will continue to implement the Travel Plan measures with the aim to continue to reduce single-occupancy vehicle trips to work and promote the use of sustainable modes of transport.
- 9.1.5. The survey work provides an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the staff. The results of the surveys and an associated monitoring report will be submitted to the council for approval.
- 9.1.6. As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

9.1.7. A suggested framework for the Actions is provided in the table below and will be developed and updated as the Travel Plan progresses.

**TABLE 9. ACTION PLAN FRAMEWORK**

<b>Action</b>	<b>Delivery</b>
Infrastructure provision (cycle, pedestrian, highway improvements)	Post planning permission and prior to operation of the building extensions
Appointment of TPC	Post planning permission and prior to operation of the building extensions
Travel Questionnaire	Within 12 months of planning permission
"Soft" measures / Promotional Material	Commence implementation following appointment of the TPC
Monitor and Review	Annually
Action Plan	Prepared at start of year and then implemented during that period

# 10. Monitoring and Review

## 10.1. MONITORING

- 10.1.1. An objective of this Travel Plan (TP) is that there will be an on-going improvement process including periodic monitoring, where necessary. The TP will then be reviewed in consultation with the council's Travel Plan Officer.
- 10.1.2. The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to staff and visitors via email, notice boards and staff meetings as appropriate. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.
- 10.1.3. Travel surveys will be undertaken annually. The survey results will be used to identify progress against the targets mentioned in Section 5. The results of the monitoring will be fed back to the Travel Plan Officer.

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## 10.2. REVIEW

- 10.2.1. If the review determines that the Travel Plan targets have not been met, then the TPC shall liaise with council's Travel Plan Officer on potential measures to mitigate and resolve this.
- 10.2.2. At this stage it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

# APPENDICES

# APPENDIX A: Proposed Site Layout Plans

Notes:  
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 Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.

PARKING NUMBERS	
PROPOSED CAR PARKING	170No.
INC:	
DIS. CAR PRKING	9No.
EV CHARGING	13No.
MOTOCYCLE PARKING	12No.
CYCLE SPACES (15 HOOPS)	30 (SPACES)

NEW FLOOR AREA	
NEW GROUND FLOOR EXTENSION	5,300 SQ.FT. GEA
NEW FIRST FLOOR EXTENSION	5,300 SQ.FT. GEA
NEW SECOND FLOOR EXTENSION	4,500 SQ.FT. GEA
NEW GROUND FLOOR REAR EXTENSION	8,350 SQ.FT. GEA
NEW FIRST FLOOR REAR EXTENSION	8,350 SQ.FT. GEA
<b>TOTAL</b>	<b>31,800 SQ.FT. GEA</b>

P01	ISSUED FOR PLANNING	AB	.	FEB '25
Rev	Description	By	Chkd	Date

Client

**RELIANCE PRECISION LIMITED**

Project Title

**ROWLEY MILLS**

Drawing Title

**PROPOSED PARKING LAYOUT**

**KPP** ARCHITECTS  
 Lodge House  
 12 Town Street  
 Horsforth, Leeds LS184RJ  
 T : +44 (0) 113 2390460  
 E : architects@kpp-leeds.co.uk  
 W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:500	A2	FEB '25	AB	.

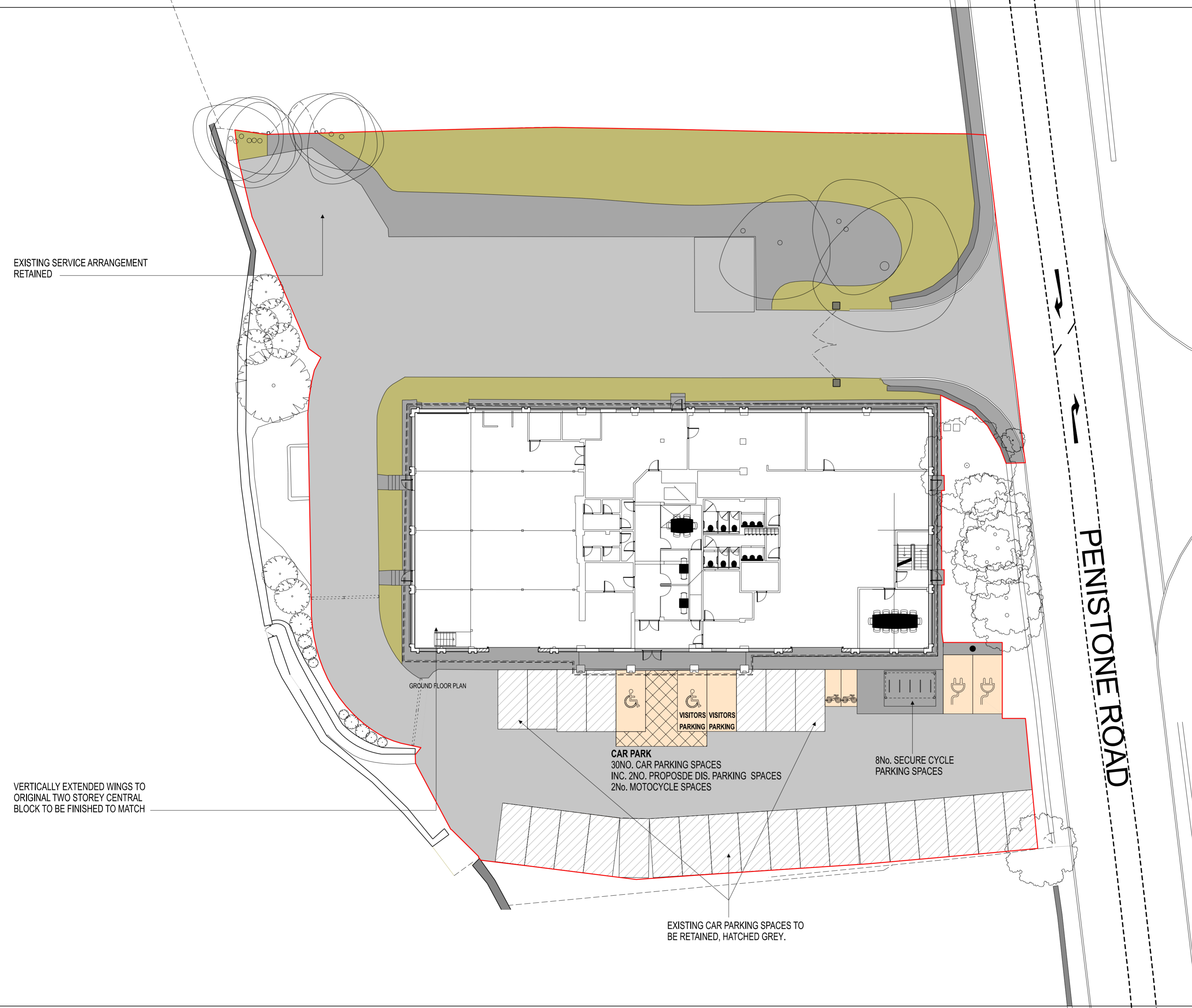
Status  
**PLANNING**

KPP Job No	Rev
<b>2421</b>	<b>P01</b>
Number	
<b>2004</b>	



EXISTING FOOTPATH TO BE ENHANCED.  
 VEGETATION TO BE CUT BACK TO ALLOW FOR  
 FOOTPATH TO BE WIDENED AND LIGHTING ADDED

Notes:  
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 Do not scale from this drawing. Any discrepancies on site should be brought to the attention of KPP Architects Ltd.  
 Work and materials must comply with the current building regulations and codes of practice and be read in conjunction with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



EXISTING SERVICE ARRANGEMENT  
 RETAINED

VERTICALLY EXTENDED WINGS TO  
 ORIGINAL TWO STOREY CENTRAL  
 BLOCK TO BE FINISHED TO MATCH

GROUND FLOOR PLAN

**CAR PARK**  
 30NO. CAR PARKING SPACES  
 INC. 2NO. PROPOSED DIS. PARKING SPACES  
 2NO. MOTORCYCLE SPACES

8NO. SECURE CYCLE  
 PARKING SPACES

EXISTING CAR PARKING SPACES TO  
 BE RETAINED, HATCHED GREY.

PENISTONE ROAD

P01	ISSUED FOR PLANNING	AB	.	FEB '25
Rev	Description	By	Chkd	Date

Client

**RELIANCE PRECISION LIMITED**

Project Title

**ROWLEY MILLS**

Drawing Title

**PROPOSED SITE PLAN**

**KPP** ARCHITECTS  
 Lodge House  
 12 Town Street  
 Horsforth, Leeds LS184RJ  
 T : +44 (0) 113 2390460  
 E : architects@kpp-leeds.co.uk  
 W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:200	A2	FEB '24	BC	AB

Status  
**PLANNING**

KPP Job No	Rev
<b>2421</b>	<b>P01</b>
Number	
<b>2104</b>	

# APPENDIX B: Travel Survey Questionnaire and Results

# Reliance Precision Ltd - Staff Travel Survey

This travel survey is being undertaken amongst all members of staff working at the site to gain an understanding of the existing staff travel patterns. This information will be used to develop a Travel Plan for the site, the objective of which is to try and encourage different forms of transport to the private car.

Please complete the survey based on your general travel to work habits based on a normal working day.

***Please be assured that the information that you provide will be treated with the utmost confidentiality.***

\* Indicates required question

---

1. Please tick the box which represents your current employment status: \*

*Mark only one oval.*

Yes

No



4. What mode of transport do you primarily use to get to work? \*

*Tick all that apply.*

Walk

Cycle

Bus

Train

Car (Driver)

Car (Passenger)

Motorbike

Other: \_\_\_\_\_

5. Are there any other modes of transport you use on a less regular basis?

*Tick all that apply.*

	Once / twice a week	Once / Twice a month	Less Frequent
<b>Walk</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cycle</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Bus</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Train</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Car (Driver)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Car (Passenger)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Motorbike</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other (please specify)</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Approximately how far is your journey to work? \*

*Mark only one oval.*

Less than 1 mile

1-2 miles

2-3 miles

3-5 miles

5-10 miles

10 miles +

7. Do you have a disability which affects your travel arrangements? \*

*Mark only one oval.*

Yes

No

8. Do you travel to / from work with anyone else? \*

*Mark only one oval.*

Yes

No

9. If YES, is this your:

*Mark only one oval.*

- Spouse / Partner
- Work colleague
- Car share partner
- Other

10. Would you be interested in taking part in a Car Sharing scheme with other staff who work at the site on similar shifts or as part of a County wide scheme? \*

*Mark only one oval.*

- Yes
- No

11. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable? \*

*Tick all that apply.*

- Walk
- Cycle
- Bus
- Train
- Car (Driver)
- Car (Passenger)
- Motorbike
- Could not use any other mode

12. Which of the following initiatives would encourage you to use public transport to travel to work at the site? \*

*Tick all that apply.*

- More direct bus routes
- More cost effective public transport
- More frequent bus services
- Interest free season ticket loans provided by work
- Up-to-date Public transport information available at work
- Easy access low floor buses
- I would NEVER use public transport to travel to work

13. Which of the following initiatives would encourage you to walk / cycle to work? \*

*Tick all that apply.*

- More dedicated cycle / walking routes
- Support to purchase a cycle / cycle training
- Quality information on the local network
- Safe crossing points on local roads
- Secure cycle parking at work
- Shower, lockers and changing facilities at work
- Improved security and lighting
- Guaranteed ride home in case of family emergency
- I would NEVER walk / cycle to work

14. Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey? \*

---

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---

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15. Thank you for completing this survey!

---

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Google Forms

# Reliance Precision Ltd - Staff Travel Survey

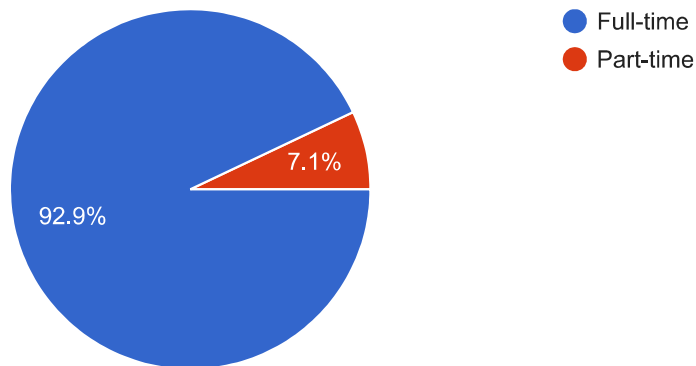
156 responses

[Publish analytics](#)

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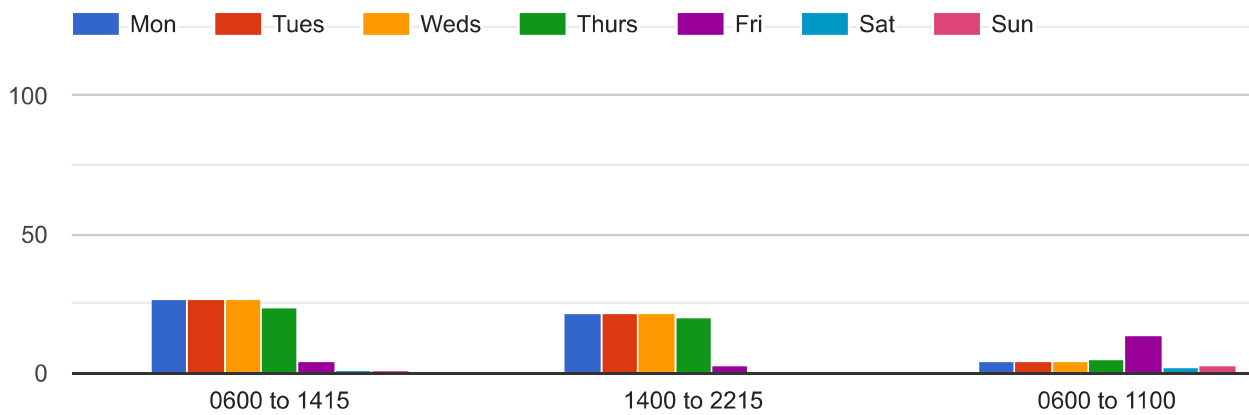
Please tick the box which represents your current employment status:

156 responses



 Copy

What shift patterns do you work? Please tick those applicable.



HD95PY

S756FR

Hd2 1Iy

HD4 6QZ

LS8 1AB

HD7 4AY

HD34EF

HD5 9LH

HD8 0BG

HD4 6DS

S36 6GA

HD8 0QS

Hd1 6el

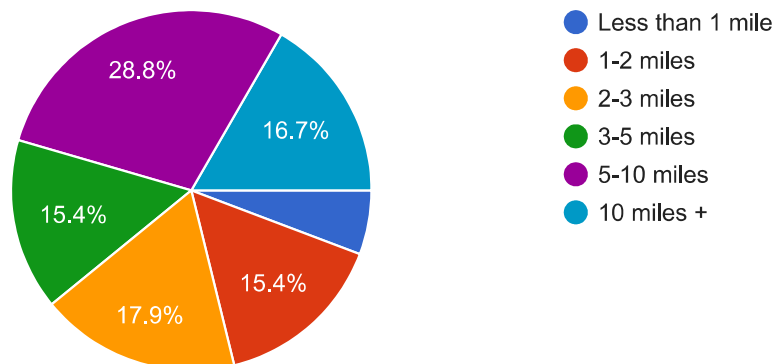
S752ru

51 more responses are hidden

Approximately how far is your journey to work?

 Copy

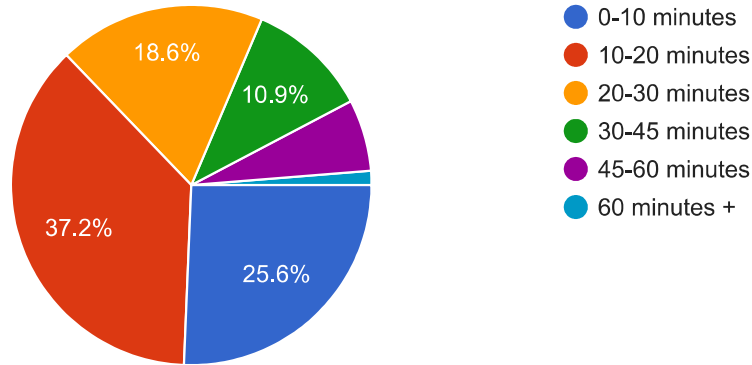
156 responses



### Approximately how long does it take you to travel to work?

 Copy

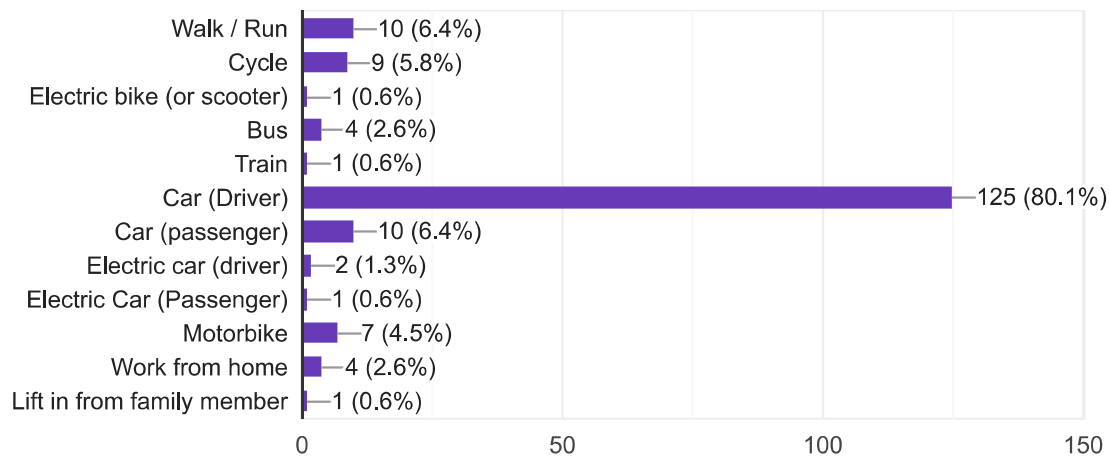
156 responses



### What mode of transport do you primarily use to get to work?

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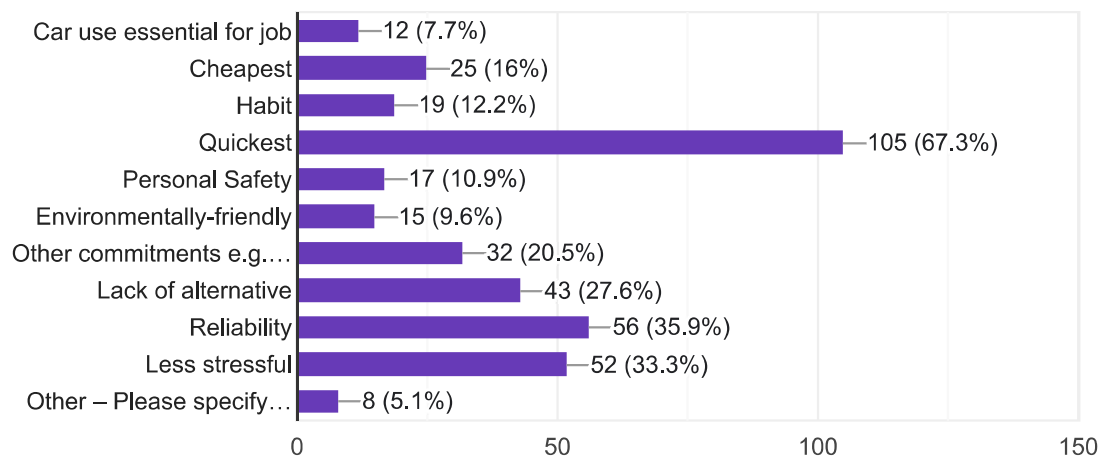
156 responses



### What are your main reasons for using that mode (tick up to 3 that apply)?

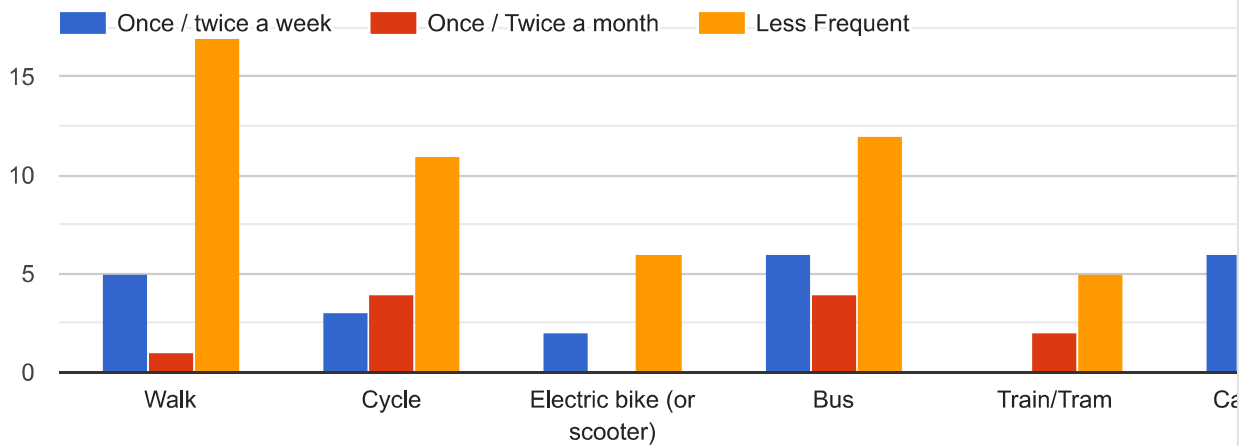
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156 responses



Are there any other modes of transport you use on a less regular basis?

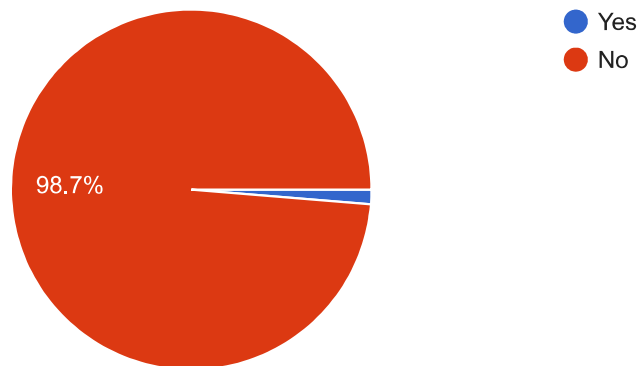
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Do you have a disability which affects your travel arrangements?

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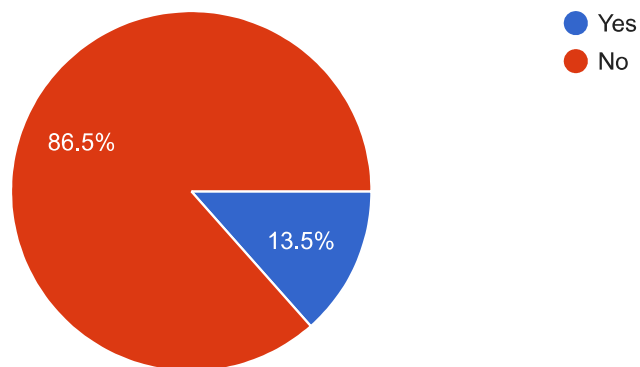
156 responses



Do you travel to / from work with anyone else?

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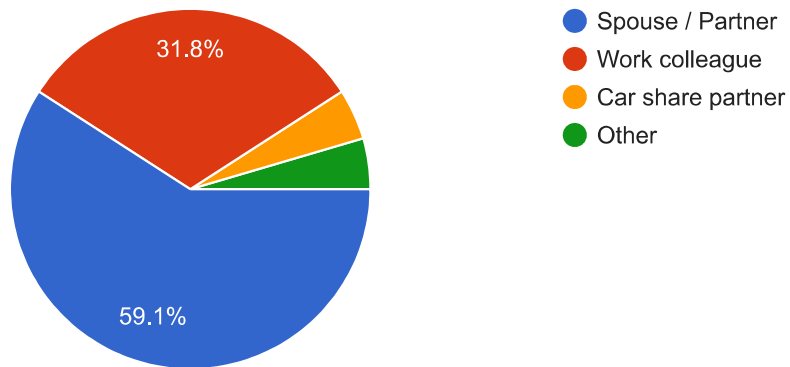
156 responses



If YES, is this your:

 Copy

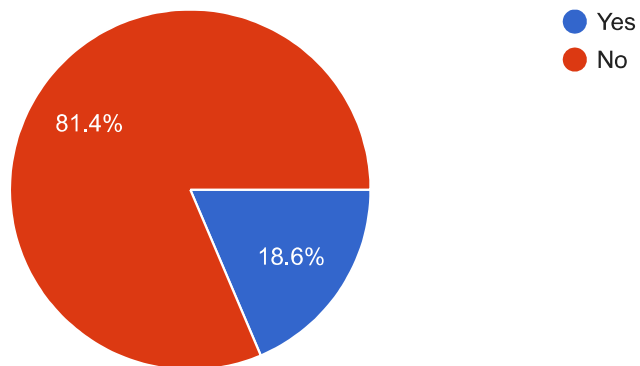
22 responses



Would you be interested in taking part in a Car Sharing scheme with other staff who work at the site on similar shifts or as part of a County wide scheme?

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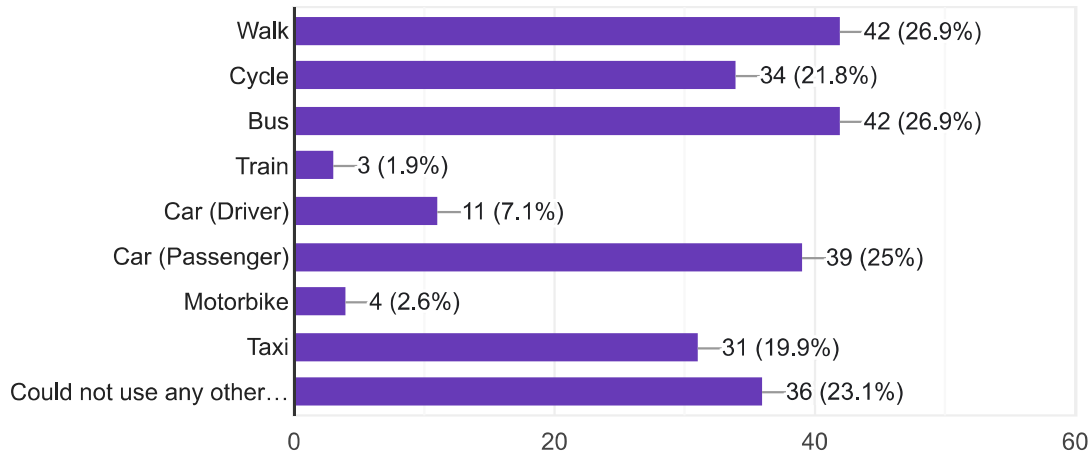
156 responses



### What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

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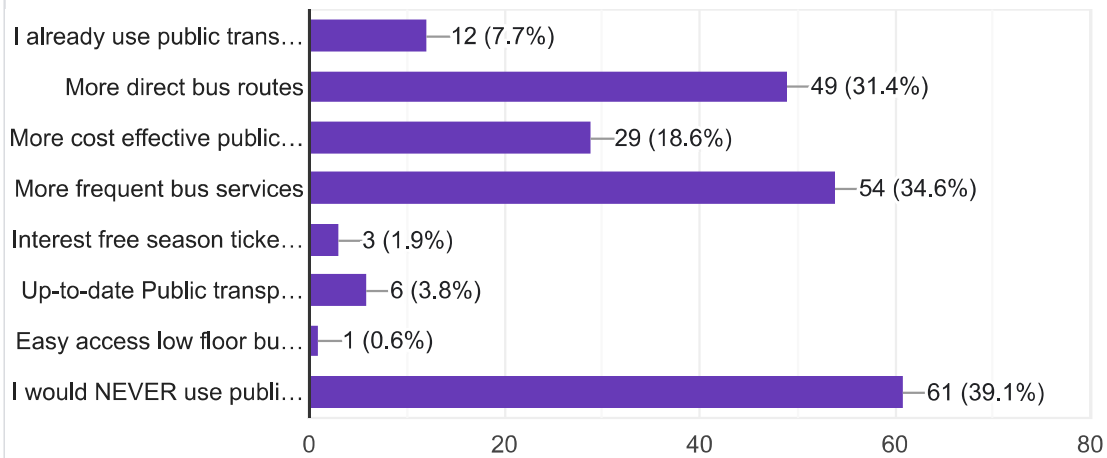
156 responses



### Which of the following initiatives would encourage you to use public transport to travel to work at the site?

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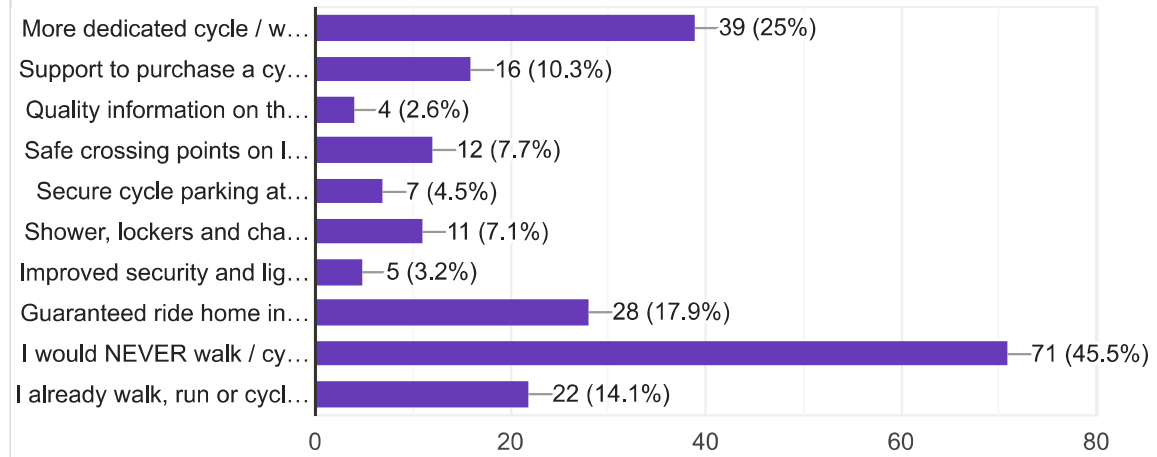
156 responses



# Which of the following initiatives would encourage you to walk / run / cycle to work?

 Copy

156 responses



Travel Plan – Rowley Mills, Huddersfield – 23100

