

TRANSPORT STATEMENT



Reliance Precision Ltd, Rowley Mills

Fenay Bridge, Huddersfield

November 2025



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Author	Emma Grayshon
Reviewer	Ali Yarrow

Signatures:
REDACTED

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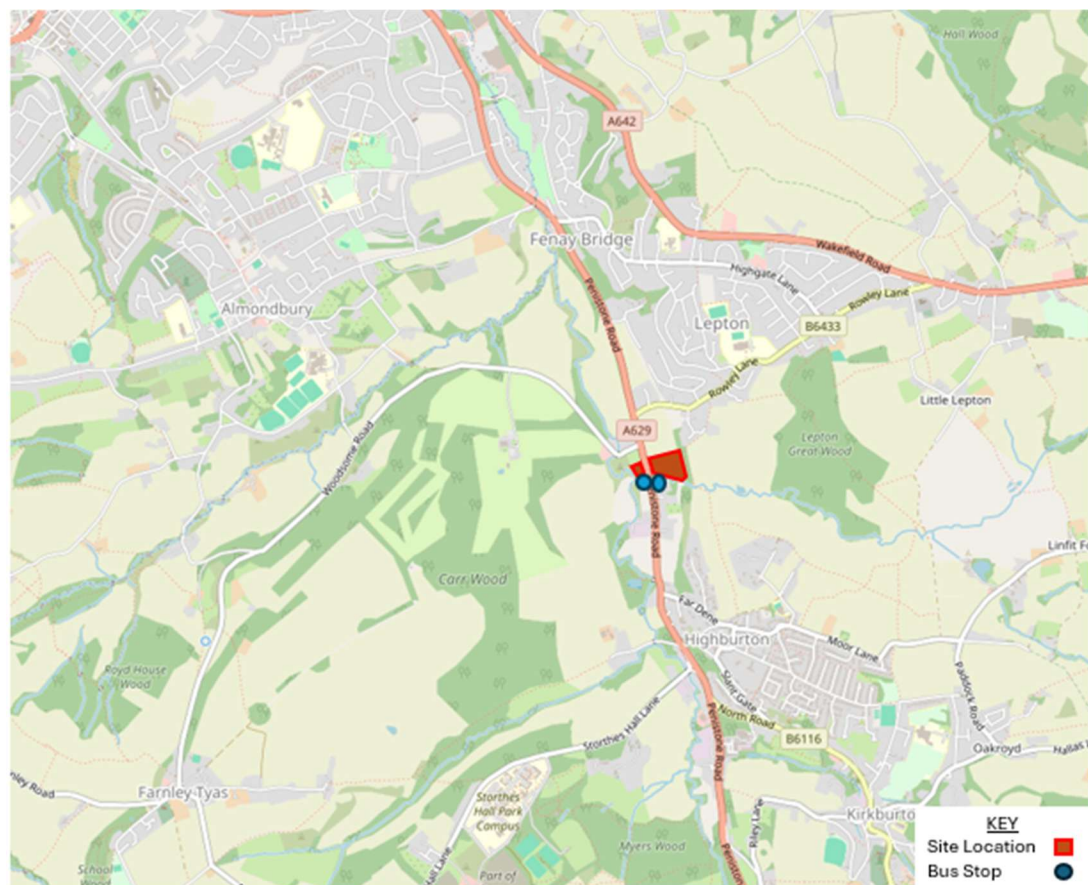
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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application comprising an expansion of the existing Reliance Precision Ltd Site. 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 sites are referred to as 'the Site' in this report.

1.1.2. .

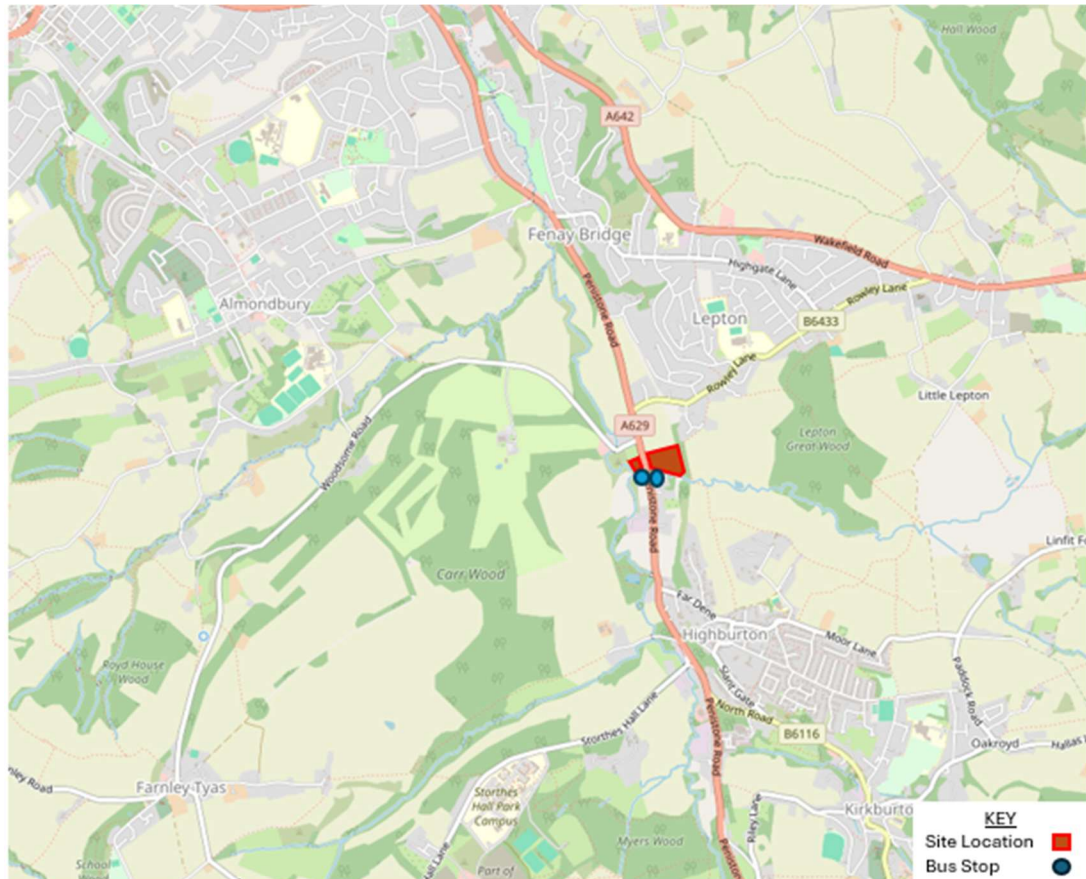
FIGURE 1: SITE LOCATION



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1.1.3. below shows the Site location in relation to the local highway network.

FIGURE 1: SITE LOCATION



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1.1.4. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.

1.1.5. Kirklees Council highways officers have been consulted throughout the preparation of this Transport Statement. Pre-application comments received on 9th October 2024 have been considered.

1.1.6. Both Local and National Transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report.

Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

- 1.1.7. A separate Travel Plan for the development proposals has also been prepared to accompany this Transport Statement.
- 1.1.8. The following assessment concludes that an acceptable vehicular access can be provided in terms of safety and capacity.

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust 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.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024. Paragraph 109 indicates that transport should be considered at the early stages of development, ensuring that:

- ✓ Transport considerations should form an early part of public engagement
- ✓ Ensuring 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
- ✓ Consider the environmental impacts of transport including mitigation of adverse effects.”

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

2.2.3. 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 support an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure, 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.

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

2.2.5. 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 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”.

2.2.6. 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”.

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2.2.7. When considering sites for allocation or applications for development, consideration should be given to:

- ✓ sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location
- ✓ safe and suitable access to the site can be achieved 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 Code⁴⁸; 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.

2.2.8. 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”.

2.2.9. 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.

2.3. LOCAL PLANNING POLICY

WEST YORKSHIRE LOCAL TRANSPORT PLAN

2.3.1. 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:

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- 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.*

2.3.2. 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.’ With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

KIRKLEES LOCAL PLAN

2.3.3. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees.

2.3.4. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users, recognising the role of a TA in reducing the impact of developments on the environment by encouraging modal shift.

2.3.5. Policy LP21 states that new development will normally be permitted where safe and suitable access to the Site can be achieved for all people and where the residual cumulative impacts of development are not severe. In addition, proposals should demonstrate adequate mitigation measures as necessary to avoid a detrimental impact on the local highway network. Policy LP21 states that all proposals shall;

- *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- *where needed, provide new infrastructure or improvements on or off Site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- *take into account changes in Site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*

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- █ *take into account access for emergency, service and refuse collection vehicles;*
and
- █ *provide on-Site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.'*

2.3.6. Policy LP24 d(vi) states that all proposals shall incorporate 'adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste'.

KIRKLEES HIGHWAY DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT (SPD)

2.3.7. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.

2.3.8. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

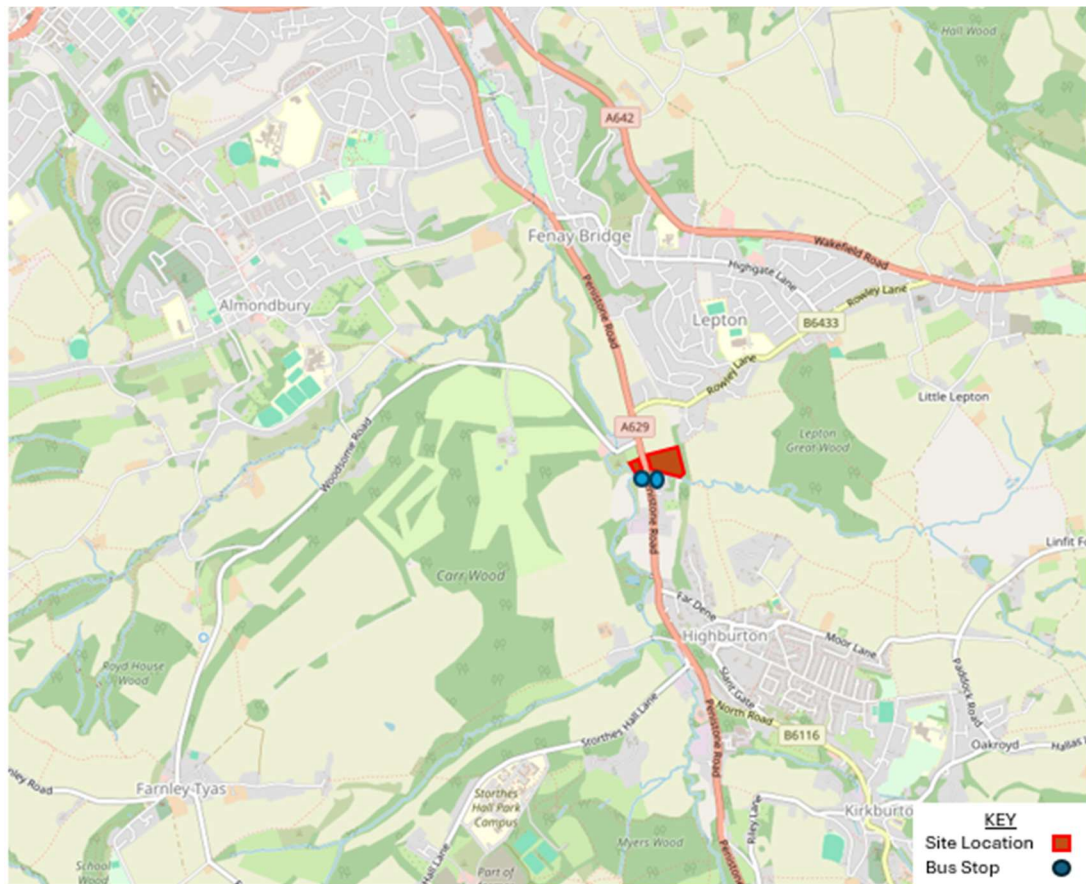
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3. Existing Situation

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: SITE LOCATION



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3.1.2. in Section 1 of this report shows the location of the Site.

3.1.3. 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.

- 3.1.4. 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. It 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.
- 3.1.5. 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. It 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.
- 3.1.6. The two parts of the Site are bisected by A629 Penistone Road, from which vehicular access to both is taken.

3.2. PLANNING BACKGROUND

- 3.2.1. International House was the subject of a planning application (Ref: 2022/62/91909/W) comprising the erection of first floor extensions to form office and storage space, re-configuration of internal layout to form additional and amended workshop space, storage space, and staff facilities, re-location of office space into proposed extension and formation of 14 additional car parking spaces and bin storage area.
- 3.2.2. The planning application was approved in September 2022.
- 3.2.3. The documents and plans submitted as part of the application have been reviewed during the preparation of this transport statement. The approved layout for the International House Site is included in Appendix A.

3.3. HIGHWAY NETWORK

- 3.3.1. Vehicular access to both parts of the Site will be taken from the existing priority junctions onto A629 Penistone Road.
- 3.3.2. 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.
- 3.3.3. The access into the International House Site is opposite and staggered to 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.

- 3.3.4. In the vicinity of the Site, the A629 Penistone Road is a two-way single carriageway and 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.
- 3.3.5. Penistone Road has a footway provided to both kerb lines and these extend along the Site boundary and beyond to the north and south of the Site access. The road is lit to main road standard.
- 3.3.6. 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.

3.4. PEDESTRIANS AND CYCLISTS

WALKING

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- 3.4.1. 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 sites 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

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

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

3.4.2. The facilities within the preferred maximum walking distances are summarised in the Table 2 below. The majority of 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

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

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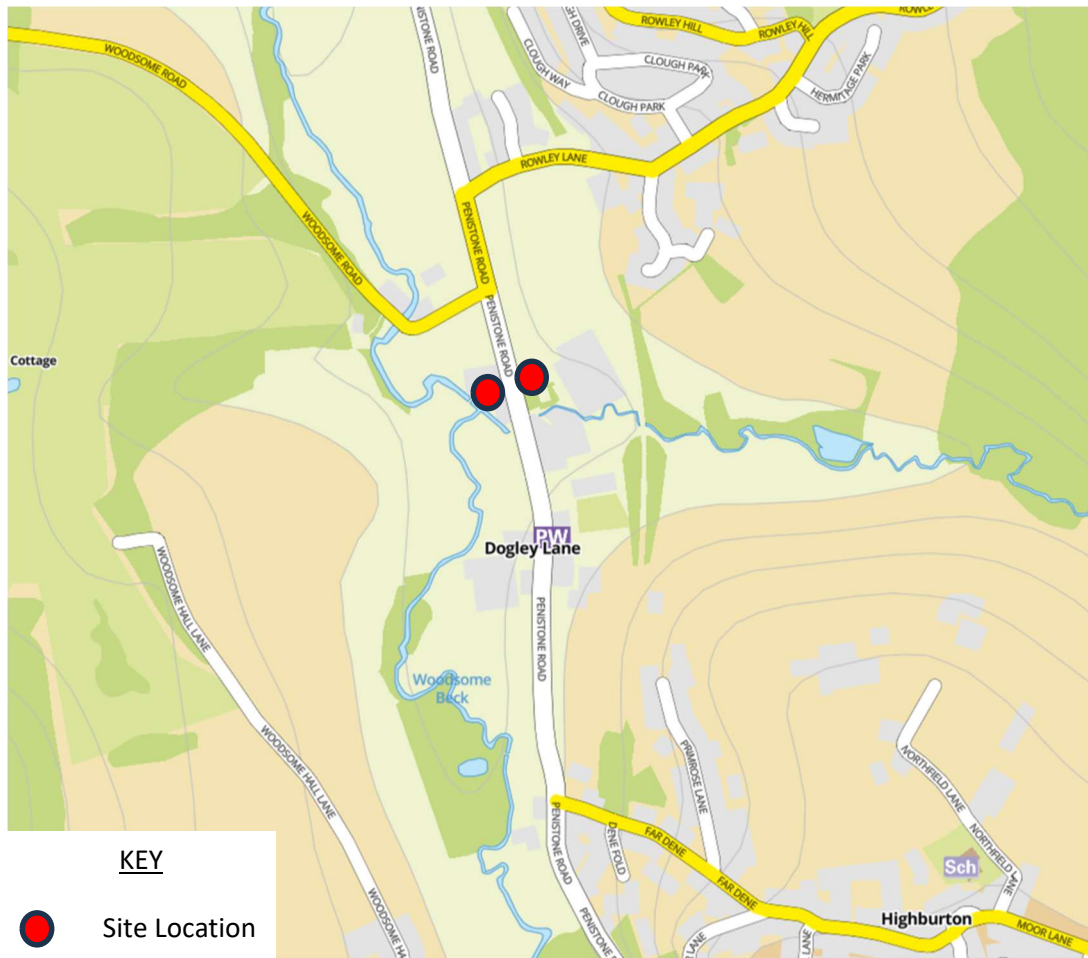
3.4.3. As stated in Section 3.2, a continuous footway is provided along both kerb lines of Penistone Road to the north and south of the Site accesses. On the eastern kerblines of Penistone Road, the footway is continuous between Rowley Lane to the north and Far Dene to the south linking pedestrians from the Site to the residential areas and services of Fenay Bridge and High Burton. This gives existing and potential employees the opportunity to walk to / from the Site.

3.4.4. In summary, the existing pedestrian infrastructure in the vicinity of the Site is of a good standard.

CYCLING

- 3.4.5. 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.
- 3.4.6. 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.
- 3.4.7. The Kirklees Interactive Cycle Map (extract shown overleaf) indicates that Rowley Lane, Far Dene and Woodsome Road are advisory cycle routes (highlighted in yellow) and can be accessed from close to the Site., which is marked with a red spot. 14
- 3.4.8. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using quieter residential roads. Stocksmoor Rail Station lies within a 4km cycle ride to the south of the Site and Huddersfield station itself is a 6km cycle ride to the north of the Site.
- 3.4.9. In summary, the infrastructure in the vicinity of the Site offers the potential for employees and visitors to cycle to the Site.

FIGURE 2 EXTRACT FROM KIRKLEES INTERACTIVE CYCLE MAP



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- 3.4.10. 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.
- 3.4.11. Given 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.

3.5. PUBLIC TRANSPORT

BUSES

- 3.5.1. The accesses to 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 located to the north and south of the Dogley Mill access, within a 400 metre walk to the south of the Site.
- 3.5.2. All of the above bus stops have flags, timetable cases and raised kerbs.
- 3.5.3. The table below 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	-

- 3.5.4. 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.

TRAINS

- 3.5.5. Stockmoor Rail Station lies within a 4km cycle ride to the south of the Site. Stockmoor station is on the Penistone Line running between Huddersfield and Sheffield.
- 3.5.6. 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.
- 3.5.7. 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.

3.6. INJURY COLLISION RECORDS

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- 3.6.1. Injury collision data has been obtained from 1 January 2018 to 31 December 2022 from the Crash Map website for a distance 200 metres to the north and south of the existing Site accesses.
- 3.6.2. There were a total of two incidents over this period; both in the vicinity of the Site access, one slight in severity and the other serious. The incident reports are provided in Appendix B of this report.
- 3.6.3. The first incident occurred in June 2018 when a car proceeding on Penistone Road collided with a left-turning car. The second more serious accident occurred in January 2022 when a vehicle turning right onto Woodstone Road collided with a vehicle travelling along Penistone Road, the accident occurred in wet conditions and in the dark.

3.6.4. Given the nature of the A629 with high traffic flows and a speed limit of 40mph, this frequency of incidents is considered to be low. It is therefore considered that there are no safety concerns nor any safety trends on this section on the local highway network in the vicinity of the proposed development that would be exacerbated by the proposed development.

3.7. EXISTING TRAFFIC DATA

ATC SPEED SURVEY

3.7.1. An Automatic Traffic Count Survey was carried out between Tues 5th Nov and Mon 11th Nov 2024 to the south of the Site access. A summary of the findings of the survey are provided in Appendix C.

3.7.2. This confirmed the 85th percentile speed for southbound and northbound traffic of 40.2 mph and 39.4 mph, respectively.

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SITE ACCESS TURNING COUNT SURVEY

3.7.3. A fully classified traffic count and queue length survey was undertaken on Tuesday 5th November 2024 and covered the existing accesses into both the Rowley Mills and International House sites. The traffic counts were undertaken during the weekday peak hour periods of 0530-0900 and 1530-1800 hrs.

3.7.4. A summary of the survey data is provided in Appendix C.

3.7.5. The queue length survey shows that the maximum number of vehicles waiting in either right turn lane was 1 vehicle in either right turn pocket except for a 5 minute period at 0645am where 3 vehicles were observed in the right turn lane into the Rowley Mills Site.

4. The Development Proposals

4.1. EXISTING OPERATION

ROWLEY MILLS (RPL) SITE

4.1.1. The current occupiers of the Rowley Mills Site (RPL) operate as a specialist manufacturer of precision instrumentation, providing in-house designed and manufactured products. The existing floor plans and Site layout are shown on the drawings in Appendix D of this report. The gross internal floor area for the existing building is 65,000 sq. ft (6,039 sqm).

4.1.2. At present there are 220 staff employed at the 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 also operates two shifts during the week from 0600 to 1400 and 1400 to 2200 for a smaller number of employees.

4.1.3. The Site has the following deliveries and outgoing goods movements:

- ✓ Incoming raw materials are delivered by a range of vehicles from light goods vehicles to articulated vehicles.
- ✓ Outgoing goods are despatched onto light goods vehicles or rigid HGVs.
- ✓ Non-hazardous waste and refuse is undertaken by private collection with separate collections of different sizes of skips for metal, wood and miscellaneous items.
- ✓ Hazardous waste is removed by rigid HGV and smaller vans.
- ✓ General Waste is removed by a private refuse vehicle.

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- 4.1.4. A travel questionnaire was distributed to the existing employees to understand their current travel patterns. This has been used to inform both this TS and the accompanying TP.
- 4.1.5. Responses to the questionnaires were received from 156 staff members (of a 220 staff member total), representing a 71% response rate. The modal split identified from the travel questionnaire responses is presented in Table 4 below.

TABLE 4. STAFF MODE OF TRANSPORT

Mode of Transport	Reliance Precision Ltd Staff	
	Number of staff	Proportion of staff
Walk / Run	10	6.50%
Cycle	9	5.80%
E-bike / Scooter	1	0.60%
Bus	4	2.60%
Train	1	0.60%
Car (Driver)	125	80.00%
Car (Passenger)	10	6.50%
Electric Car (Driver)	2	1.30%
Electric Car (Passenger)	1	0.60%
Motorbike	7	4.50%
Work From Home	4	2.60%
Lift With Family Member	1	0.60%

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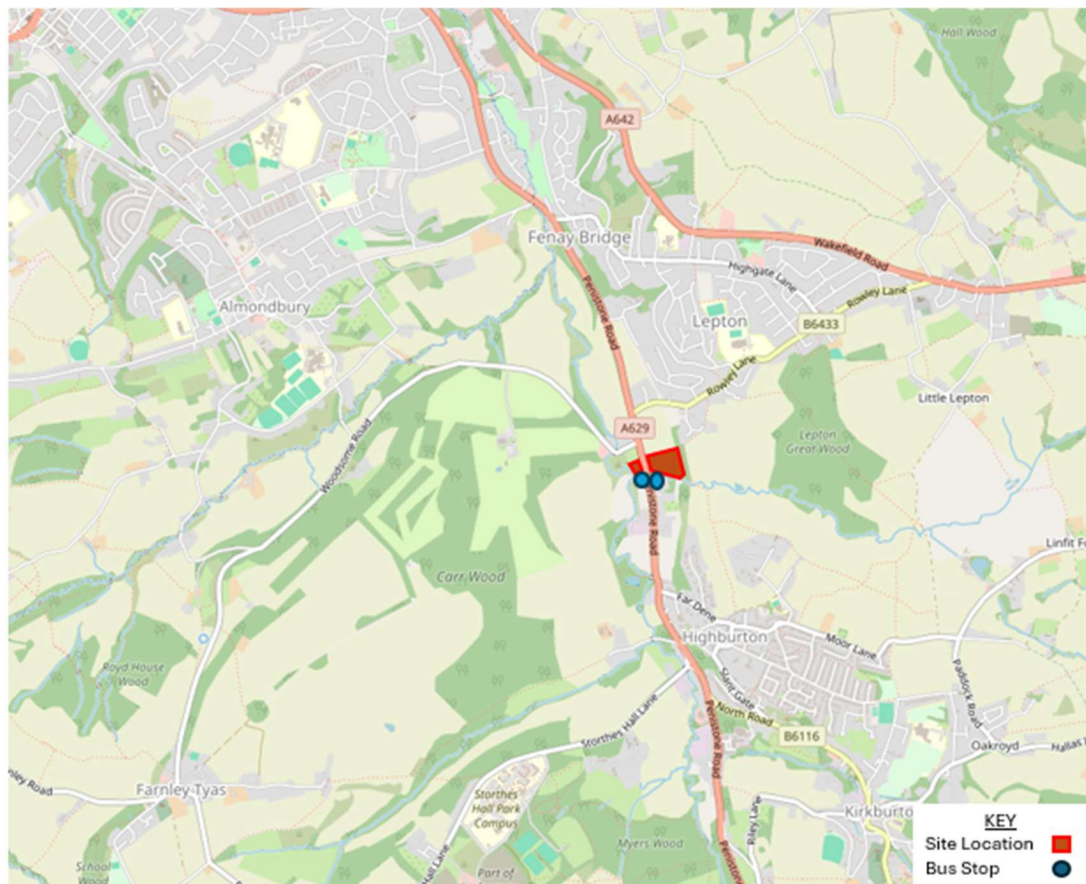
- 4.1.6. The results of the Travel Questionnaire are presented in Appendix E and referred to throughout the following sections.



INTERNATIONAL HOUSE SITE

4.1.7. The applicant wishes to expand the current operation on the Rowley Mills Site into the recently acquired International House Site. .

4.1.8. Figure 1: Site Location



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4.1.9. in chapter 1 shows the Site location in relation to the local highway network.

4.1.10. The existing floor plans and Site layout for International House are shown on the drawings in Appendix D of this report.

4.2. PROPOSED DEVELOPMENT

4.2.1. The proposed development comprises two parts:

- ✓ The extension of the existing building footprint on the Rowley Mills Site; and
- ✓ Expansion of operations at the Rowley Mills Site into International House.

- 4.2.2. The existing manufacturing operations will continue on the Rowley Mills Site with an expansion of operations into the larger footprint. ALL goods movements will be undertaken at the Rowley Mills Site only.
- 4.2.3. The International House Site will allow the necessary expansion of office based functions and provide some smaller workshops and storage if needed.
- 4.2.4. On the Rowley Mills Site, the proposals are to construct a three-storey 9,500 sq. ft extension to the front (western) elevation of the existing building and a 7,500 sq. ft single storey extension to the rear (eastern elevation). This will require the demolition of 3,400 sq. ft of existing buildings, resulting in a net gain in gross internal floor area of 31,800 sq. ft (1263 sq. m). The proposed buildings will total 78,600 sq. ft (7,302sqm GFA) which is an 21% increase on the existing GFA.

- 4.2.5. 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.
- 4.2.6. The proposed layouts for both sites are shown on the drawings contained within Appendix F.
- 4.2.7. 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 5. CURRENT AND PROJECTED STAFF NUMBERS AT EACH SITE

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

- 4.2.8. 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 Site.
- 4.2.9. There are no proposed changes to the operation of the Rowley Mills Site as a result of the extensions / expansion that would alter the types of servicing and delivery arrangements already in place. It is expected that there will be an increase in deliveries and despatch movements throughout the day commensurate with the increased GFA and number of employees.



- 4.2.10. It is envisaged that all larger vehicle deliveries and despatch movements will be to the Rowley Mills Site as the manufacturing element of the business will be undertaken there.
- 4.2.11. There will be no requirement for any vehicle movements between the sites.

4.3. PEDESTRIANS AND CYCLE ACCESS

- 4.3.1. Pedestrian and cycle access to the development will remain as per existing, from the Site access junctions on Penistone Road. Cyclists use the existing vehicular routes through the sites to access cycle parking.
- 4.3.2. Pedestrian footways on either side of A629 Penistone Road continue into the International House Site and also to either kerblines of the access road into the Rowley Mills Site.
- 4.3.3. 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 access. The existing footpath to the southern kerblines 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.
- 4.3.4. The improvements to the Rowley Mills site access are shown on drawings in Appendix G.
- 4.3.5. 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.

- 4.3.6. 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 which is shown on the proposed Site layout in Appendix F. The link from the Site onto Ashford Manor will be improved as part of the proposed development.
- 4.3.7. A proposed arrangement for the pedestrian crossing, relocation of the bus stop and the improvements to the right turn ghost island is provided in Appendix G. This arrangement was agreed through consultation with Kirklees Highway Officers and a representative of West Yorkshire Combined Authority Network Management. The proposed scheme includes for the relocation of the southbound bus stop on the A629, to the south of Ashford Manor.

4.4. VEHICULAR SITE ACCESS

- 4.4.1. 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 and there are two lanes on the exit from the Rowley Mills Site to segregate left and right turning traffic onto Penistone Road. 25
- 4.4.2. As part of the proposed development it is proposed to upgrade the existing access to the Rowley Mills site to 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 one lane on the exit, with a flared section that will allow two cars to wait to turn right;
 - ✓ To facilitate HGV exit of the facility, the southern kerblines of the access will be amended to allow HGV's to exit while vehicles are waiting to turn right.

- Provision for exit and entry barriers on the splitter islands and pedestrian footway into the site, plus external perimeter fence.
 - Provision of pedestrian crossing island of the access with dropped kerbs and tactile paving.
- 4.4.3. As presented in Section 4.3 it is proposed that the existing longitudinal road markings are re-laid to provide 3.0m through lanes in order to widen the right turn ghost island into the Rowley Mills and International House sites, to approximately 2.6m.
- 4.4.4. The proposed improvements to the access and to provide the crossing island on the A629 are shown in the proposed drawings in Appendix G. Swept path analysis of the proposed access arrangement is shown on the drawings in Appendix H.
- 4.4.5. It is considered that the existing access into the International House site from the A629 is suitable for use by any additional traffic generated by the proposed development.

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4.5. PARKING PROVISION

EXISTING PARKING PROVISION

- 4.5.1. The existing floor plans and layout plans for both parts of the sites (including parking) are shown on the drawings in Appendix D. The existing parking provision is shown in the table overleaf.

TABLE 6. EXISTING PARKING PROVISION

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

4.5.2. 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).

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EXISTING PARKING DEMAND – ROWLEY MILLS SITE

4.5.3. The applicant has suggested that the current parking levels at the Rowley Mills Site meet the existing demand, and all vehicles can be accommodated.

4.5.4. The applicant has provided a breakdown of staff numbers on the Rowley Mills Site during a typical working week in November 2023, corresponding to shift changes and core hours of staff as set out in Section 4.1. This is shown in the table below.

TABLE 7. STAFF COUNT OVER ONE WEEK, 6TH – 10TH NOV 2023

Time of Count	No. Staff on Site				
	Mon 6 th	Tues 7 th	Wed 8 th	Thurs 9 th	Fri 10 th
8am	119	107	112	115	95
11am	139	129	135	137	117
2pm	144	135	139	143	22
3pm	122	109	117	121	21
9pm	23	24	22	18	0

4.5.5. It can be seen that the maximum number of staff occurs at the shift changeover at 2pm on a Monday afternoon. At this time there were 144 staff on Site.

4.5.6. The travel questionnaire issued to the existing staff members confirmed that around 81.3% of employees drive a private vehicle to work (including non-electric (80%) and electric vehicles (1.3%)).

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4.5.7. It is expected that approximately 117 parking spaces would be required for the maximum 144 staff on the Rowley Mills Site. Thus, the current parking provision satisfies the requirements of the existing 220 staff.

PROPOSED PARKING PROVISION

4.5.8. The development proposals will result in an 18% increase in staff at the Rowley Mills Site across all existing shift patterns and a 32% increase in staff overall but accommodated at both sites.

4.5.9. Assuming that staff mode share identified from the staff travel questionnaires remains consistent, it is considered that the proportional increase should be applied to the proposed parking provision to account for the increase in staff.

- 4.5.10. At the Rowley Mills Site, applying an 18% increase in staff, it would be expected that the maximum number of staff on Site would be 170 staff, equating to approximately 138 parking spaces required for the proposed staffing levels.
- 4.5.11. The number of EVCP will be increased on Site to account for the increase in staff and will be provided as at least 5% of the total number of spaces provided.
- 4.5.12. The proposed parking for both sites is shown on the proposed layout plans in Appendix E. The table below summarises the existing and proposed parking to be provided on Site, broken down into type.

TABLE 8. PROPOSED PARKING PROVISION

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

- 4.5.13. The proposed parking for the sites is considered appropriate for the operation of the combined Site.

CYCLE PARKING

- 4.5.14. 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 Site close to the main reception. However, the client has confirmed that the current provision (18 spaces) can reach capacity on some days. There are also showers and lockers provided for employees wishing to walk, run or cycle to work.
- 4.5.15. The proposed layout indicates that this existing provision will be expanded to accommodate 38 cycle spaces (secure and covered) across both sites.
- 4.5.16. 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.
- 4.5.17. Electric bicycle charging points for cyclists will also be provided as part of the travel plan.

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4.6. SERVICING

- 4.6.1. Access to both sites for service vehicles, emergency vehicles and delivery vehicles (among others) will be taken from the main vehicular accesses onto A629 Penistone Road.
- 4.6.2. Reliance Precision Ltd have confirmed that incoming delivery and service vehicles have different destinations within the Rowley Mills Site, but mainly to the north-western corner of the building elevation, as summarised below:
- Office supplies and smaller deliveries will be taken at the main reception in the western elevation;
 - Raw material deliveries and other bulk deliveries will be by various vehicle types up to articulated HGV.

- ✓ Collection and deliveries of manufactured products will be undertaken by rigid vehicle generally; and
- ✓ Refuse is collected from the dedicated refuse area.

4.6.3. The operations outlined above will not change as a result of the proposed extension of the Rowley Mills Site.

4.6.4. The applicant has confirmed that the expansion of the business into International House will necessitate deliveries and servicing similar to the existing use of the International House Site. Office supplies and smaller deliveries will be to the northern elevation of the building. Refuse collection will be undertaken from the same location.

4.6.5. The operations that take place on each part of the site will ensure that there is no need for regular vehicle movement between the two sites.

4.6.6. There will be a need for a small number of larger vehicle movements between the two parts of the site for specific purposes. These will be minimised and will be restricted to being undertaken outside of peak hours, to ensure that the manoeuvre can be undertaken in one movement.

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4.6.7. The proposed layouts for both sites will accommodate service from the vehicles identified above. This is illustrated on the swept path analysis drawings shown in Appendix H.

5. Development Assessment

5.1. TRAFFIC SURVEYS

TRAFFIC COUNT SURVEY

- 5.1.1. A fully classified traffic count and queue length survey was undertaken on Tuesday 5th November 2024 and covered the existing accesses into both the Rowley Mills and International House sites.
- 5.1.2. A summary of the survey data is provided in Appendix C. The morning and evening peak hour periods for the junction are shown to be 0730 to 0830 hours and 1630 to 1730 hours, respectively.
- 5.1.3. The 2024 traffic count data for the peak hours is shown on Figures 2 and 3 contained in Appendix J.

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5.2. TRAFFIC GENERATION – ROWLEY MILLS SITE

TRICS ASSESSMENT

- 5.2.1. The existing use of the Site is as a specialist manufacturing business. The TRICS 7.11.4 Online Database has been interrogated for likely trip rates from which the typical weekday peak hour and daily traffic generation can be estimated. The land-use 02 Employment – C Industrial Unit has been selected with the following filtering applied:

- ✓ Locations – Edge of Town;
- ✓ Date Range – 01/01/16 to 29/06/23
- ✓ Weekdays – Monday to Friday; and
- ✓ Range – 1010 to 6658 sqm

5.2.2. The TRICS data is contained within Appendix K to this report.

5.2.3. The table below provides the AM and PM peak hour rates determined from these results and the associated traffic generations for the 31,800 sq ft (2954 sqm) net gain on existing internal floor area.

TABLE 9. TRIP RATES AND TRAFFIC IMPACT FOR 2,954 SQM EXTENSION – ALL VEHICLES

	AM Peak Period			PM peak Period		
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	0.502	0.059	0.561	0.011	0.540	0.551
Traffic Generation	15	2	17	0	16	16

5.2.4. Applying TRICS data, the expected additional trip generation associated with the proposed development is estimated to 17 and 16 two-way trips in the AM and PM peak periods.

5.2.5. The TRICS database results in Appendix K to this report have been used to predict the additional number of Other Good Vehicle (OGV) trips generated by the proposed extension. The table below provides the AM and PM peak hour rates and the associated traffic generations for the 31,800 sq ft (2954 sqm) net gain on existing internal floor area.

TABLE 10. TRIP RATES B2 AND TRAFFIC IMPACT FOR 2,954 SQM EXTENSION – OGV ONLY

	AM Peak Period			PM peak Period		
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	0.011	0.027	0.038	0.000	0.000	0.000
Traffic Generation	0	1	1	0	0	0

5.2.6. Applying TRICS data, the expected additional OGV trip generation associated with the proposed development is estimated to be a maximum of 1 two-way trip in both the AM and PM peak periods.

FIRST PRINCIPLES ASSESSMENT – OGV TRIP GENERATION

5.2.7. The existing operation of the Site in terms of servicing and deliveries was presented in Section 4.1 of this report and the proposed increase in employees at Rowley Mills presented in Section 4.2.

5.2.8. The proposals for the extension of the Rowley Mills Site represent a 31,800 sqft (2954sqm) increase in the building footprint, which reflects a 49% increase on the existing footprint.

5.2.9. The applicant has provided information on the delivery and servicing trips generated on Site, broken down by vehicle type. The table overleaf summarises this information for the peak periods on a weekday.

TABLE 11. SERVICING AND DELIVERIES TRIPS - TYPICAL WORKING DAY, PEAK HOURS

Time Period	HGV Movements	
	Arr	Dep
0600-0700	0	0
0700-0800	1	1
0800-0900	3	3
1600-1700	0	0
1700-1800	0	0
1800-1900	0	0

5.2.10. It can be seen that during the AM peak period there are between 1 and 3 HGV's entering and leaving the Site, with no movements in the PM peak periods. If an increase of 49% in these movements is applied to these figures to represent the increase in floor area with the extensions, this will have a negligible impact on the number of vehicles during the peak hour periods.

FIRST PRINCIPLES ASSESSMENT - STAFF TRIP GENERATION

5.2.11. The existing operation of the Site was presented in Section 4.1 of this report, with existing and proposed staff numbers alongside the results of the Staff Travel Questionnaire in Section 4.1 and Appendix E.

5.2.12. The core hours and shift patterns of the staff at the Site will mean that a significant proportion of staff will arrive at the Site before 0800 and the AM peak period. A further shift change over will be observed in the early afternoon outside of the peak periods. Staff working core hours will depart the Site from 1600 hours which will also be before the evening peak period; it is acknowledged that a proportion of the core staff will leave during the 1700-1800 peak hour.

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5.2.13. The applicant expects a 18% increase in staff will be required as a result of the expansion of the Site. This is an increase of around 40 staff members (260 staff in total).

5.2.14. It can be seen from Table 5 that the majority of staff arrive by 0800 hours and therefore outside the network peak hour. Around 15% existing staff arrive between 0800 and 0900 hours. It is assumed that 15% also depart between 1700 and 1800. The staff trip generation, assuming 80% private car use by staff, is shown in the table overleaf.

TABLE 12. ADDITIONAL STAFF TRIP GENERATION (40 EMPLOYEES) – ROWLEY MILLS

	AM Peak Period (0800-0900)			PM peak Period (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Traffic Generation	5	0	5	0	5	5

- 5.2.15. Combining the additional staff and servicing/deliveries trip generation presented in Tables 11 and 12 is shown to be less than, but comparable with, the calculation of trip generation using TRICS trip rates presented in Table 9. The expected trip generation is therefore considered robust.
- 5.2.16. The traffic generated by the Site is well within the normal daily fluctuations in traffic flows that could be expected on A629 Penistone Road and the surrounding local highway network.
- 5.2.17. As such, no further impact assessment of the trip generation of the Rowley Mills Site is considered necessary.

5.3. TRAFFIC GENERATION - INTERNATIONAL HOUSE

- 5.3.1. The TRICS database has been examined to determine the appropriate trip generation rates per 100m² for the International House building. The recent planning approval for the Site reflects a B2 planning land use, as detailed in Section 3.2 of this report.
- 5.3.2. The TRICS database results for B2 can be found in Appendix K to this report. The table overleaf provides the AM and PM peak hour rates and the associated traffic generations for the proposed gross floor area, 1,490sqm, of International House.

TABLE 13. TRIP RATES B2 AND TRAFFIC IMPACT FOR 1,490 SQM INTERNATIONAL HOUSE

	AM Peak Period (08-0900)			PM peak Period (17-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Trip rate	0.059	0.561	0.011	0.540	0.551	0.502
Traffic Generation	7	1	8	0	8	8

- 5.3.3. Applying TRICS data, the expected trip generation associated with the proposed development is estimated to 8 two-way trips in both the AM and PM peak periods.
- 5.3.4. The majority of the above trips will be generated by staff trips, such is the intended use of the Site for office-based function currently undertaken at the Rowley Mills Site.
- 5.3.5. The same assumptions have been applied for staff trip generation as for Rowley Mills Site in Section 5.1. The proposed staff trip generation during assumed highway peak hours is shown in the table below.

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TABLE 14. STAFF TRIP GENERATION (40 EMPLOYEES) – INTERNATIONAL HOUSE

	Trip Generation		
	Arr	Dep	Total
AM (0700-0800)	27	0	27
AM (0800-0900)	5	0	5
PM (1600-1700)	0	27	27
PM (1700-1800)	0	5	5

- 5.3.6. The data in Table 14 indicates that the staff trip generation from first principles is comparable with the calculation of trip generation using TRICS trip rates presented in Table 13. The expected trip generation is therefore considered robust.

SUMMARY OF TRAFFIC IMPACT

- 5.3.7. The traffic generation of the Rowley Mills Site extension is well within the normal daily fluctuations in traffic flows that could be expected on A629 Penistone Road and the surrounding local highway network.
- 5.3.8. The majority of trips generated by the additional members of staff at Rowley Mills have been shown to arrive to the Site ahead of the morning peak hour and leave ahead of the evening peak hour. The additional goods vehicle trip generation to the Site has been shown to be minimal during the peak periods.
- 5.3.9. The occupation of International House by the applicant will reflect the extant planning permission on the Site. When occupied by the applicant, the trip generation of the Site will be similar to that of the extant permission.
- 5.3.10. There is no demand for trips between the two sites across the A629 other than by pedestrians. There will be no requirement for vehicular trips between the two sites.
- 5.3.11. As such, it is considered that the impact of the proposed development will be insignificant, and no further impact assessment is considered necessary.

5.4. OPERATIONAL ASSESSMENT OF HIGHWAY NETWORK

5.4.1. The trip generation of the proposed development has been shown to be minimal. The Council have requested that an operational assessment of the staggered crossroad accesses into the two sites be undertaken, to ensure that the level of expected queuing does not impact on the location of the proposed pedestrian crossing island and improvements to the access arrangements into the Rowley Mills site as presented in Sections 4.3 and 4.4. The proposed pedestrian crossing island will reduce the length of the northbound right turn lane into the Rowley Mills Site.

BASE TRAFFIC GROWTH

5.4.2. As per Table 5, it is anticipated that the development and associated increase in staff will not be fully realised for a 10 year period. Thus, the operational assessment of the Site access should be undertaken at a future assessment year to include for baseline traffic growth.

5.4.3. TEMPro 8.1 was used to determine the National Traffic Model (NTM) factors between 2024 (traffic survey collection date) and an assessment year of 2034. The following weekday peak hour factors are shown in the table overleaf.

TABLE 15 – TRAFFIC GROWTH FACTORS

	AM Peak	PM Peak
2024 to 2034	1.0580	1.0587

5.4.4. These base traffic growth factors were applied to the 2024 base traffic flows. The traffic flow diagrams for the 2034 AM and PM peak hours are provided on Figures 4 and 5 in Appendix J.

TRAFFIC DISTRIBUTION

5.4.5. The additional trip generation for each of the two sites was presented in Section 5.3. These additional trips have been assigned to the two accesses in the same proportion as the existing traffic flows from the traffic survey.

5.4.6. The combined 2024 and 2034 base plus development flow diagrams for the AM (0730-0830) and PM (1630-1730) peak hours, are shown in Figures 6 and 7 in Appendix J.

SITE ACCESS JUNCTION WITH A629 PENISTONE ROAD

5.4.7. The Site access junction has been modelled by VIA using the PICADY function within the Junctions 9 software. The results of the modelling are shown in the following section, and the full results are provided within Appendix L.

TABLE 16: A629 PENISTONE ROAD / SITE ACCESS JUNCTION ANALYSIS

Approach	2034 Future Year			
	0800-0900		1630-1730	
	Max RFC	Max Queue	Max RFC	Max Queue
Base plus Development Traffic				
International House Outbound	0.00	0.0	0.15	0.2
A629 Northbound (Right Turn)	0.08	0.1	0.00	0.0
Rowley Mills Right Turn	0.02	0.0	0.20	0.2
Rowley Mills Left Turn	0.01	0.0	0.11	0.1
A629 Southbound Right Turn	0.06	0.1	0.00	0.0



- 5.4.8. Within PICADY, a Ratio of Flow to Capacity (RFC) value below 0.85 indicates that a junction or arm operates within its predicted capacity. An RFC value between 0.85 and 1.00 indicates that there may be occasions during the period modelled when queues will develop, and delays will occur. An RFC value greater than 1.00 indicates that the junction or arm operates beyond its theoretical capacity.
- 5.4.9. Table 16 demonstrates that the junction operates within capacity in the 2034 design scenario with a maximum RFC of 0.24 and therefore can accommodate the proposed development.
- 5.4.10. The queueing on the A629 northbound right turn is shown to be a maximum of 0.1 pcu. This level of queueing can be accommodated in the right turn lane and will not impact on the operation of the proposed pedestrian crossing.

5.5. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

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- 5.5.1. The proposed development is considered to be located in a sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 5.5.2. This report has shown that a safe means of access to and from the Site for all road users is achievable and the traffic impact of the development is considered to be negligible (paragraph 110 refers).
- 5.5.3. The proposals are considered to be safe and do not result in any severe residual cumulative highway impacts and therefore comply with paragraph 111. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 112).

5.5.4. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the Site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. This assessment has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development will have no material or significant impact on the local highway network.
- 6.1.3. The Site is considered to be in a sustainable location with a range of local services and facilities that can be accessed on foot and by cycle and also gives easy access to the local residential areas. Regular bus services operate near the Site and other public transport options lie within a short walk or cycle.
- 6.1.4. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

APPENDICES

APPENDIX A: Approved Layout for International House

Existing containers and external storage relocated to extended warehouse, space returned to parking, area leveled with grassed berm down to existing level

Existing service arrangement retained

Proposed 1500mm high timber clad enclosure housing 7no 1100l Eurobins

Proposed 2.4m high RAL 6005 Moss Green weldmesh security fencing installed as specialist detail. Existing openings to be maintained with gates to match

Galv ms handrail to top of existing wall

Vertically extended wings to original two storey central block to be finished to match

Proposed 2.4m high RAL 6005 Moss Green weldmesh entrance gate with access control as specialist detail

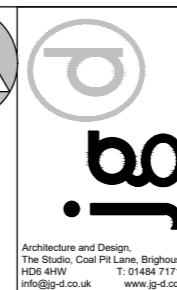
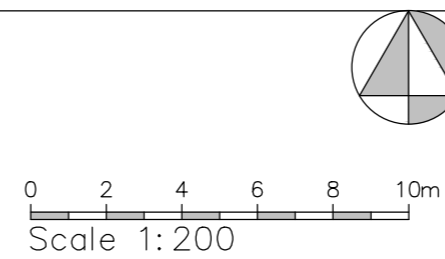
PENISTONE ROAD

Car Park
40 spaces as existing
54 spaces as proposed
(new spaces shown hatched)

Drawings based on Ordnance Survey (Streetwise License No 100047474) and preliminary survey – design and drawing content subject to further Site Surveys, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals.

Paxman Coolers Ltd_Fenay Bridge

A Security fence and gates added July 22
Rev. Des. Date



Project	Proposed remodelling works at International House, Penistone Road, Huddersfield HD8 0LE	
Client	Paxman Coolers Ltd, International House, Penistone Road, Huddersfield HD8 0LE	
Dwg Title	(20871)14_Block Plan as proposed	A
Scale	1: 200 @ A2/ 1: 400 @ A4	
Date	May 22	

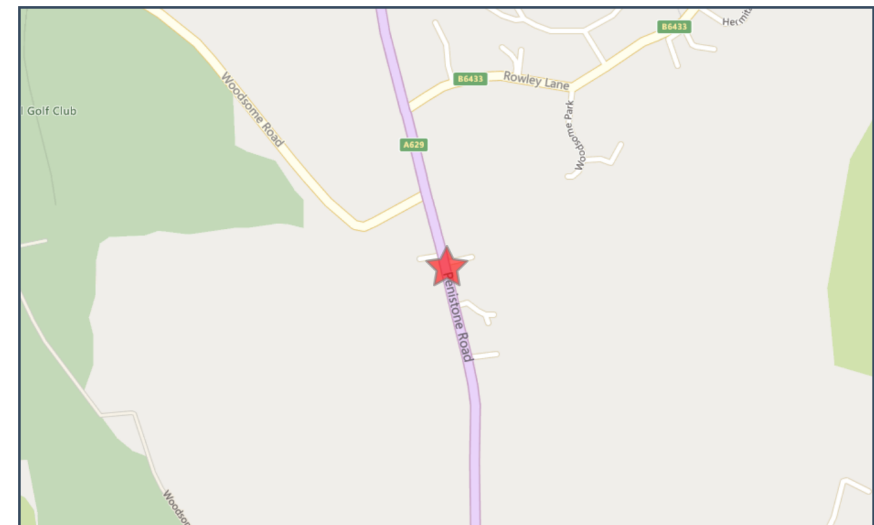
APPENDIX B: Collision Data



Validated Data

Crash Date: Thursday, February 16, 2017 **Time of Crash:** 6:15:00 AM **Crash Reference:** 20171342G0374

Highest Injury Severity:	Slight	Road Number:	A629	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	418697 414308
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Taxi/Private hire car	8	Male	56 - 65	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

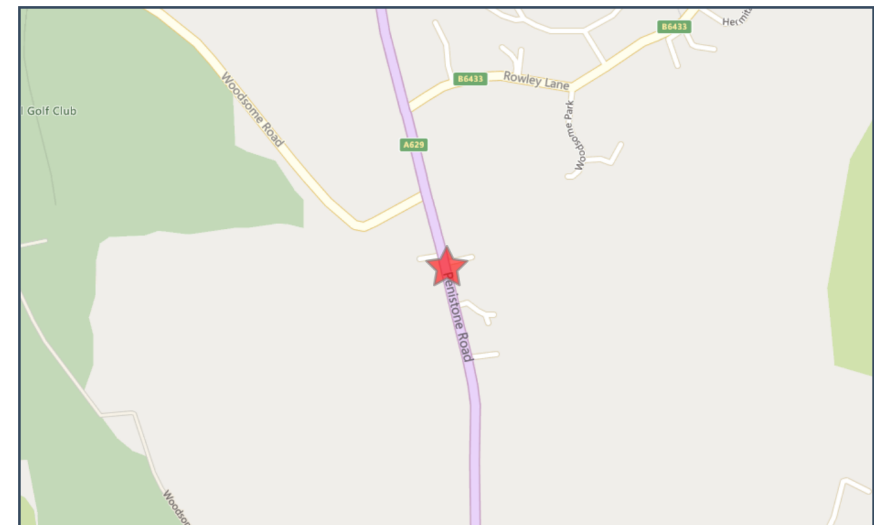
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Validated Data

Crash Date: Wednesday, June 27, 2018 **Time of Crash:** 1:59:00 PM **Crash Reference:** 20181356R0987

Highest Injury Severity:	Slight	Road Number:	A629	Number of Casualties:	1
Highway Authority:	Kirklees			Number of Vehicles:	2
Local Authority:	Kirklees			OS Grid Reference:	418697 414311
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	36 - 45	Vehicle is in the act of turning left	Offside	Commuting to/from work	None	None
2	Other vehicle, whether motorised or not	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

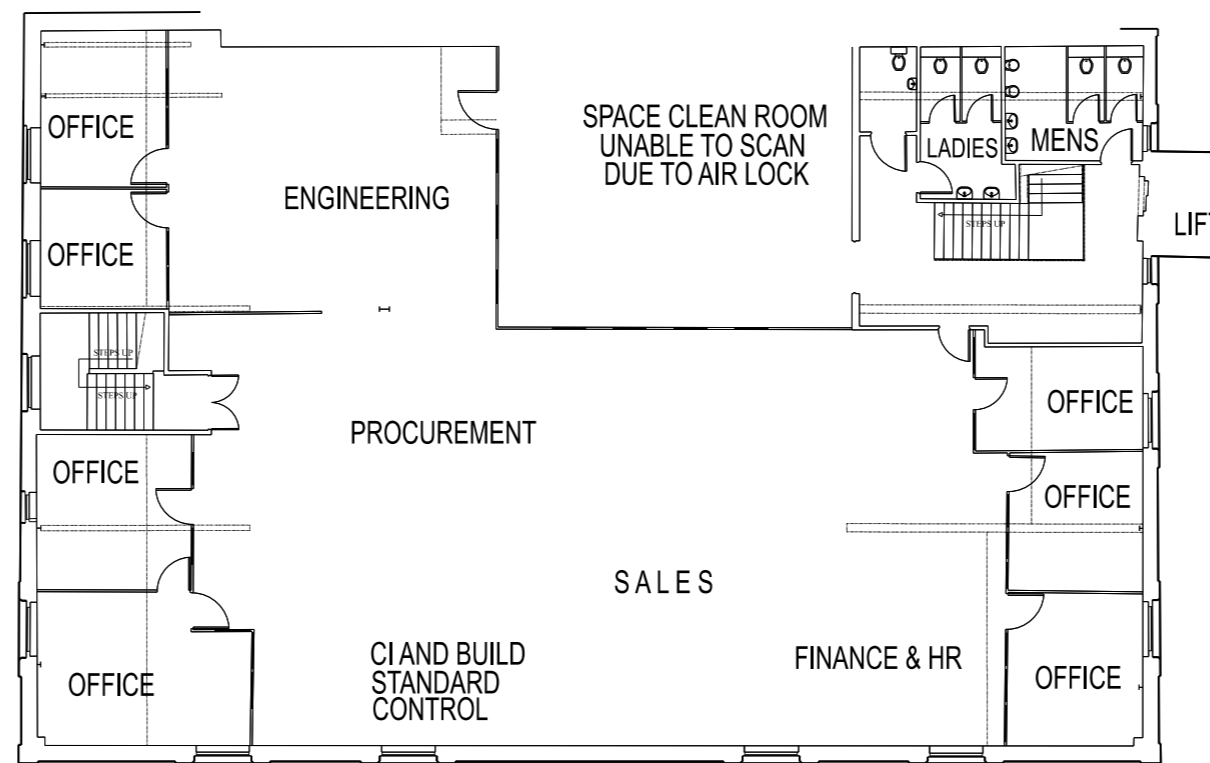
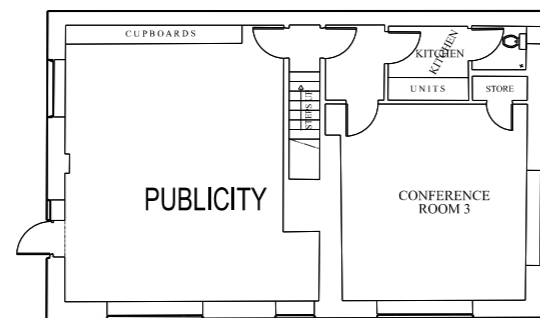
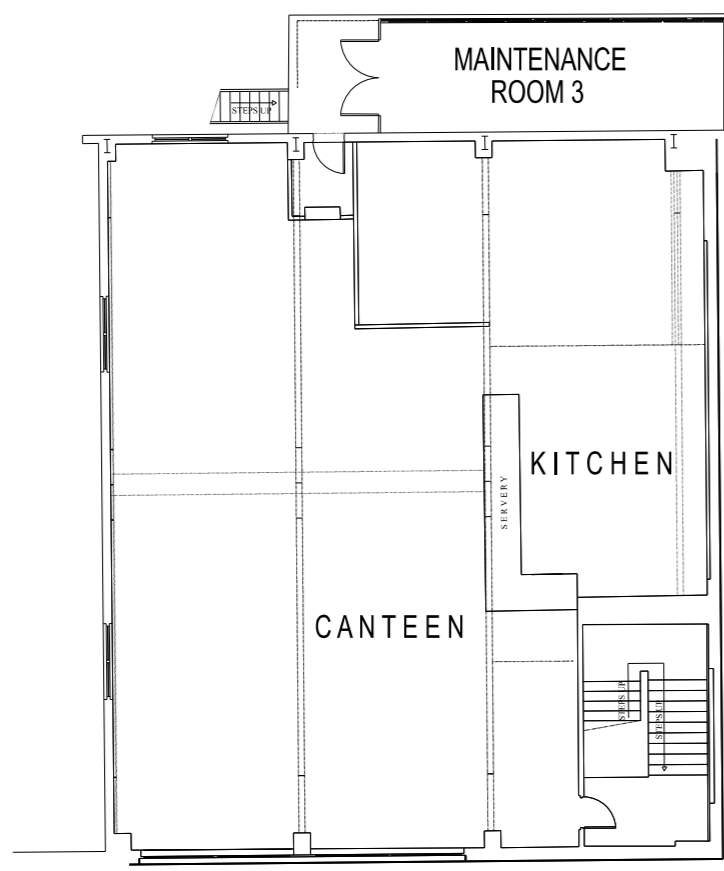
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

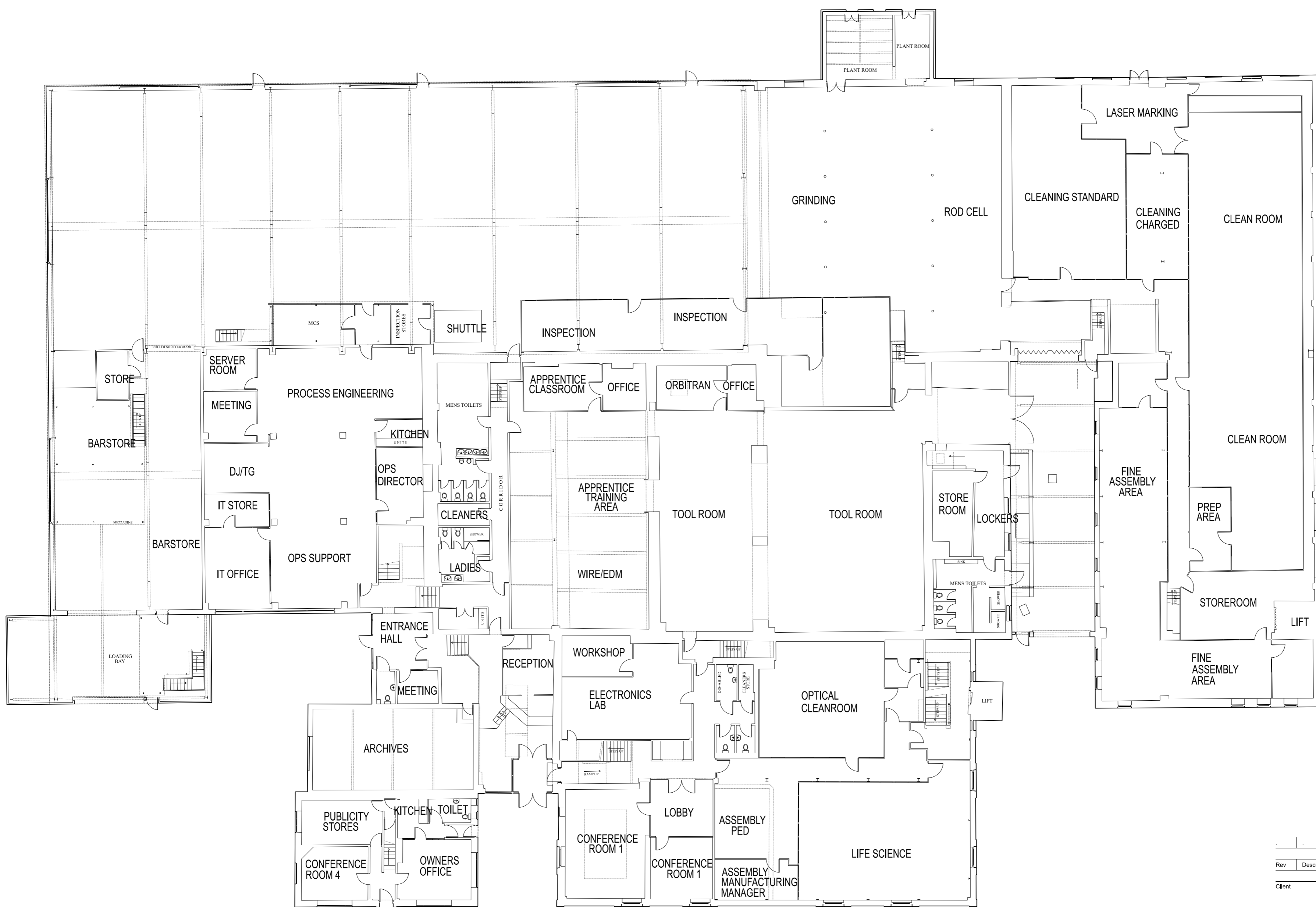
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APPENDIX C: Existing Site Layout

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EXISTING FIRST FLOOR PLAN
 SCALE 1:200



EXISTING GROUND FLOOR PLAN
 SCALE 1:200

Rev	Description	By	Chk'd	Date

Client

RELIANCE PRECISION LTD

Project Title

ROWLEY MILLS

Drawing Title

EXISTING PLANS

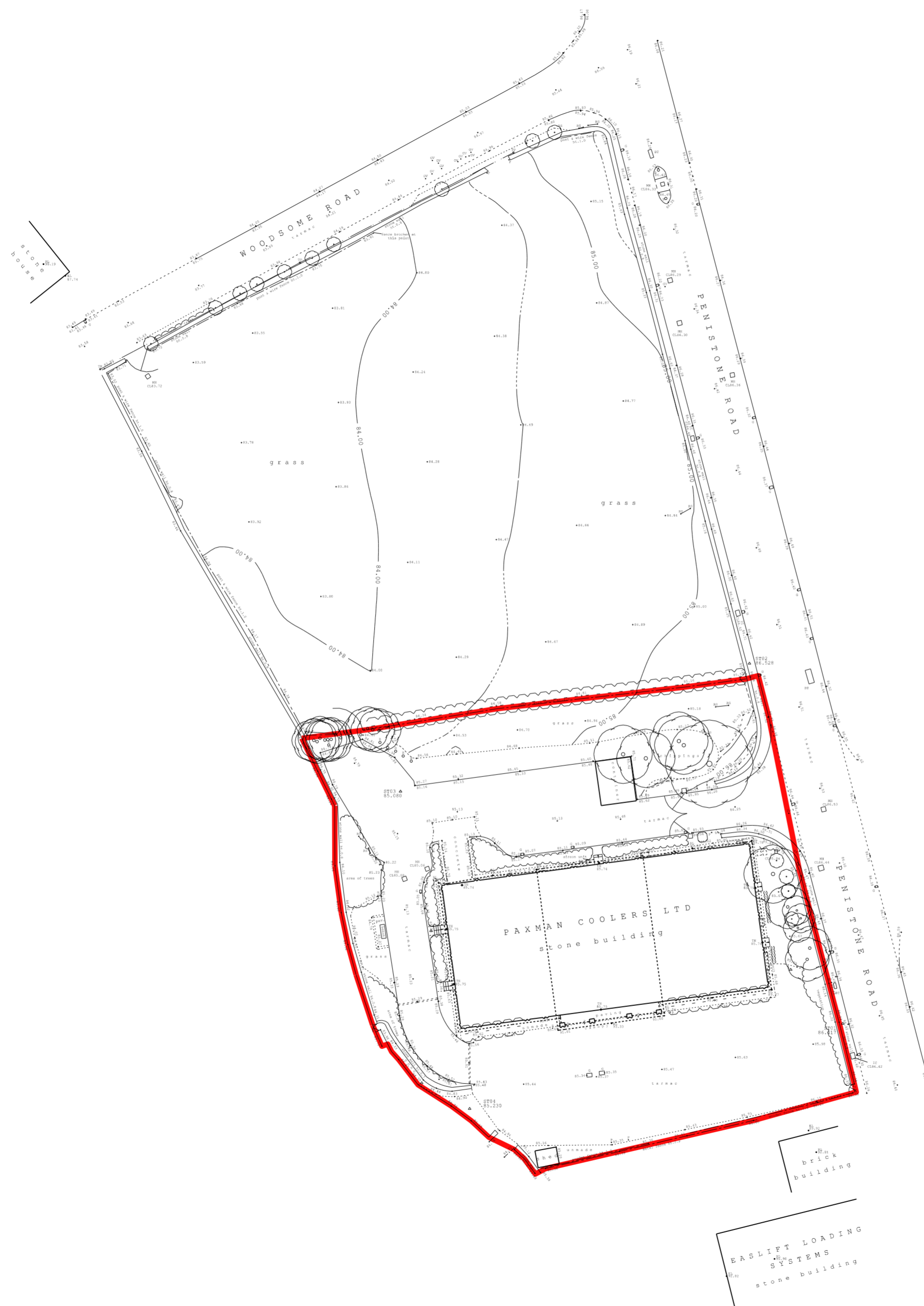
KPP ARCHITECTS
 Lodge House
 12 Town Street
 Horsforth, Leeds LS184RJ
 T : +44 (0) 113 2390460
 E : architects@kpp-leeds.co.uk
 W : www.kpp-leeds.co.uk

Scale	Size	Date	Drawn	Checked
1:200	A1	FEB '24	AB	.

Station
PLANNING

KPP Job No	Rev
2421	.
Number	
2002	

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Rev	Description	By	Chkd	Date

Client

RELIANCE PRECISION LIMITED

Project Title

ROWLEY MILLS

Drawing Title

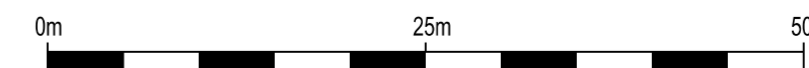
EXISTING SITE PLAN

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 12 Town Street
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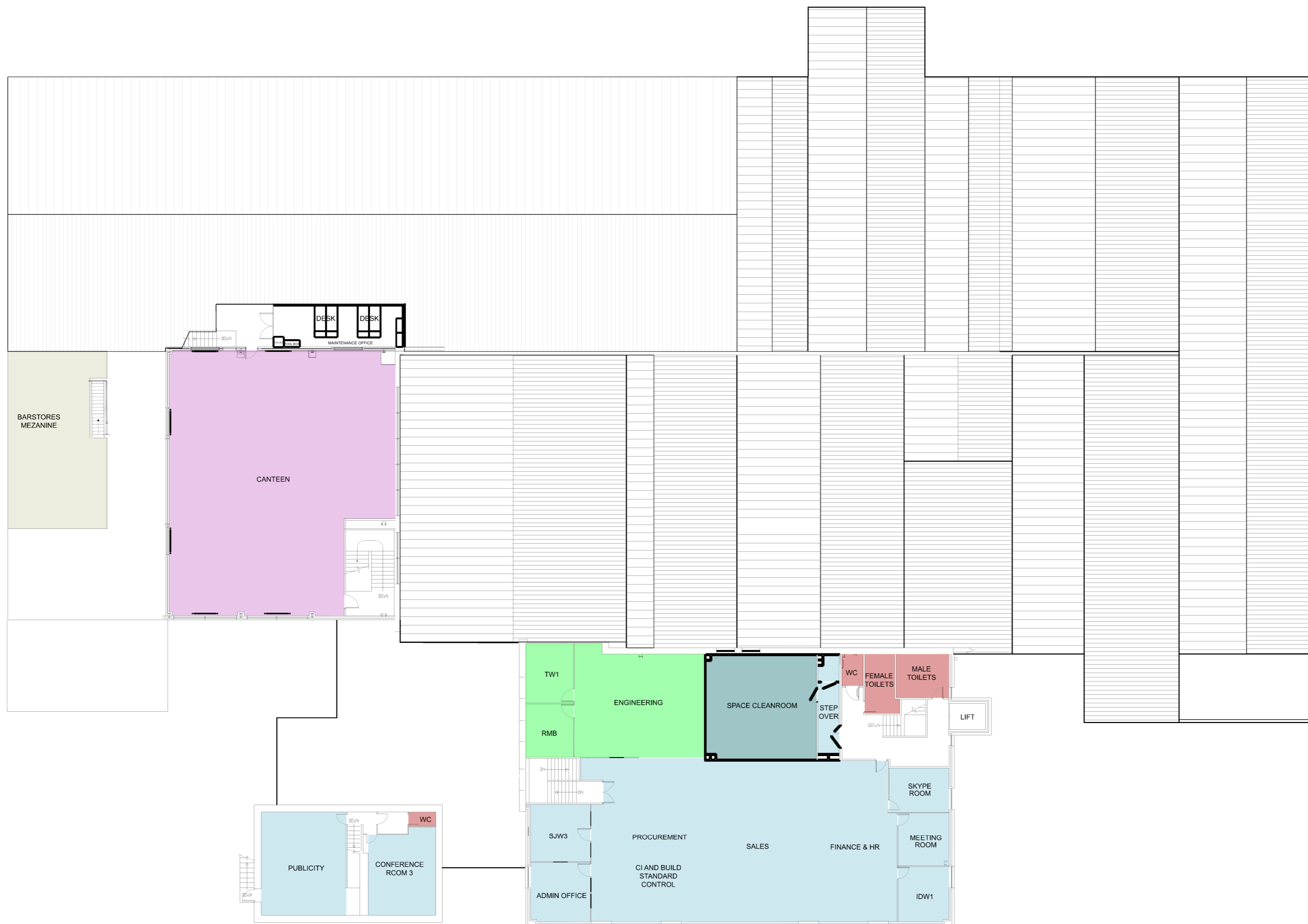
Scale	Size	Date	Drawn	Checked
1:500	A2	FEB'24	JB	AB

Status
PLANNING

KPP Job No 2421	Rev .
Number 2101	



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EXISTING FIRST FLOOR PLAN
 SCALE 1:250



EXISTING GROUND FLOOR PLAN
 SCALE 1:250



EXISTING BASEMENT PLAN
 SCALE 1:250



Rev	Description	By	Chkd	Date

Client
RELIANCE PRECISION LIMITED

Project Title
ROWLEY MILLS

Drawing Title
EXISTING BUILDING PLAN

KPP ARCHITECTS
 Lodge House
 12 Town Street
 Horsforth, Leeds LS184RJ
 T : +44 (0) 113 2390460
 E : architects@kpp-leeds.co.uk
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Scale	Size	Date	Drawn	Checked
1:250	A1	JAN '23	AB	.

Rev	Description

Number
1001

APPENDIX D: Traffic Survey Data

Huddersfield ATC, A629 Penistone Road

Produced by Road Data Services Ltd.

Channel 1 - Southbound

Average Speed

Week 1

Hr Ending	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
1	37.6	41.0	37.9	38.9	38.2	37.7	42.0
2	37.0	45.3	44.7	41.8	37.6	37.7	39.5
3	38.3	44.4	39.5	40.2	39.7	37.9	48.6
4	37.2	39.7	37.7	35.9	40.6	41.4	38.2
5	37.0	37.8	35.5	40.2	38.5	47.5	44.2
6	39.3	38.5	38.5	39.7	38.0	42.0	40.3
7	35.3	36.6	36.0	38.0	38.6	37.9	36.1
8	33.9	34.3	33.8	34.5	38.5	38.9	34.6
9	32.6	33.9	32.6	32.7	37.0	37.1	34.3
10	34.6	34.6	34.4	34.4	35.0	36.2	34.5
11	34.3	34.1	33.6	33.8	34.8	35.3	34.2
12	34.1	33.2	34.8	33.4	35.0	34.5	34.3
13	33.8	34.1	33.2	32.9	35.4	35.8	33.8
14	34.7	34.1	34.5	34.1	34.9	35.7	34.0
15	33.3	34.1	33.3	33.8	34.8	36.2	33.5
16	32.5	33.8	33.5	33.6	35.4	36.3	32.3
17	31.1	32.1	32.0	33.1	35.2	35.4	30.5
18	31.3	30.8	32.6	32.6	34.2	35.4	31.0
19	32.4	34.5	34.4	34.3	35.2	36.1	32.5
20	34.6	35.0	36.2	35.6	36.2	36.6	33.7
21	36.5	36.9	36.8	36.4	36.3	37.9	36.5
22	34.9	37.7	37.4	37.0	37.8	37.8	36.0
23	36.7	37.8	38.7	36.8	37.4	38.9	37.3
24	38.0	41.0	39.4	38.2	38.0	39.6	40.0

10-12	34.2	33.6	34.2	33.6	34.9	34.8	34.3
14-16	32.9	33.9	33.4	33.7	35.1	36.2	32.9
0-24	33.5	34.1	34.1	34.1	35.5	36.1	33.7

Mean (ALL)	34.4
Weekday Inter-Peak	33.6

Channel 1 - Southbound

85th Percentile

Hr Ending	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
1	45.5	48.5	45.6	46.2	46.5	43.2	48.8
2	40.5	59.3	54.8	50.5	42.8	43.9	45.0
3	45.9	53.8	48.1	47.1	45.8	43.9	52.7
4	41.0	46.8	48.1	46.2	47.7	50.0	44.9
5	49.7	42.9	40.5	49.3	47.6	61.3	52.1
6	47.9	45.5	44.9	46.2	45.6	50.1	47.5
7	42.7	42.6	42.0	45.3	43.6	44.6	41.3
8	39.8	38.7	39.1	40.0	43.7	45.5	40.3
9	38.6	39.6	38.8	38.1	42.0	41.6	39.6
10	39.9	39.4	41.3	39.5	40.1	40.7	40.2
11	39.3	39.2	39.9	38.4	39.4	40.3	39.6
12	39.2	39.4	39.1	39.0	40.2	40.5	39.7
13	39.1	38.7	38.4	39.6	39.6	40.4	39.8
14	39.6	38.8	38.6	38.8	39.6	40.6	39.4
15	38.5	39.0	39.0	38.8	39.2	40.6	38.8
16	38.8	38.7	39.3	39.2	39.8	40.7	38.2
17	36.9	37.0	37.9	38.1	39.7	39.7	37.4
18	36.9	36.7	37.9	38.3	39.1	41.5	36.7
19	38.3	39.2	39.1	38.9	40.0	41.1	38.6
20	40.3	40.9	41.3	40.3	41.0	41.9	38.8
21	41.2	41.5	42.1	43.0	42.1	43.0	42.1
22	40.1	43.0	42.9	42.4	42.4	43.2	42.4
23	43.2	47.1	45.5	42.3	43.9	46.2	42.7
24	44.0	47.8	45.8	45.0	43.6	47.1	48.6

10-12	39.2	39.3	39.6	38.8	39.8	40.4	39.7
14-16	38.7	38.8	39.1	39.0	39.5	40.6	38.5
0-24	39.5	39.8	39.9	39.8	40.5	41.4	39.8

85th %ile (ALL)	40.2
Weekday Inter-Peak	39.0

Huddersfield ATC, A629 Penistone Road

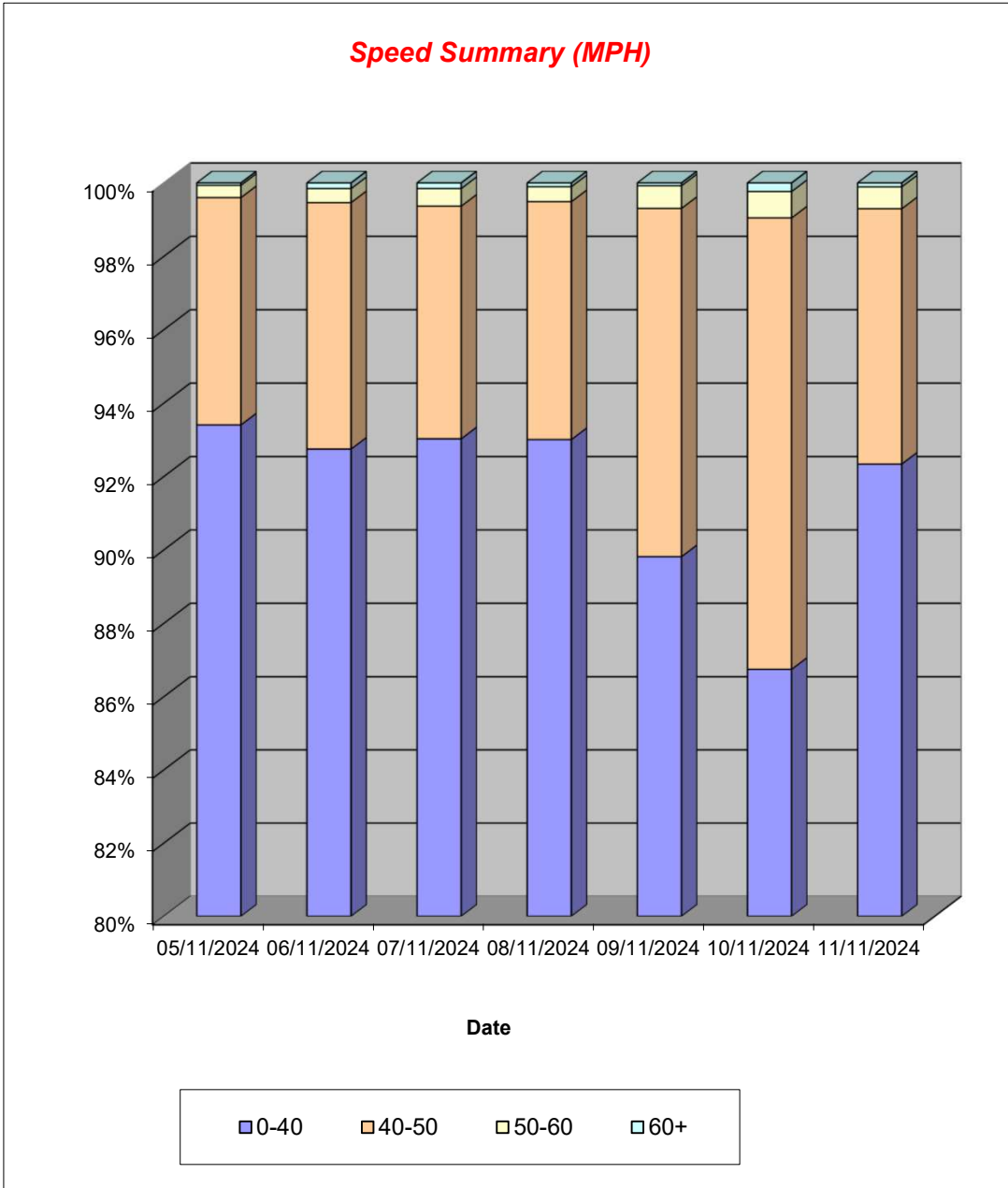
Produced by Road Data Services Ltd.

Channel 1 - Southbound

Speed Summary

Week 1

Speed (MPH)	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
0-40	8685	8493	8541	9110	7126	5557	7885
40-50	576	615	582	635	753	788	594
50-60	31	35	44	40	49	46	51
60+	6	14	14	10	6	15	9
TOTAL	9298	9157	9181	9795	7934	6406	8539



Huddersfield ATC, A629 Penistone Road

Produced by Road Data Services Ltd.

Channel 2 - Northbound

Average Speed

Week 1

Hr Ending	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
1	37.2	43.3	40.1	42.2	37.8	37.0	40.6
2	33.4	43.8	37.5	39.0	40.0	37.4	41.4
3	43.1	42.5	42.1	39.5	38.2	33.6	45.9
4	37.6	39.3	41.2	39.1	40.7	40.0	41.0
5	40.4	42.0	42.0	43.2	38.2	43.3	45.2
6	39.8	39.9	40.8	39.9	40.0	41.7	41.6
7	34.3	36.2	37.2	36.2	40.0	41.4	37.6
8	27.4	29.2	30.5	32.2	37.2	38.6	29.9
9	28.5	29.6	24.9	29.9	35.6	37.1	30.9
10	30.4	31.9	30.8	31.8	33.4	34.8	31.6
11	32.3	32.6	32.6	31.5	32.5	33.2	32.7
12	32.7	32.2	32.4	31.8	32.1	33.0	32.4
13	32.1	32.3	32.6	32.0	32.5	32.0	32.6
14	33.1	32.1	32.3	32.6	32.2	33.2	32.8
15	32.1	32.6	31.4	32.1	32.6	34.2	33.0
16	32.4	30.9	30.9	29.3	33.1	34.3	30.8
17	29.1	30.7	29.7	30.2	33.5	32.9	29.9
18	31.6	29.8	32.3	31.2	34.5	34.2	32.0
19	33.8	33.8	33.2	33.0	35.3	35.0	33.7
20	34.6	34.6	35.4	35.4	36.6	36.7	35.2
21	34.2	36.2	36.1	36.0	36.2	36.7	36.4
22	34.8	37.1	37.7	36.8	36.8	37.4	38.2
23	37.8	36.8	35.6	36.6	38.1	38.7	38.1
24	38.2	39.7	38.4	38.7	36.5	38.5	43.5

10-12	32.5	32.4	32.5	31.6	32.3	33.1	32.6
14-16	32.3	31.7	31.2	30.6	32.8	34.3	31.8
0-24	31.8	32.1	31.8	32.2	34.0	34.4	32.6

Average (ALL)	32.6
Weekday Inter-Peak	31.9

Channel 2 - Northbound

85th Percentile

Hr Ending	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
1	43.4	50.7	49.5	50.5	44.2	43.1	48.1
2	37.7	51.8	50.2	46.2	47.2	45.0	52.2
3	55.8	46.6	52.6	46.7	44.6	37.9	52.7
4	47.1	50.0	48.3	43.7	48.8	50.9	52.8
5	48.3	48.2	51.3	54.9	45.8	54.7	53.0
6	47.2	48.8	48.2	46.8	48.9	49.3	48.6
7	42.1	43.0	43.0	42.4	47.0	48.2	43.6
8	35.4	37.5	36.7	38.5	43.2	44.2	36.1
9	35.6	36.7	33.8	35.5	40.2	43.6	38.3
10	36.7	38.2	36.8	37.6	38.7	40.5	37.8
11	37.6	38.3	38.7	37.0	38.0	38.9	38.6
12	38.8	38.5	38.0	37.6	37.9	39.0	38.1
13	38.1	37.9	38.3	37.3	38.3	38.1	38.4
14	38.8	38.2	37.9	38.7	38.0	38.6	38.2
15	38.3	38.0	37.1	38.1	38.2	40.0	38.9
16	37.8	36.6	37.2	36.6	38.8	39.5	37.3
17	35.7	36.6	36.3	36.0	38.8	38.8	35.9
18	37.6	36.8	37.8	37.2	39.6	40.5	37.8
19	39.2	39.7	38.9	38.9	40.6	41.0	38.8
20	39.9	39.8	40.7	41.2	43.0	42.0	40.3
21	40.3	41.3	41.4	42.1	42.6	43.4	40.9
22	40.9	42.4	43.6	43.1	42.7	44.4	45.2
23	44.7	42.2	41.6	42.4	43.5	44.5	45.3
24	48.3	45.8	45.2	46.6	41.6	43.0	56.8

10-12	38.2	38.4	38.3	37.3	38.0	39.0	38.4
14-16	38.1	37.4	37.2	37.5	38.5	39.8	38.2
0-24	38.8	39.0	39.0	38.7	40.0	40.7	39.4

85th %ile (ALL)	39.4
Weekday Inter-Peak	37.9

Huddersfield ATC, A629 Penistone Road

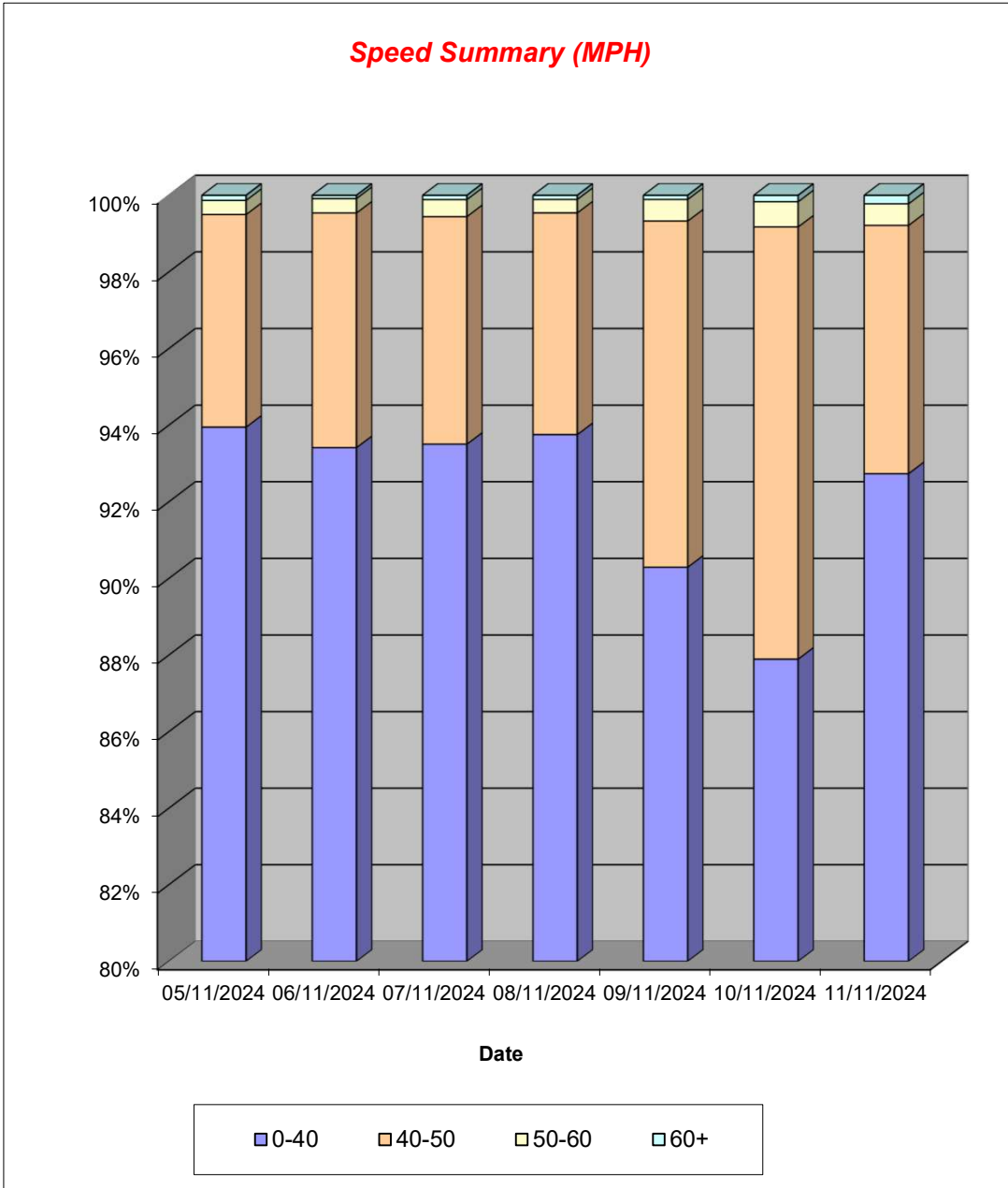
Produced by Road Data Services Ltd.

Channel 2 - Northbound

Speed Summary

Week 1

Speed (MPH)	05/11/2024 Tuesday	06/11/2024 Wednesday	07/11/2024 Thursday	08/11/2024 Friday	09/11/2024 Saturday	10/11/2024 Sunday	11/11/2024 Monday
0-40	9176	8907	9256	9592	7525	5743	8730
40-50	542	584	588	592	753	737	610
50-60	36	36	44	36	47	43	53
60+	13	8	11	11	9	11	21
TOTAL	9767	9535	9899	10231	8334	6534	9414



Huddersfield
 Tuesday 5th November 2024
 Junction: 1
 Approach: A629 Penistone Road North

TIME	Left to Reliance Precision Ltd									Ahead to A629 Penistone Road (S)									Right to International House								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
05:30 - 05:45	0	0	4	0	0	0	0	4	4.0	0	1	17	6	2	0	0	26	26.4	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	10	0	0	0	0	10	10.0	1	0	20	3	1	0	2	27	28.7	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	14	0	0	0	0	14	14.0	1	0	37	9	3	0	2	53	55.1	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	0	11	0	0	0	0	11	11.0	2	1	24	2	1	0	1	31	30.3	0	0	0	0	0	0	0	0	0
06:15 - 06:30	1	0	0	0	0	0	0	1	0.2	0	0	25	6	3	0	1	35	37.5	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	4	0	1	0	0	5	5.5	0	1	49	7	1	2	2	62	66.5	0	0	1	0	0	0	0	0	1
06:45 - 07:00	0	0	7	0	0	0	0	7	7.0	0	1	56	14	7	2	1	81	87.5	0	0	3	2	0	0	0	0	5
Hourly Total	1	0	22	0	1	0	0	24	23.7	2	3	154	29	12	4	5	209	221.8	0	0	4	2	0	0	0	0	6
07:00 - 07:15	1	0	10	0	0	0	0	11	10.2	0	1	69	15	5	3	1	94	100.8	0	1	0	0	0	0	0	0	1
07:15 - 07:30	0	0	3	1	0	0	0	4	4.0	0	1	69	11	8	3	0	92	99.3	0	0	0	0	0	0	0	0	0
07:30 - 07:45	1	1	5	2	0	0	0	9	7.6	0	2	113	25	6	1	3	150	156.1	0	0	2	0	0	0	0	0	2
07:45 - 08:00	0	0	9	0	0	0	0	9	9.0	0	1	114	37	9	1	1	163	169.2	0	0	1	0	0	0	0	0	1
Hourly Total	2	1	27	3	0	0	0	33	30.8	0	5	365	88	28	8	5	499	525.4	0	1	3	0	0	0	0	0	4
08:00 - 08:15	0	0	4	0	0	0	0	4	4.0	1	1	122	23	10	7	0	164	176.7	0	0	5	0	0	0	0	0	5
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	107	27	13	2	0	149	158.1	0	0	5	0	0	0	0	0	5
08:30 - 08:45	0	0	3	1	0	0	0	4	4.0	0	1	120	32	7	1	2	163	169.2	0	0	1	1	0	0	0	0	2
08:45 - 09:00	0	0	1	1	1	0	0	3	3.5	0	0	111	28	6	1	1	147	152.3	0	0	3	0	0	0	0	0	3
Hourly Total	0	0	10	2	1	0	0	13	13.5	1	2	460	110	36	11	3	623	656.3	0	0	14	1	0	0	0	0	15
TOTAL	3	1	73	5	2	0	0	84	82.0	4	11	1016	236	79	23	15	1384	1458.6	0	1	21	3	0	0	0	0	25
15:30 - 15:45	0	0	1	0	0	0	0	1	1.0	0	0	127	25	4	4	2	162	171.2	0	0	2	0	0	0	0	0	2
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	0	1	138	18	2	4	2	165	172.6	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	1	265	43	6	8	4	327	343.8	0	0	4	0	0	0	0	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	1	0	147	19	2	4	0	173	178.4	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	157	19	1	2	0	179	182.1	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0	0	1	1.0	1	0	191	13	3	1	0	209	211.0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	177	14	2	1	2	196	200.3	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	2.0	2	0	672	65	8	8	2	757	771.8	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	207	21	1	2	1	232	236.1	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	1	1	205	20	1	0	1	229	229.1	0	0	1	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	1	0	213	21	2	2	0	239	241.8	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	236	10	2	0	2	250	253.0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0.0	2	1	861	72	6	4	4	950	960.0	0	0	1	0	0	0	0	0	1
TOTAL	0	0	3	1	0	0	0	4	4.0	4	2	1798	180	20	20	10	2034	2075.6	0	0	5	0	0	0	0	0	5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Huddersfield
Tuesday 5th November 2024

Junction: 1
Approach: Reliance Precision Ltd

TIME	Left to A629 Penistone Road (S)									Ahead to International House									Right to A629 Penistone Road (N)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2.0	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	
06:45 - 07:00	0	0	0	0	0	2	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	2	0	2	4.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5		
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.0	
07:45 - 08:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1.0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2.0	
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2.0	
TOTAL	0	0	3	2	0	2	0	7	9.6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
15:45 - 16:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1.0
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	3.0	
16:00 - 16:15	0	0	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	16.0
16:15 - 16:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4.0
16:30 - 16:45	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	10	9.2
16:45 - 17:00	0	1	6	0	0	0	0	7	6.4	0	0	0	1	0	0	0	1	1.0	0	0	4	0	0	0	0	0	4	4.0
Hourly Total	1	1	24	0	0	0	0	26	24.6	0	0	0	1	0	0	0	1	1.0	1	0	33	0	0	0	0	34	33.2	
17:00 - 17:15	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7	7.0
17:15 - 17:30	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	3.4
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2.0
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2.0
Hourly Total	0	0	20	0	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0	0	1	12	2	0	0	0	15	14.4	
TOTAL	1	1	46	0	0	0	0	48	46.6	0	0	0	2	0	0	0	2	2.0	1	1	48	2	0	0	0	52	50.6	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Huddersfield

Tuesday 5th November 2024

Junction: 1

Approach: A629 Penistone Road South

TIME	Left to International House									Ahead to A629 Penistone Road (N)									Right to Reliance Precision Ltd								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
05:30 - 05:45	0	0	0	0	0	0	0	0	0.0	0	0	44	6	0	0	1	51	52.0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0.0	0	0	32	8	1	1	0	42	43.8	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	76	14	1	1	1	93	95.8	0	0	1	0	0	0	0	0	1
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	1	61	6	0	0	1	69	69.4	0	0	2	0	0	0	0	0	2
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	67	7	1	2	0	77	80.1	0	0	1	0	0	0	0	0	1
06:30 - 06:45	0	0	1	0	0	0	0	1	1.0	1	0	96	10	2	4	1	114	120.4	0	0	3	0	0	0	0	0	3
06:45 - 07:00	0	0	1	0	1	0	0	2	2.5	0	0	109	14	3	7	0	133	143.6	0	0	4	0	0	2	0	6	8.6
Hourly Total	0	0	2	0	1	0	0	3	3.5	1	1	333	37	6	13	2	393	413.5	0	0	10	0	0	2	0	12	14.6
07:00 - 07:15	0	0	0	1	0	0	0	1	1.0	0	0	157	21	2	3	2	185	191.9	0	1	8	0	0	0	0	9	8.4
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	1	175	22	7	3	0	0	208	214.8	0	0	6	1	0	0	0	7	7.0
07:30 - 07:45	0	0	2	0	0	0	0	2	2.0	1	0	203	28	4	3	1	240	246.1	0	0	6	1	0	0	0	7	7.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	2	0	238	38	5	2	0	285	288.5	0	0	6	1	0	0	0	7	7.0
Hourly Total	0	0	2	1	0	0	0	3	3.0	3	1	773	109	18	11	3	918	941.3	0	1	26	3	0	0	0	30	29.4
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	1	235	32	2	2	3	275	281.0	0	0	5	0	0	0	0	5	5.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	1	1	197	27	5	1	1	233	236.4	0	0	5	1	0	0	0	6	6.0
08:30 - 08:45	0	0	4	0	0	0	0	4	4.0	0	0	181	21	6	1	0	209	213.3	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	4	0	0	0	0	4	4.0	0	0	156	28	5	5	3	197	209.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	9	0	0	0	0	9	9.0	1	2	769	108	18	9	7	914	939.7	0	0	12	1	0	0	0	13	13.0
TOTAL	0	0	13	1	1	0	0	15	15.5	5	4	1951	268	43	34	13	2318	2390.3	0	1	49	4	0	2	0	56	58.0
15:30 - 15:45	0	0	1	0	0	0	0	1	1.0	0	0	121	28	6	2	5	162	172.6	0	0	0	1	0	0	0	1	1.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	2	143	27	3	0	1	176	177.3	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	1	0	0	0	0	1	1.0	0	2	264	55	9	2	6	338	349.9	0	0	1	1	0	0	0	2	2.0
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	1	1	128	23	4	2	0	159	162.2	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	152	37	3	1	1	194	197.8	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	2	131	28	2	1	0	164	165.1	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	2	157	28	1	1	4	193	197.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	5	568	116	10	5	5	710	722.7	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	1	159	18	2	0	1	181	182.4	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	164	8	2	0	0	174	175.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	127	9	1	1	0	138	139.8	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	2	142	11	0	1	2	168	160.1	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	3	592	46	5	2	3	651	657.3	0	0	0	0	0	0	0	0	0.0
TOTAL	0	0	1	0	0	0	0	1	1.0	1	10	1424	217	24	9	14	1699	1729.9	0	0	1	1	0	0	0	2	2.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Huddersfield
Tuesday 5th November 2024

Junction: 1
Approach: International House

TIME	Left to A629 Penistone Road (N)									Ahead to Reliance Precision Ltd									Right to A629 Penistone Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
05:30 - 05:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
05:45 - 06:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	
06:00 - 06:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	
07:00 - 07:15	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	
TOTAL	0	0	1	0	1	0	0	2	2.5	0	0	0	1	0	0	0	1	1.0	0	0	1	0	0	0	1	1.0	
15:30 - 15:45	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0.0	
16:00 - 16:15	0	1	5	1	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
16:15 - 16:30	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	1	12	1	0	0	0	14	13.4	0	0	0	0	0	0	0	0	0.0	0	7	1	0	0	0	8	8.0	
17:00 - 17:15	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	14	0	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	4	4.0	
TOTAL	0	1	28	2	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0.0	0	0	11	1	0	0	12	12.0	

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Huddersfield Queues, Tuesday 5th November 2024

Produced by Road Data Services Ltd.

Lane 1 is nearside lane

Time	A629 (North)	Reliance Precision Ltd.		A629 (South)	International House
	Right Turn	Lane 1	Lane 2	Right Turn	Lane 1
5:30 - 5:35	0	0	0	0	0
5:35 - 5:40	0	0	0	0	0
5:40 - 5:45	0	0	1	0	0
5:45 - 5:50	0	0	0	0	0
5:50 - 5:55	0	0	0	0	0
5:55 - 6:00	0	0	0	0	0
6:00 - 6:05	0	0	0	1	0
6:05 - 6:10	0	0	0	0	0
6:10 - 6:15	0	0	0	0	0
6:15 - 6:20	0	0	0	0	0
6:20 - 6:25	0	0	0	0	0
6:25 - 6:30	0	0	0	1	0
6:30 - 6:35	0	0	0	0	0
6:35 - 6:40	0	0	2	0	0
6:40 - 6:45	1	0	0	0	0
6:45 - 6:50	1	0	0	3	0
6:50 - 6:55	0	0	0	1	0
6:55 - 7:00	0	0	0	1	0
7:00 - 7:05	0	0	0	0	1
7:05 - 7:10	0	0	0	0	0
7:10 - 7:15	0	0	0	0	0
7:15 - 7:20	0	1	0	0	0
7:20 - 7:25	0	0	0	0	0
7:25 - 7:30	0	1	0	1	0
7:30 - 7:35	0	0	0	0	0
7:35 - 7:40	0	0	1	1	0
7:40 - 7:45	1	0	0	1	0
7:45 - 7:50	0	0	0	1	0
7:50 - 7:55	0	1	0	1	0
7:55 - 8:00	0	1	0	1	0
8:00 - 8:05	1	0	0	1	1
8:05 - 8:10	0	0	0	0	0
8:10 - 8:15	1	0	0	0	0
8:15 - 8:20	0	1	0	0	0
8:20 - 8:25	0	0	0	1	0
8:25 - 8:30	0	1	1	0	0
8:30 - 8:35	1	0	0	0	0
8:35 - 8:40	0	0	0	0	0
8:40 - 8:45	0	0	0	0	0
8:45 - 8:50	0	0	0	0	0
8:50 - 8:55	1	0	0	0	0
8:55 - 9:00	0	0	0	0	0
15:30 - 15:35	0	0	1	0	1
15:35 - 15:40	0	0	0	0	0
15:40 - 15:45	0	0	1	0	0
15:45 - 15:50	0	0	1	0	1
15:50 - 15:55	0	0	0	0	1
15:55 - 16:00	0	1	1	0	0
16:00 - 16:05	0	2	3	0	2
16:05 - 16:10	0	2	2	0	1
16:10 - 16:15	0	1	1	0	0
16:15 - 16:20	0	1	1	0	2
16:20 - 16:25	0	0	1	0	0
16:25 - 16:30	0	1	2	0	1
16:30 - 16:35	0	1	1	0	0
16:35 - 16:40	0	0	2	0	1
16:40 - 16:45	0	1	2	0	1
16:45 - 16:50	0	0	1	0	2
16:50 - 16:55	0	1	1	0	1
16:55 - 17:00	0	1	2	0	1
17:00 - 17:05	0	1	2	0	4
17:05 - 17:10	0	0	1	0	1
17:10 - 17:15	0	1	2	0	1
17:15 - 17:20	0	1	1	0	0
17:20 - 17:25	0	1	1	0	1
17:25 - 17:30	0	1	1	0	1
17:30 - 17:35	0	1	2	0	1
17:35 - 17:40	0	2	0	0	0
17:40 - 17:45	0	1	0	0	0
17:45 - 17:50	0	1	1	0	0
17:50 - 17:55	0	0	0	0	0
17:55 - 18:00	0	1	2	0	0

Queues are maximum queues each 5 minutes

APPENDIX E: Staff Travel Questionnaire 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
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (Driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (Passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)	<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? *

15. Thank you for completing this survey!

This content is neither created nor endorsed by Google.

Google Forms

Reliance Precision Ltd - Staff Travel Survey

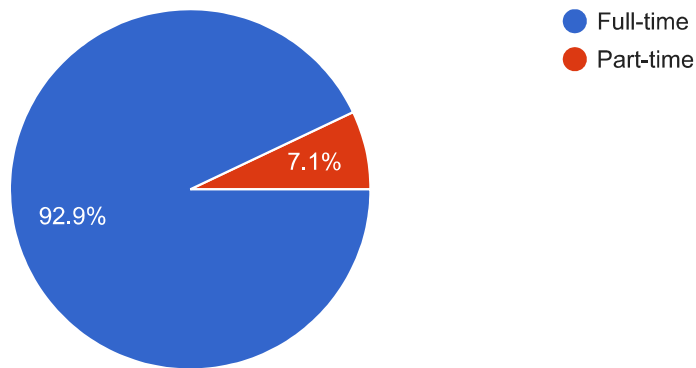
156 responses

[Publish analytics](#)

 Copy

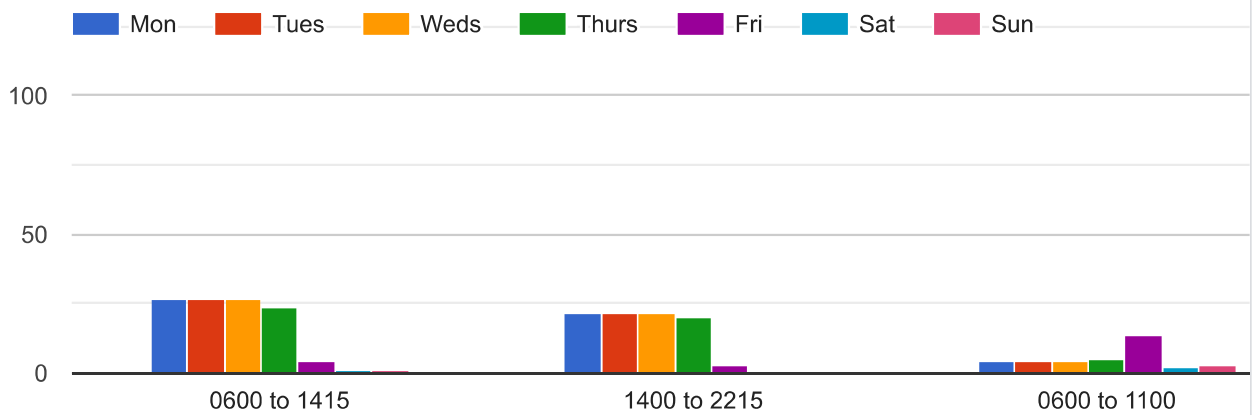
Please tick the box which represents your current employment status:

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

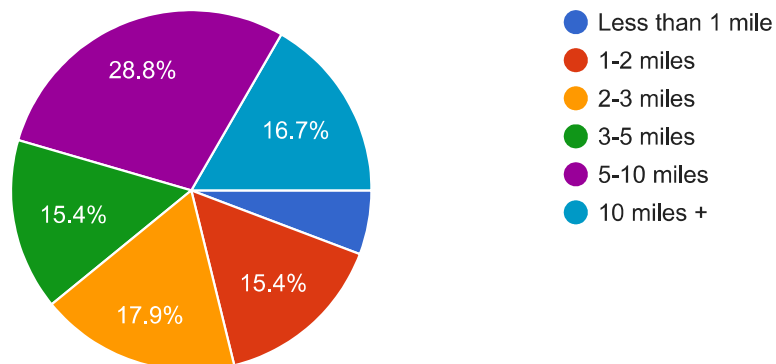
S752ru

51 more responses are hidden

Approximately how far is your journey to work?

 Copy

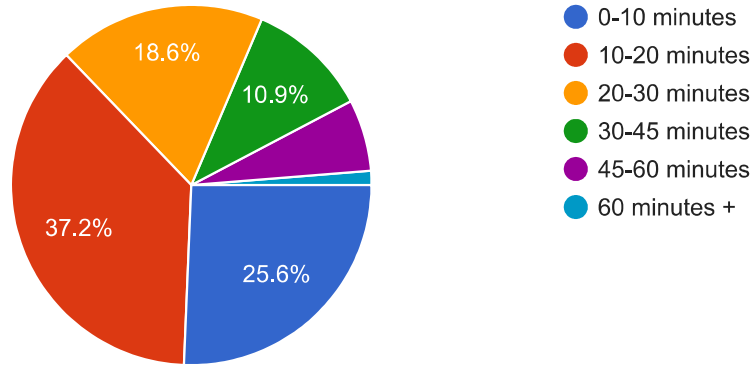
156 responses



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

 Copy

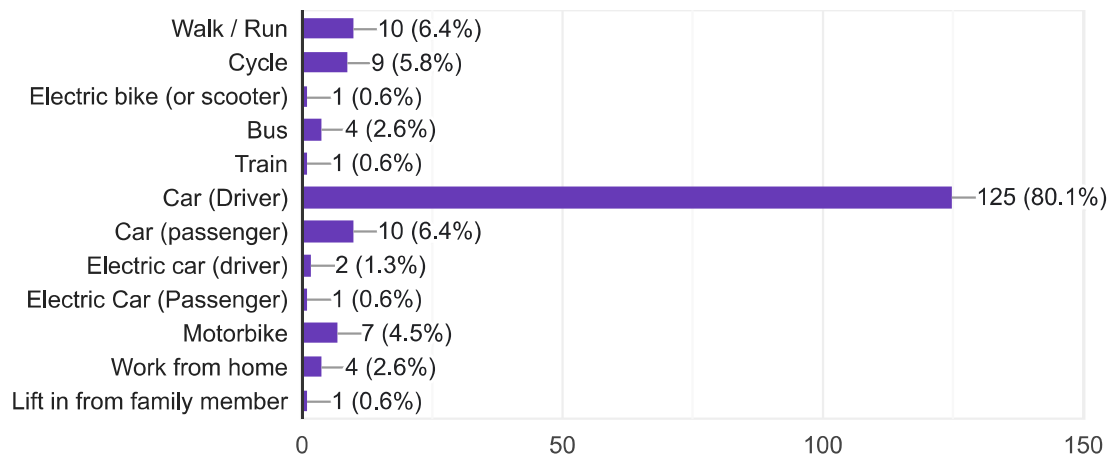
156 responses



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

 Copy

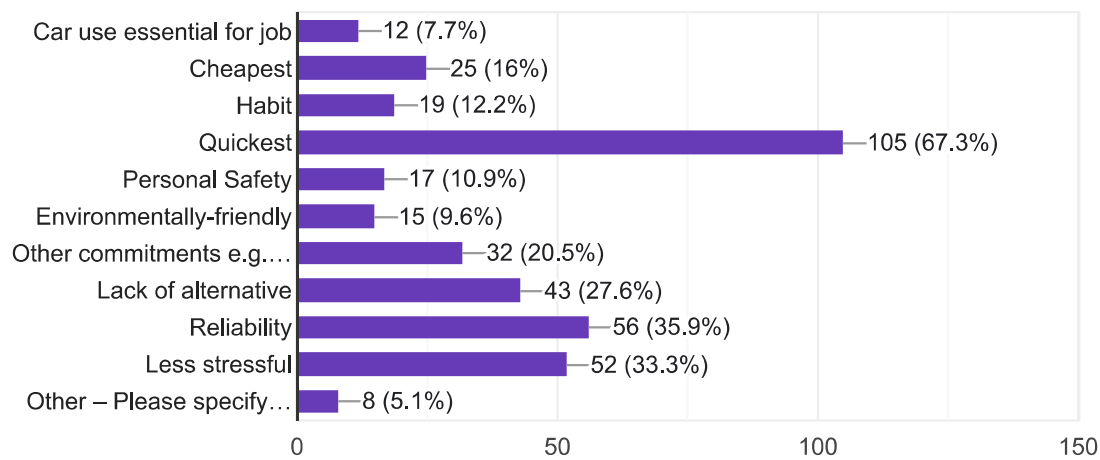
156 responses



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

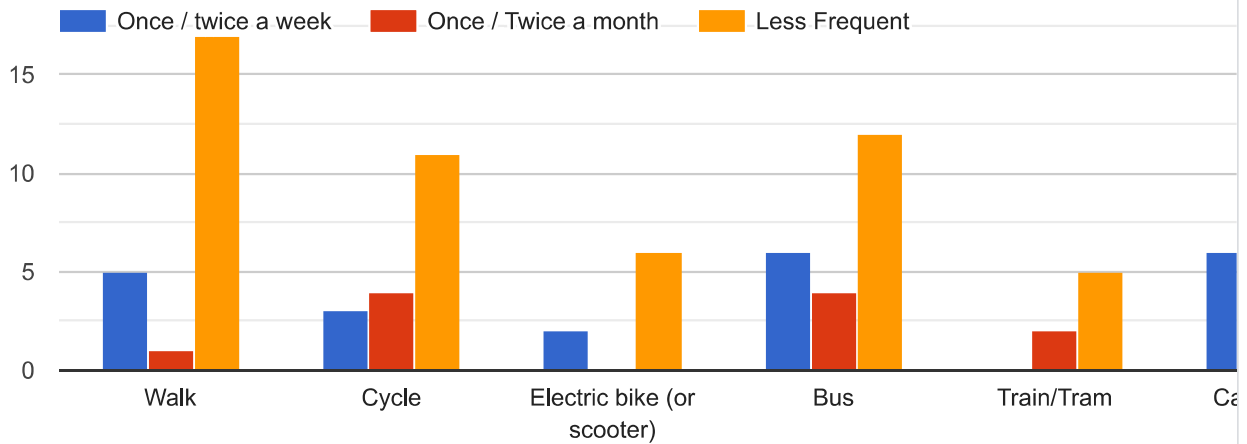
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156 responses



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

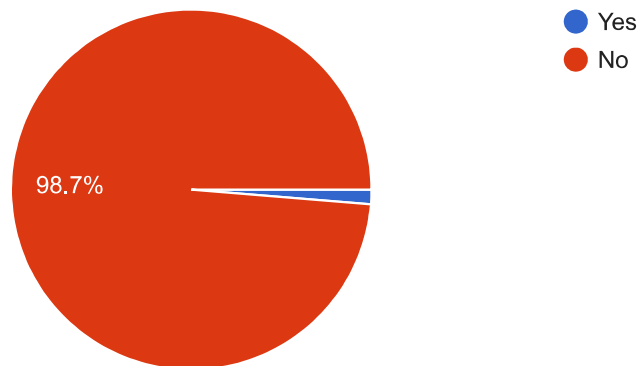
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Do you have a disability which affects your travel arrangements?

 Copy

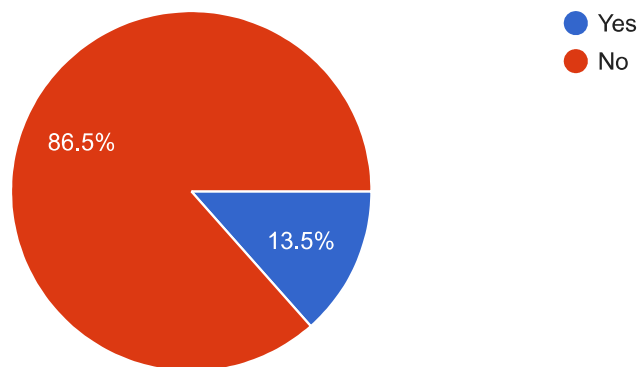
156 responses



Do you travel to / from work with anyone else?

 Copy

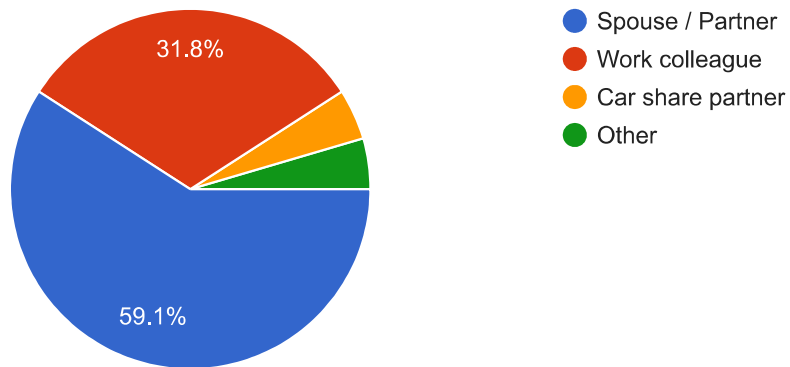
156 responses



If YES, is this your:

 Copy

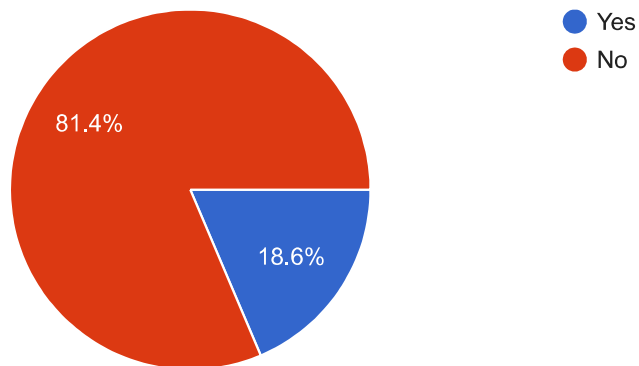
22 responses



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?

 Copy

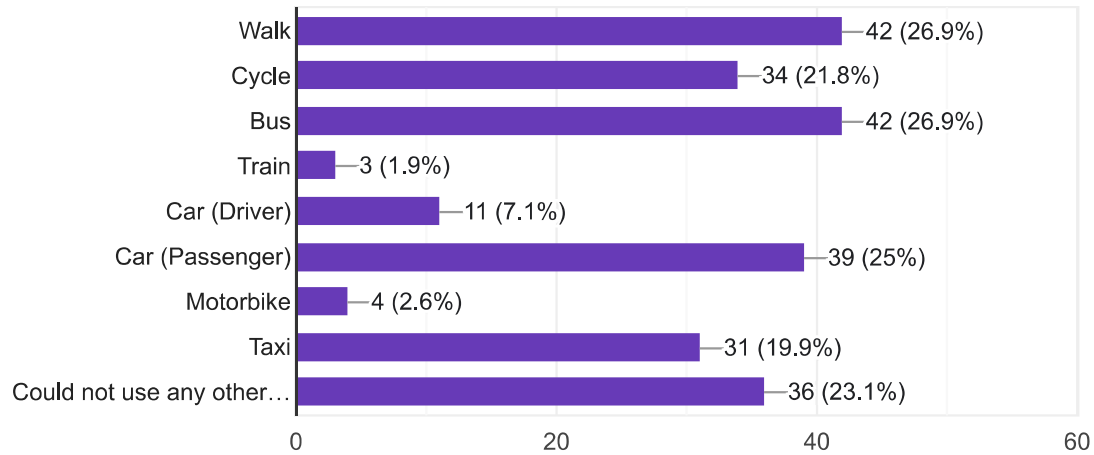
156 responses



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

Copy

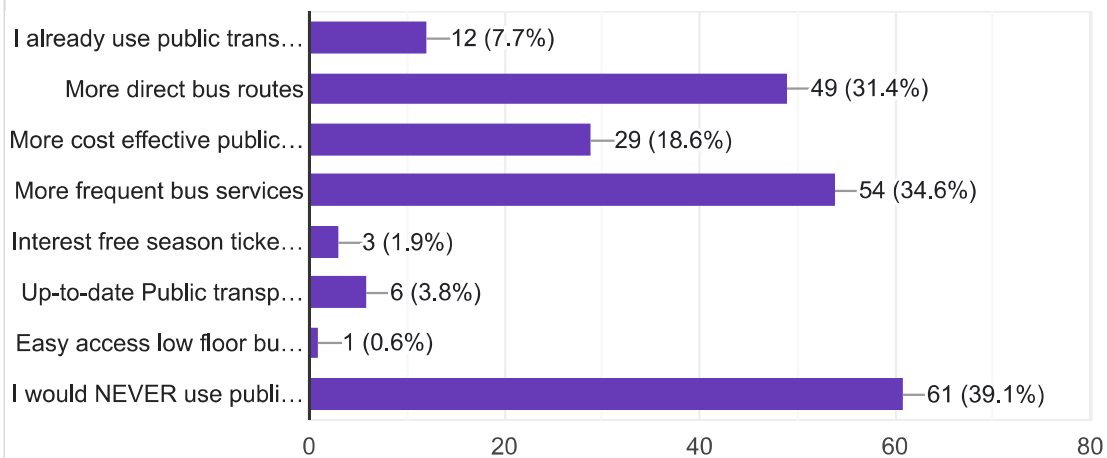
156 responses



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

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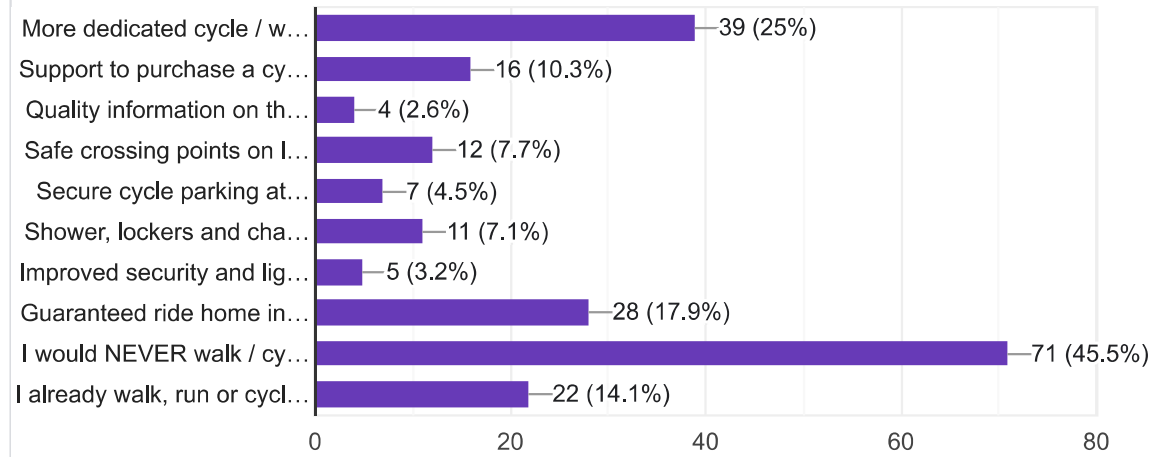
156 responses



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

 Copy

156 responses



APPENDIX F: Proposed Development Layouts

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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
TOTAL	31,800 SQ.FT. GEA

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

Client

RELIANCE PRECISION LIMITED

Project Title

ROWLEY MILLS

Drawing Title

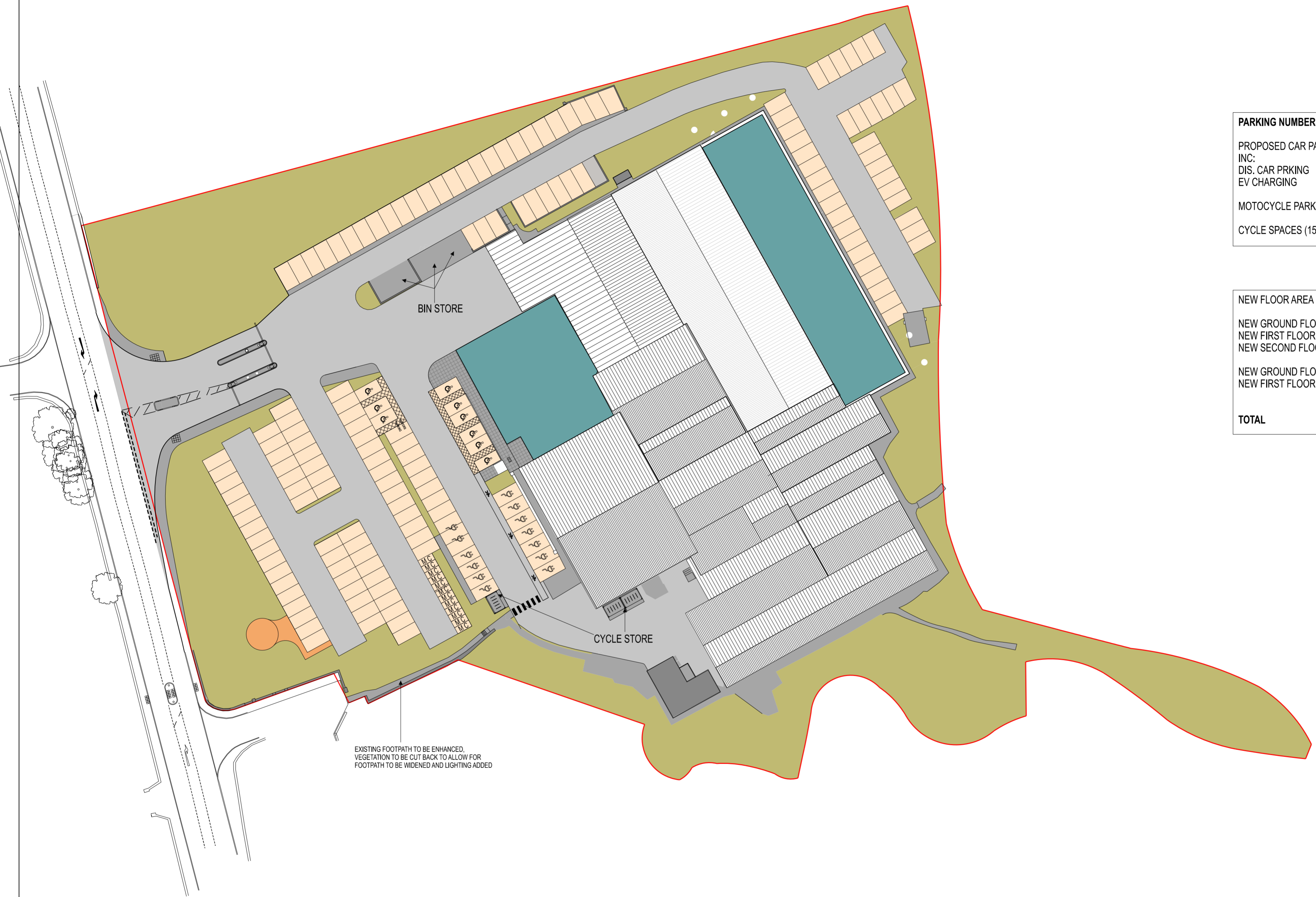
PROPOSED PARKING LAYOUT

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	.

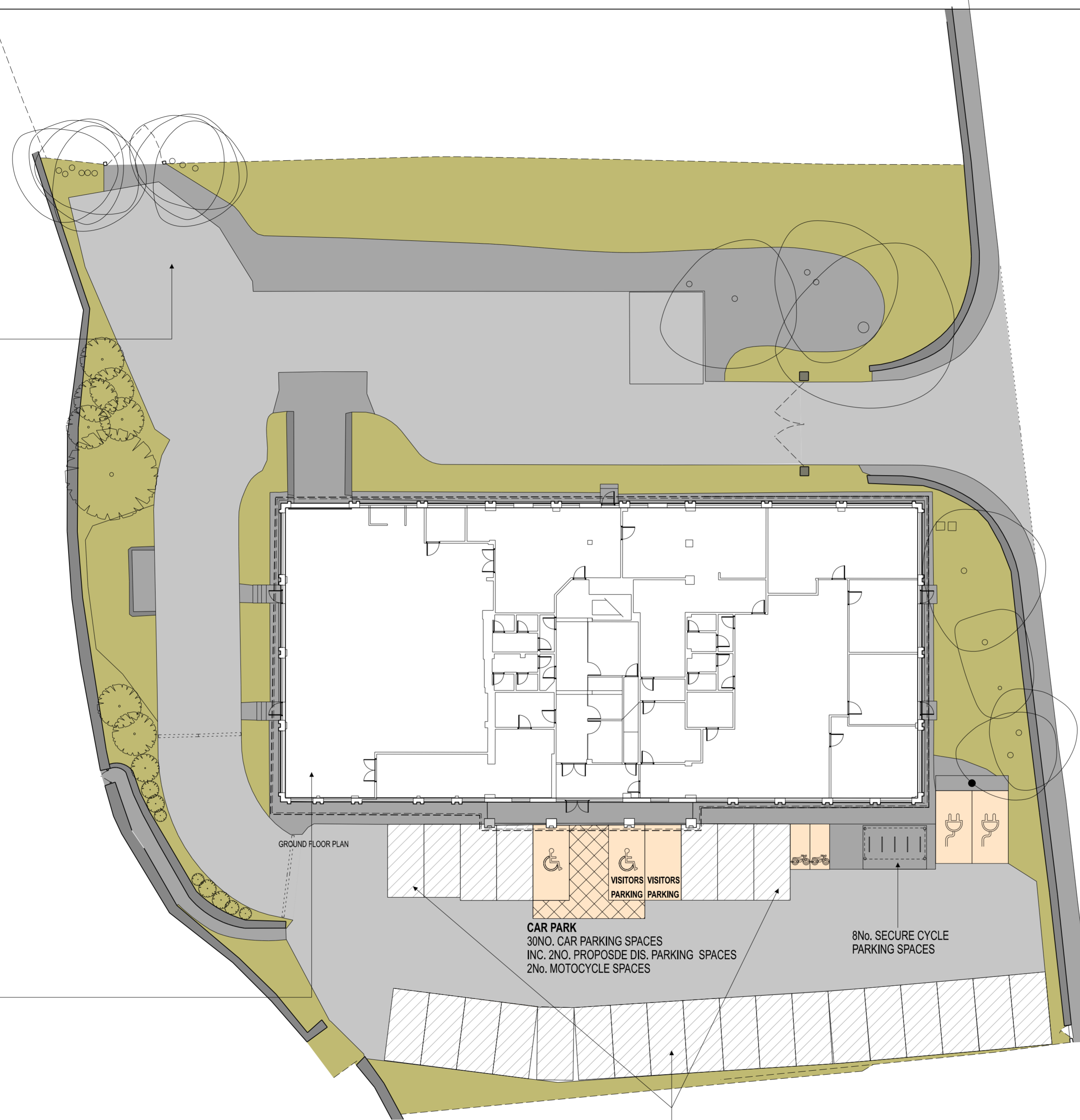
Status
PLANNING

KPP Job No	Rev
2421	P01
Number	
2004	



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

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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

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

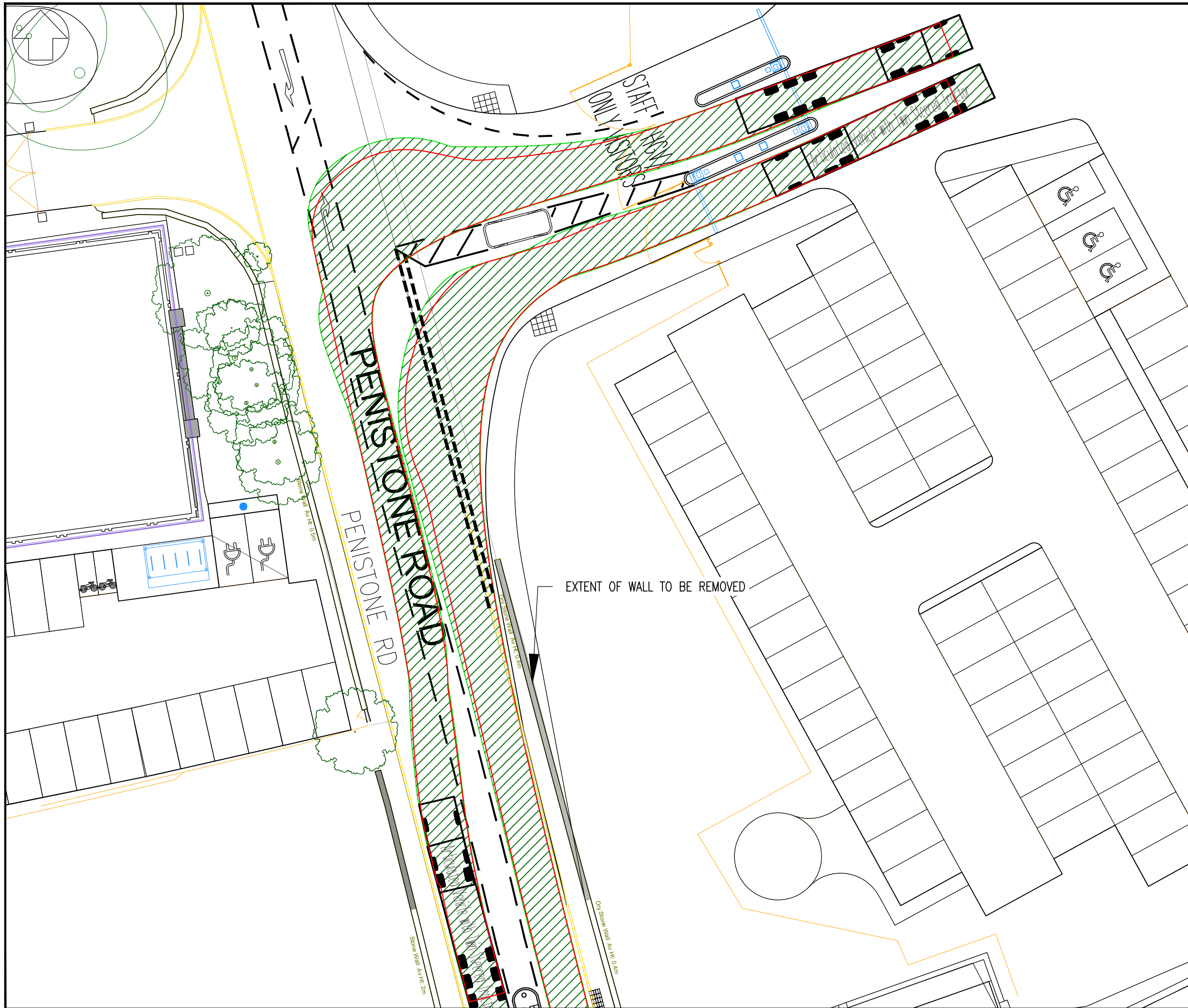
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Status
PLANNING

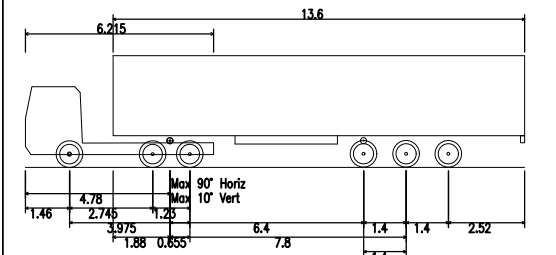
KPP Job No
2421

Number
2104

APPENDIX G: Proposed Pedestrian Crossing Arrangement



DO NOT SCALE



Articulated Vehicle with Twin Steered Tractor
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.691m
 Min Body Ground Clearance 0.426m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.987m

REV	DATE	BY	DESCRIPTION	APP
P03	19/11/2025	HT	ISLAND AMENDED	EG
P02	29/10/2025	HT	GENERAL AMENDMENTS	CY
P01	17/10/2025	LC	FIRST ISSUE	CY

DRAWING STATUS: S0 - WORK IN PROGRESS



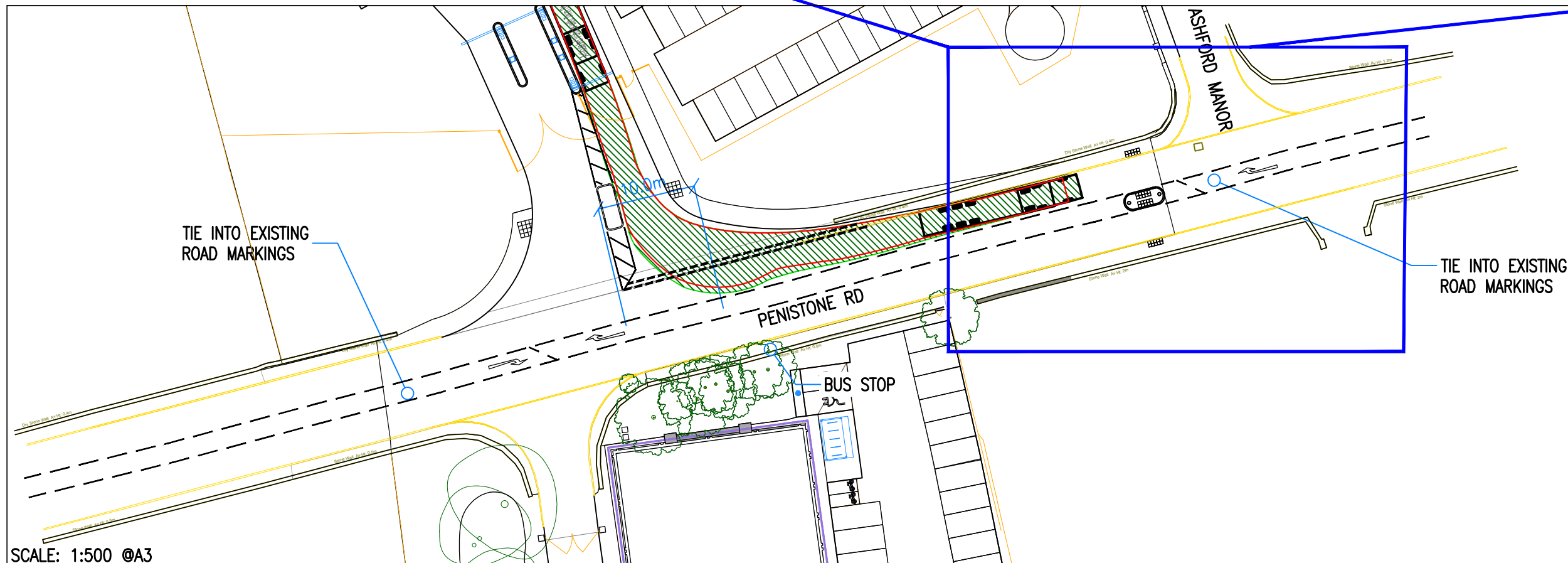
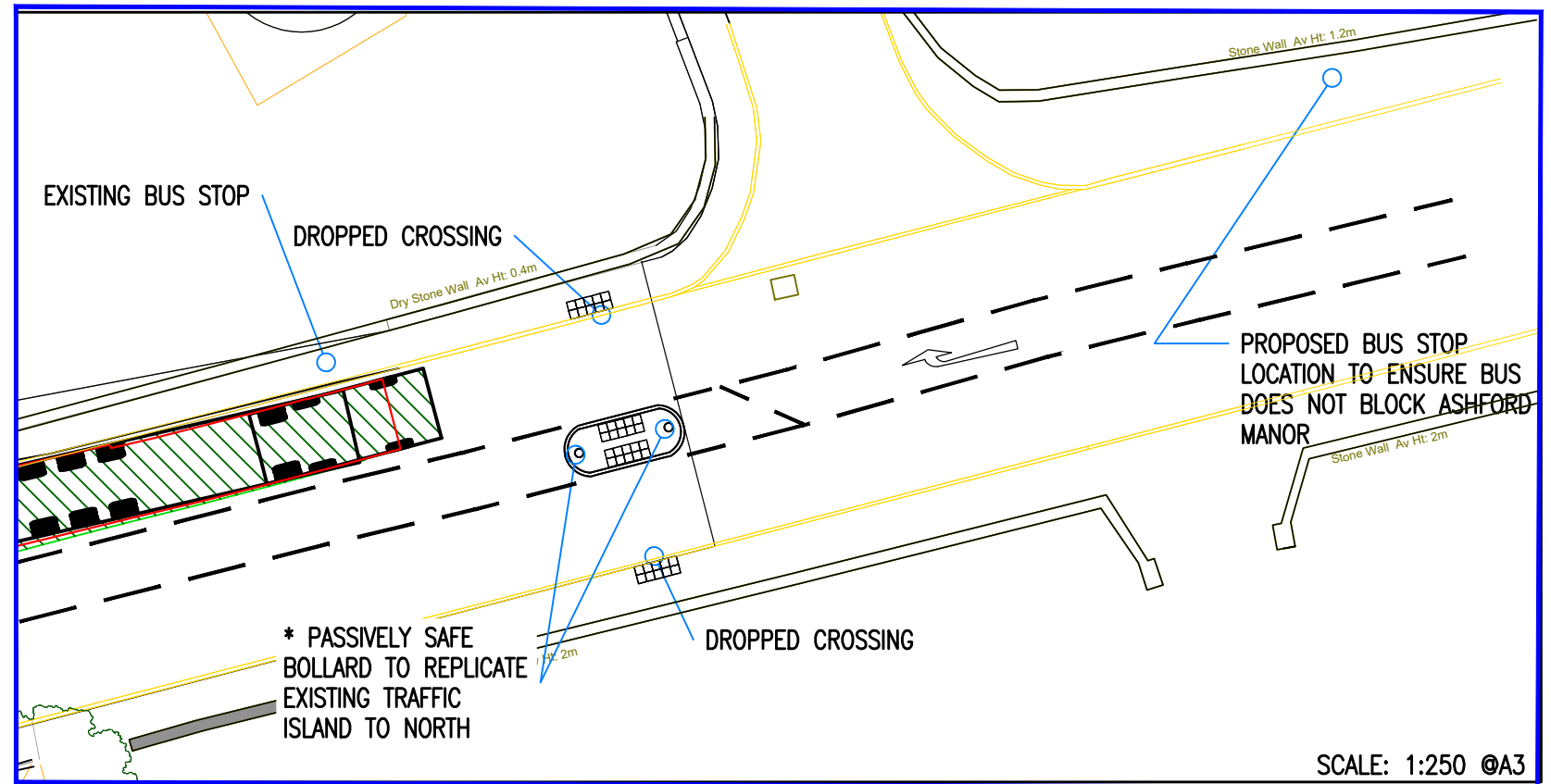
PROJECT: ROWLEY MILLS, HUDDERSFIELD

TITLE: VEHICLE SWEEP PATHS

DRAWN: HT	APPROVED: CY
SCALE @ A3: 1:250	DATE: October 25
DRAWING No: 2310010	REV: P03



* PASSIVELY SAFE BOLLARDS



REV.	AMENDMENTS	DATE
B	PEDESTRIAN CROSSING ISLAND MOVED	08/01
C	GENERAL AMENDS	26/01
D	GENERAL AMENDS	28/01
E	ROAD MARKINGS ADDED	29/01
F	REVISED JUNCTION LAYOUT	22/10
G	ISLAND AMENDED	19/11



VIA SOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

ROWLEY MILLS, HUDDERSFIELD

PROPOSED PEDESTRIAN CROSSING ISLAND

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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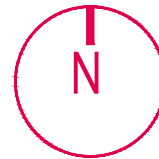
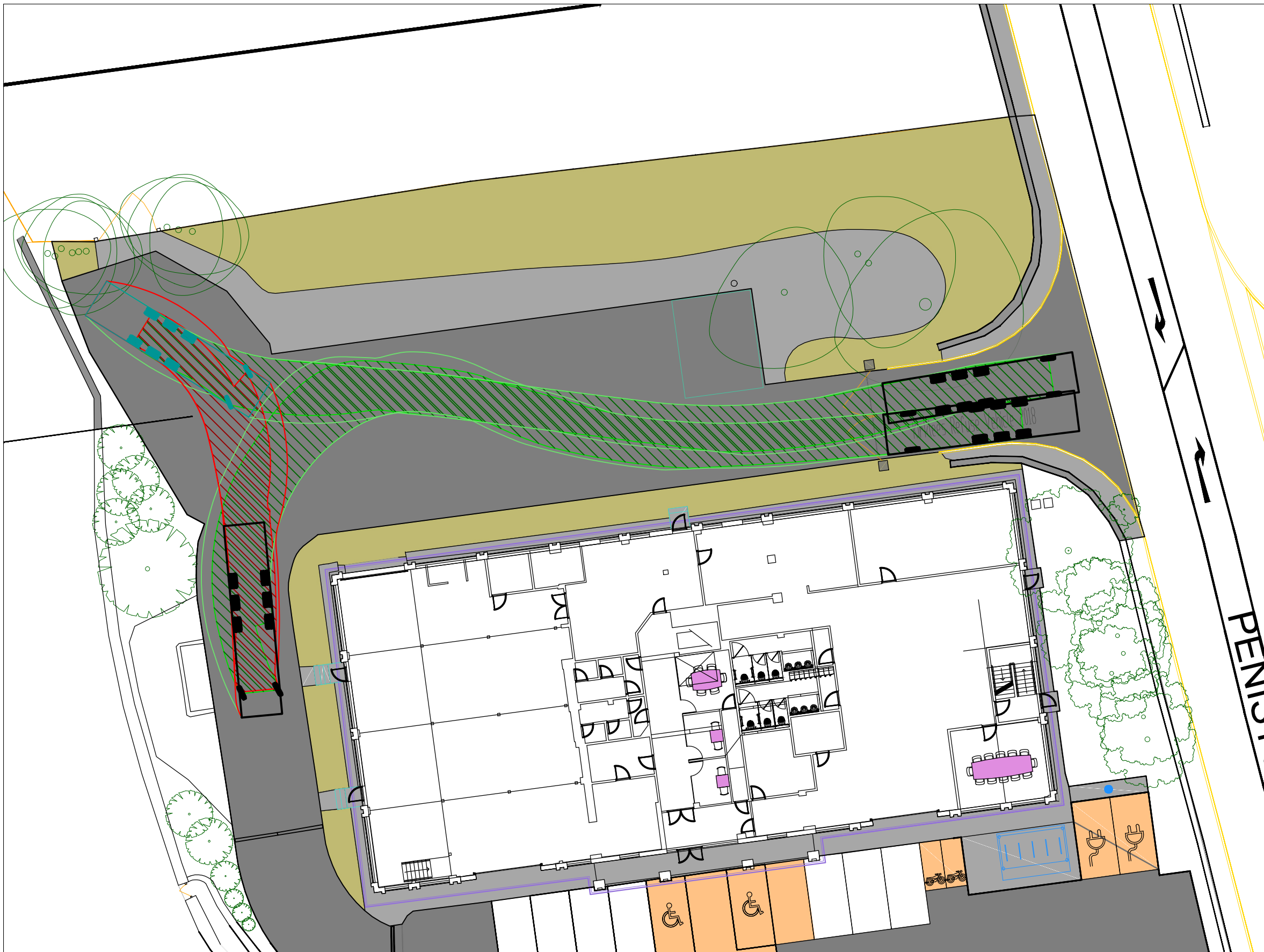
SCALE: AS SHOWN @A3

DATE: NOVEMBER 2025

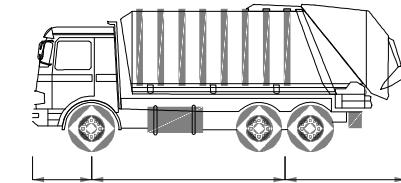
DRAWING NO: 2310005

STATUS: - REVISION: G

APPENDIX H: Swept Path Analysis



VEHICLE DIMENSIONS



1.53 5.55 4.77

KIRKLEES REFUSE

LENGTH: 11.85 m
 MAX WIDTH: 2.50 m
 LOCK TO LOCK TIME: 6.0 s
 MAX STEERING ANGLE: 37.75°
 TURN RADIUS (CURB TO CURB): 10.09 m
 TURN RADIUS (WALL TO WALL): 11.00 m

— FORWARDS MOVEMENT
 — REVERSE MOVEMENT

REV.	AMENDMENTS	DATE
B	UPDATED LAYOUT	18/11
C	ISLAND AMENDED	19/11
D	LAYOUT UPDATED	21/11



VIASOLUTIONS

THE OLD COACH HOUSE
 1 CAMPBELL STREET
 PUDSEY
 LS28 6DP
 tel: 0113 3453957
 email: highwaymen@viasolutions.co.uk

ROWLEY MILLS, HUDDERSFIELD

SWEPT PATH ANALYSIS

NOTES

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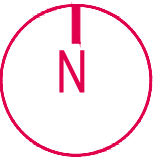
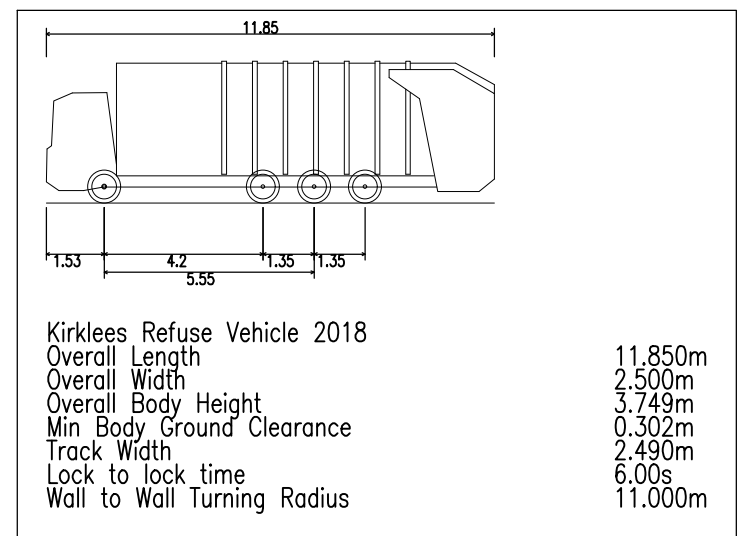
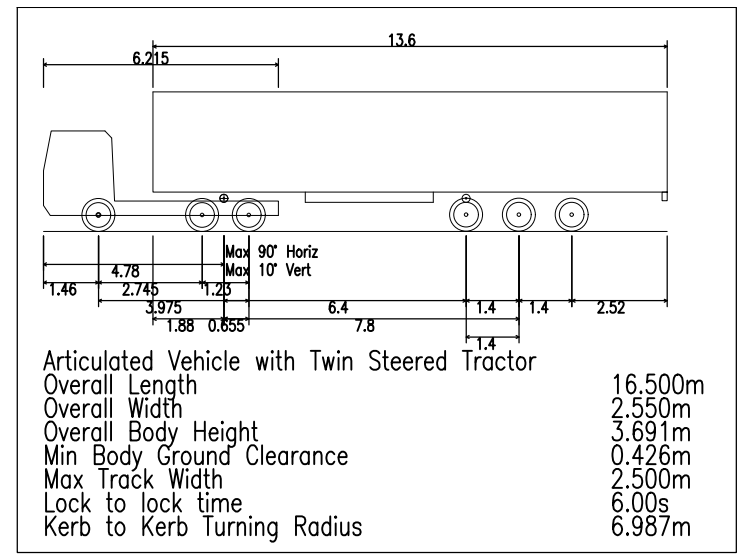
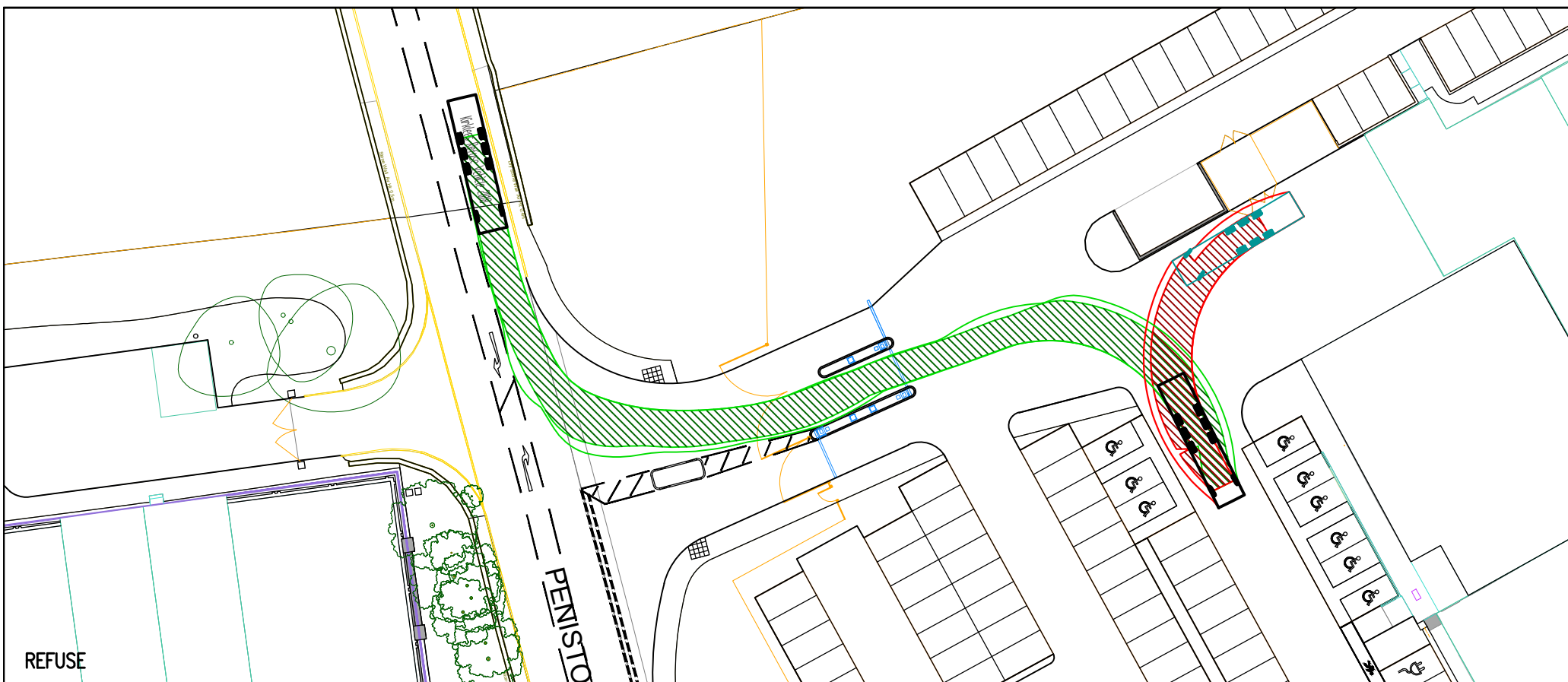
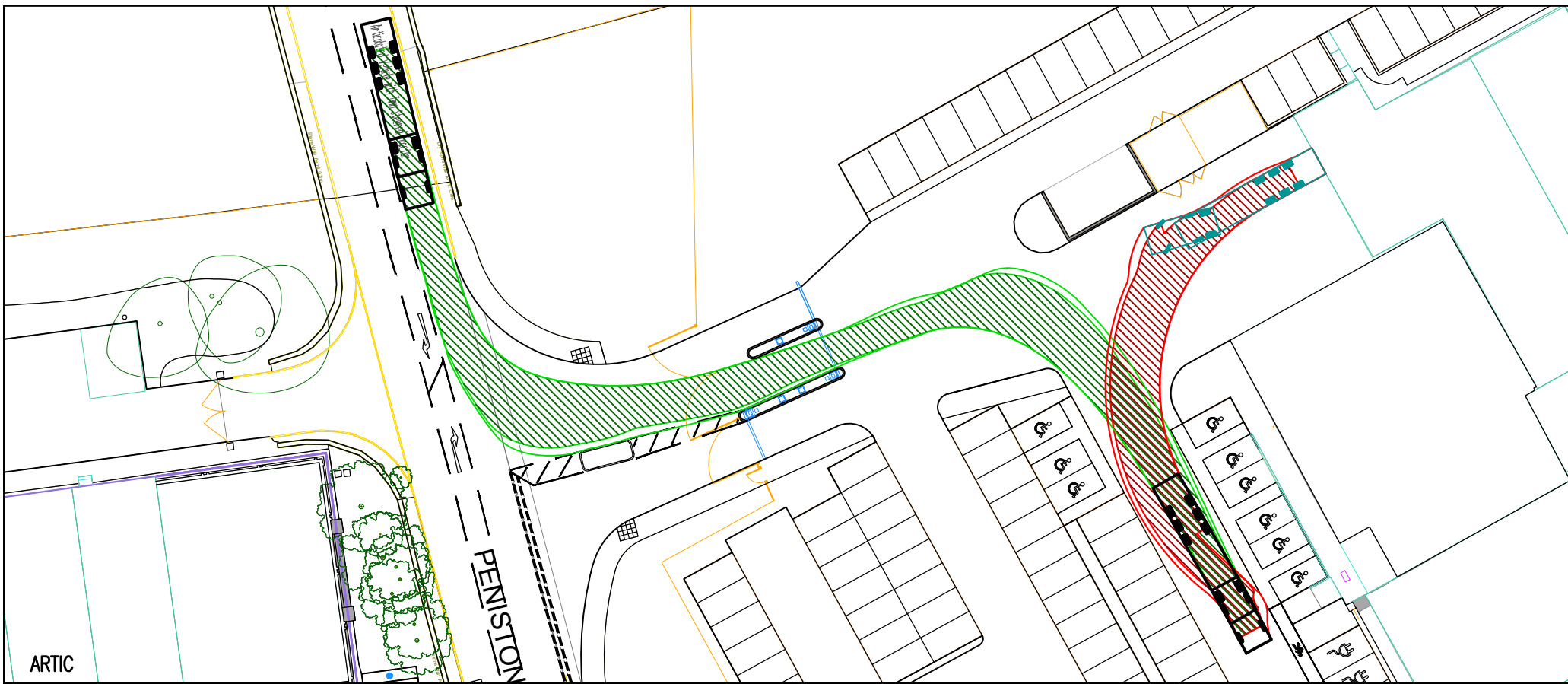
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SCALE: 1:250 @A3

DATE: NOVEMBER 2025

DRAWING NO: 2310003

STATUS: — REVISION: D



REV.	AMENDMENTS	DATE
B	REVISED LAYOUT	23/10
C	REVISED LAYOUT	18/11
D	ISLAND AMENDED	19/11



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

SWEPT PATH ANALYSIS

ROWLEY MILLS

HUDDERSFIELD

NOTES

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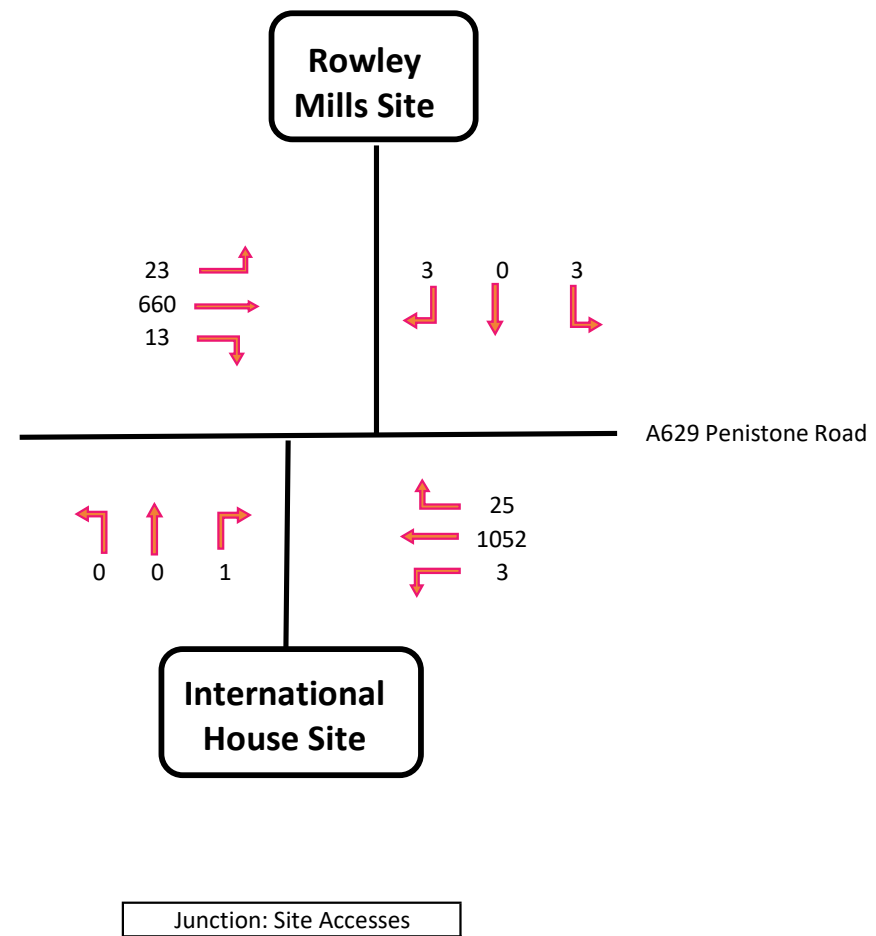
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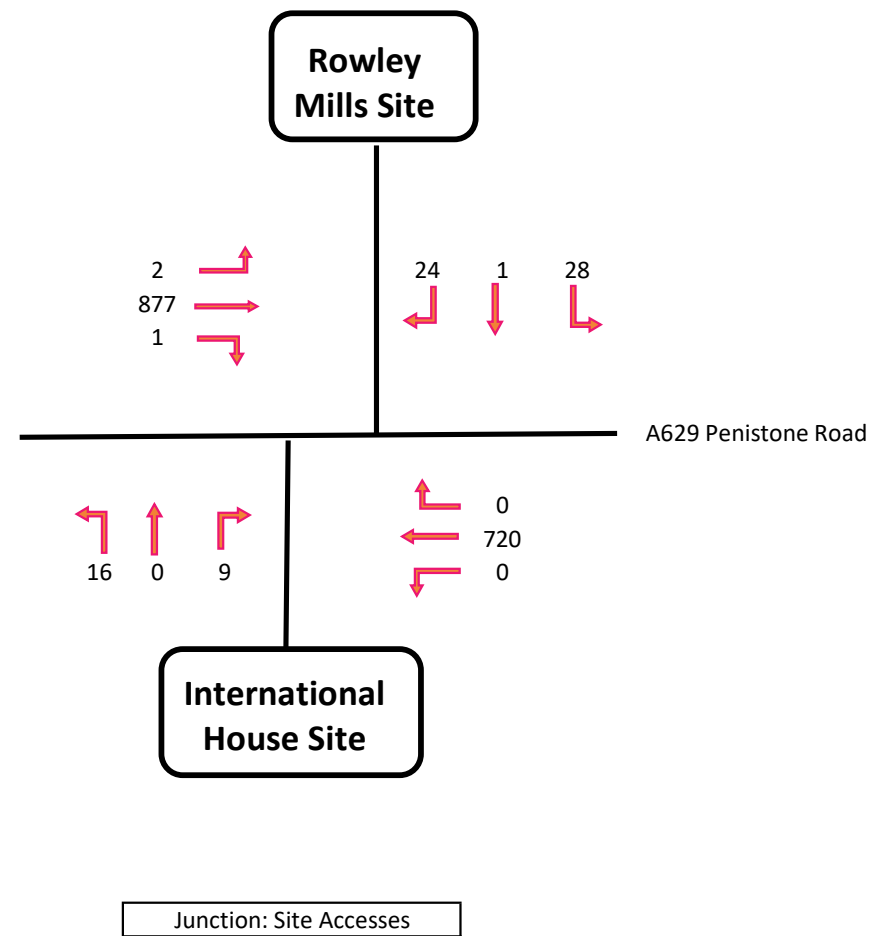
DATE: NOV 2025

DRAWING NO: 2310006

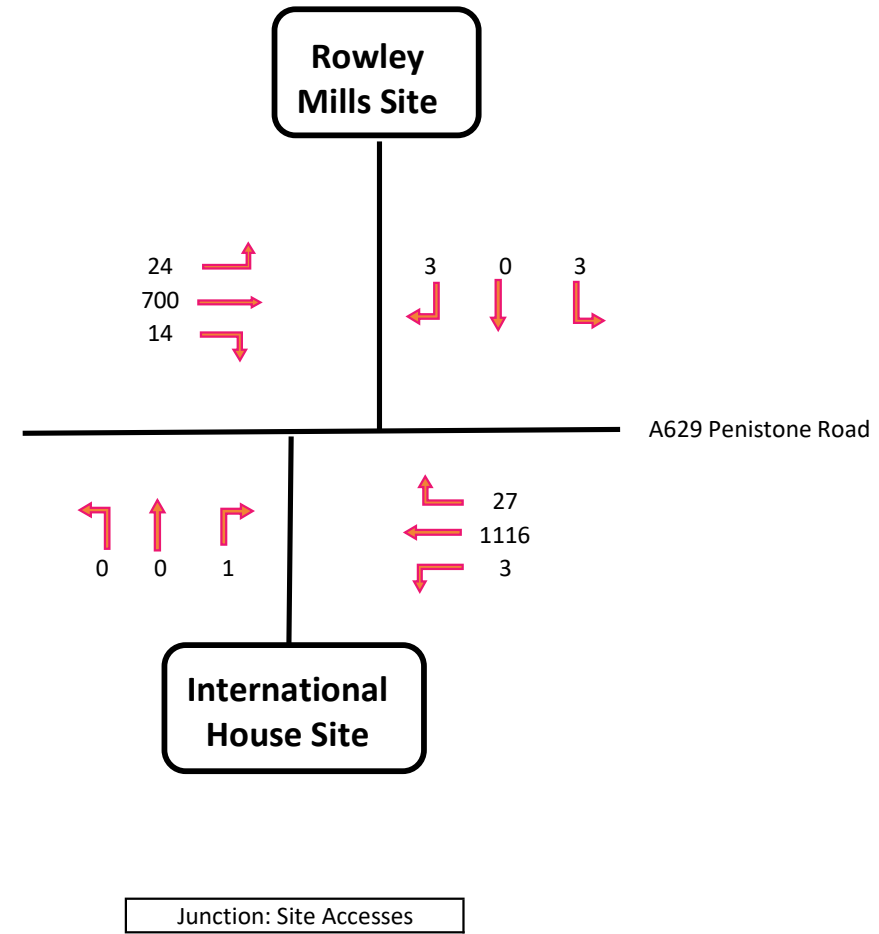
STATUS: - REVISION: D

APPENDIX J: Traffic Flow Diagrams

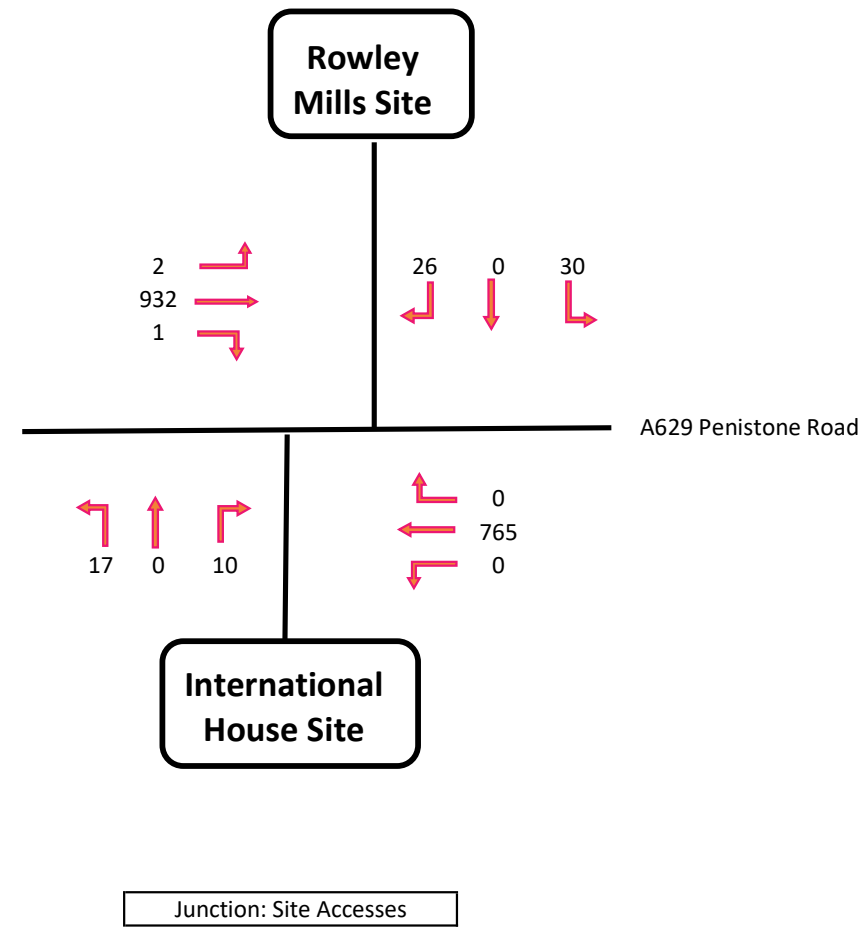




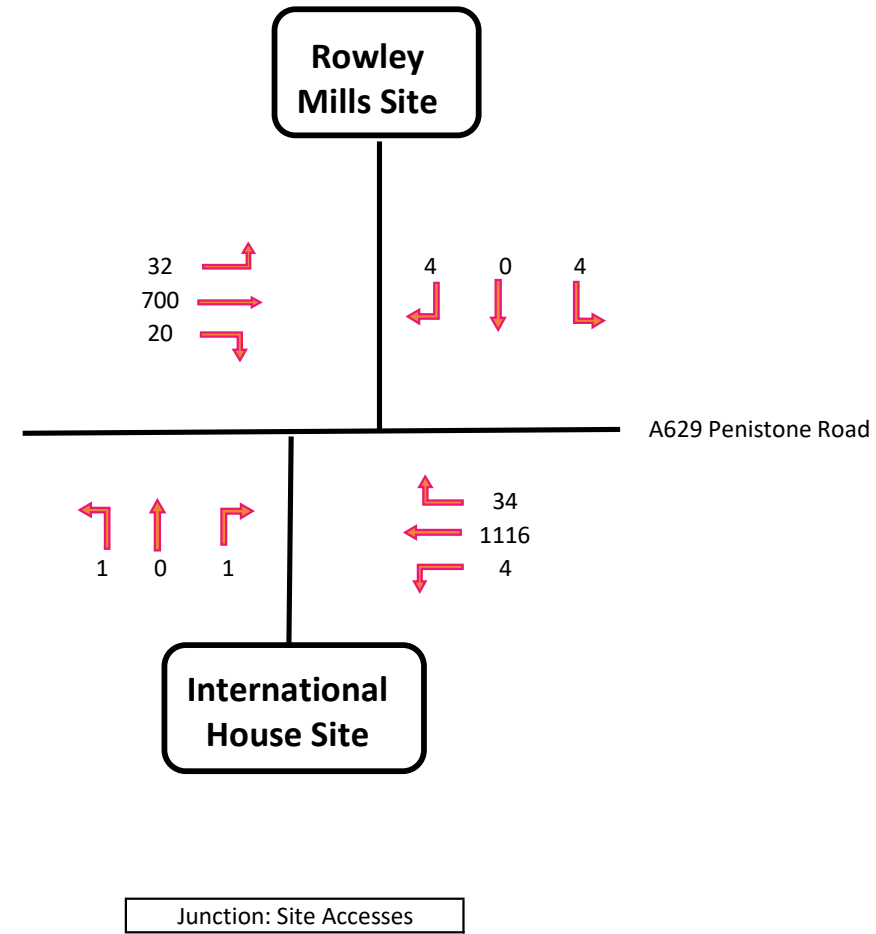
Traffic growth factor 1.061



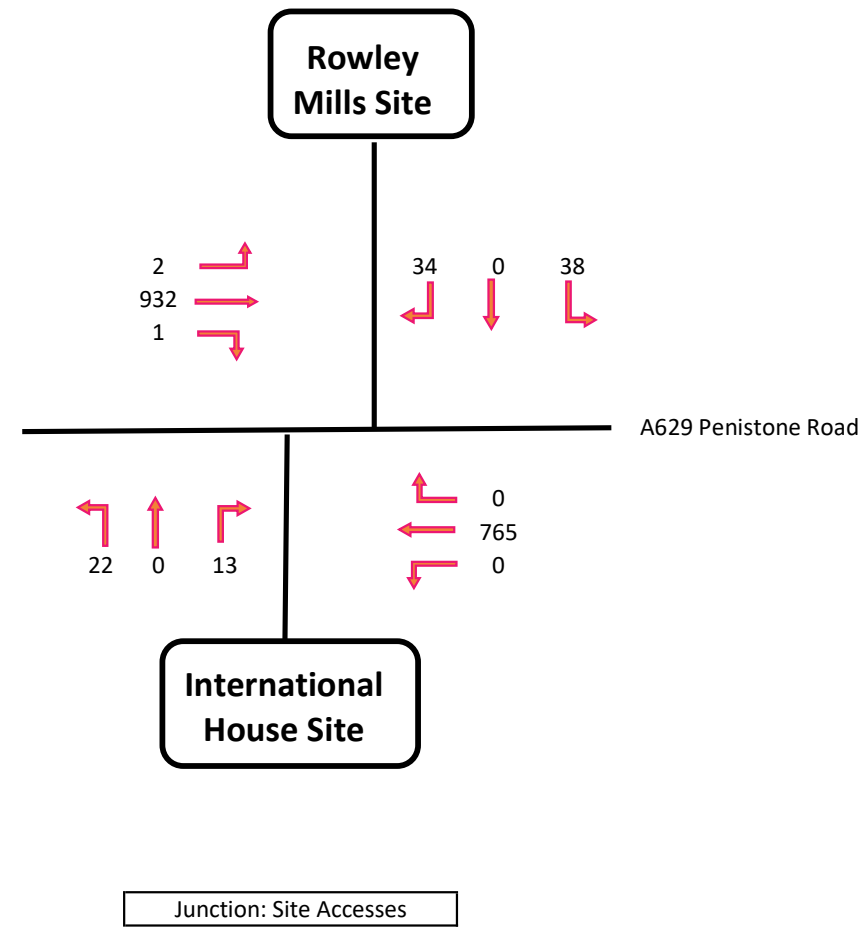
Traffic growth factor 1.0626



Traffic growth factor 1.061



Traffic growth factor 1.0626



APPENDIX K: TRICS Data Output

Calculation Reference: AUDIT-407201-231110-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	2 days
	AL CALDERDALE	1 days
	DR DONCASTER	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	SW SWANSEA	2 days
11	SCOTLAND	
	FI FIFE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3191 to 12000 (units: sqm)
 Range Selected by User: 3000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	6 days
Thursday	5 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	15
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	11
Development Zone	1
Residential Zone	4
Out of Town	1
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 23 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	17 days
250,001 to 500,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	23 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	23 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>		<i>Survey Type: MANUAL</i>
2	AK-02-D-03 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON	INDUSTRIAL ESTATE	WAKEFIELD
	Edge of Town No Sub Category Total Gross floor area: 3191 sqm <i>Survey date: MONDAY 15/05/17</i>		<i>Survey Type: MANUAL</i>
3	AL-02-D-01 MILL LANE HALIFAX	INDUSTRIAL ESTATE	CALDERDALE
	Edge of Town No Sub Category Total Gross floor area: 11305 sqm <i>Survey date: WEDNESDAY 17/10/18</i>		<i>Survey Type: MANUAL</i>
4	DR-02-D-03 MIDDLE BANK DONCASTER	INDUSTRIAL ESTATE	DONCASTER
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6737 sqm <i>Survey date: TUESDAY 21/09/21</i>		<i>Survey Type: MANUAL</i>
5	DV-02-D-07 BITTERN ROAD EXETER SOWTON IND. ESTATE	INDUSTRIAL ESTATE	DEVON
	Edge of Town Industrial Zone Total Gross floor area: 3600 sqm <i>Survey date: MONDAY 03/07/17</i>		<i>Survey Type: MANUAL</i>
6	DY-02-D-01 SHAFTESBURY STREET DERBY ROSE HILL	INDUSTRIAL ESTATE	DERBY
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 5686 sqm <i>Survey date: WEDNESDAY 25/09/19</i>		<i>Survey Type: MANUAL</i>
7	EX-02-D-03 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK	INDUSTRIAL ESTATE	ESSEX
	Edge of Town Industrial Zone Total Gross floor area: 4876 sqm <i>Survey date: FRIDAY 18/05/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 7280 sqm <i>Survey date: FRIDAY 18/05/18</i>		
	<i>Survey Type: MANUAL</i>		
9	FI-02-D-01	INDUSTRIAL ESTATE	FIFE
	DICKSON STREET DUNFERMLINE Edge of Town Residential Zone Total Gross floor area: 7850 sqm <i>Survey date: THURSDAY 21/05/15</i>		
	<i>Survey Type: MANUAL</i>		
10	GM-02-D-07	BUSINESS PARK	GREATER MANCHESTER
	VULCAN STREET OLDHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4400 sqm <i>Survey date: THURSDAY 22/10/15</i>		
	<i>Survey Type: MANUAL</i>		
11	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE BURNLEY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm <i>Survey date: THURSDAY 29/09/16</i>		
	<i>Survey Type: MANUAL</i>		
12	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>		
	<i>Survey Type: MANUAL</i>		
13	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE BAMBER BRIDGE Edge of Town Industrial Zone Total Gross floor area: 4000 sqm <i>Survey date: TUESDAY 06/11/18</i>		
	<i>Survey Type: MANUAL</i>		
14	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD LINCOLN Edge of Town Industrial Zone Total Gross floor area: 11265 sqm <i>Survey date: FRIDAY 28/06/19</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD NORWICH		
	Edge of Town No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date:	WEDNESDAY 14/09/22	Survey Type: MANUAL
16	SD-02-D-01	INDUSTRIAL ESTATE	SWINDON
	HEADLANDS GROVE SWINDON		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date:	TUESDAY 20/09/16	Survey Type: MANUAL
17	SF-02-D-03	INDUSTRIAL ESTATE	SUFFOLK
	LANDSEER ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	3550 sqm	
	Survey date:	THURSDAY 17/09/20	Survey Type: MANUAL
18	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359 YEOVIL SPARKFORD		
	Free Standing (PPS6 Out of Town) Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date:	WEDNESDAY 03/04/19	Survey Type: MANUAL
19	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK		
	Edge of Town Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date:	WEDNESDAY 09/10/19	Survey Type: MANUAL
20	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT SWANSEA SWANSEA ENTERPRISE PK		
	Edge of Town Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date:	THURSDAY 10/10/19	Survey Type: MANUAL
21	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD SUNDERLAND SOUTHWICK		
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date:	TUESDAY 04/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	TW-02-D-09 ELEVENTH AVENUE GATESHEAD TEAM VALLEY Edge of Town No Sub Category Total Gross floor area: 6200 sqm <i>Survey date: WEDNESDAY 18/05/22</i>	INDUSTRIAL ESTATE TYNE & WEAR <i>Survey Type: MANUAL</i>
23	WO-02-D-02 WEIR LANE WORCESTER Edge of Town Residential Zone Total Gross floor area: 9500 sqm <i>Survey date: MONDAY 14/11/16</i>	INDUSTRIAL ESTATE WORCESTERSHIRE <i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	6	6900	0.056	6	6900	0.002	6	6900	0.058
05:30 - 06:00	6	6900	0.077	6	6900	0.002	6	6900	0.079
06:00 - 06:30	7	7523	0.047	7	7523	0.013	7	7523	0.060
06:30 - 07:00	7	7523	0.065	7	7523	0.015	7	7523	0.080
07:00 - 07:30	23	6910	0.133	23	6910	0.044	23	6910	0.177
07:30 - 08:00	23	6910	0.226	23	6910	0.062	23	6910	0.288
08:00 - 08:30	23	6910	0.240	23	6910	0.108	23	6910	0.348
08:30 - 09:00	23	6910	0.225	23	6910	0.125	23	6910	0.350
09:00 - 09:30	23	6910	0.243	23	6910	0.182	23	6910	0.425
09:30 - 10:00	23	6910	0.213	23	6910	0.165	23	6910	0.378
10:00 - 10:30	23	6910	0.188	23	6910	0.173	23	6910	0.361
10:30 - 11:00	23	6910	0.182	23	6910	0.161	23	6910	0.343
11:00 - 11:30	23	6910	0.190	23	6910	0.184	23	6910	0.374
11:30 - 12:00	23	6910	0.206	23	6910	0.216	23	6910	0.422
12:00 - 12:30	23	6910	0.190	23	6910	0.197	23	6910	0.387
12:30 - 13:00	23	6910	0.198	23	6910	0.213	23	6910	0.411
13:00 - 13:30	23	6910	0.194	23	6910	0.208	23	6910	0.402
13:30 - 14:00	23	6910	0.201	23	6910	0.203	23	6910	0.404
14:00 - 14:30	23	6910	0.171	23	6910	0.211	23	6910	0.382
14:30 - 15:00	23	6910	0.171	23	6910	0.193	23	6910	0.364
15:00 - 15:30	23	6910	0.145	23	6910	0.179	23	6910	0.324
15:30 - 16:00	23	6910	0.166	23	6910	0.190	23	6910	0.356
16:00 - 16:30	23	6910	0.172	23	6910	0.220	23	6910	0.392
16:30 - 17:00	23	6910	0.143	23	6910	0.257	23	6910	0.400
17:00 - 17:30	23	6910	0.098	23	6910	0.260	23	6910	0.358
17:30 - 18:00	23	6910	0.096	23	6910	0.178	23	6910	0.274
18:00 - 18:30	23	6910	0.041	23	6910	0.101	23	6910	0.142
18:30 - 19:00	23	6910	0.034	23	6910	0.073	23	6910	0.107
19:00 - 19:30	7	7523	0.009	7	7523	0.061	7	7523	0.070
19:30 - 20:00	7	7523	0.006	7	7523	0.055	7	7523	0.061
20:00 - 20:30	7	7523	0.002	7	7523	0.019	7	7523	0.021
20:30 - 21:00	7	7523	0.004	7	7523	0.011	7	7523	0.015
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.332			4.281			8.613

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	3191 - 12000 (units: sqm)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX L: Junctions10 Model Output

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: Site Access.j9

Path: C:\Users\James.AzureAD\Via Solutions\CompanyShare - Documents\VIA Projects\23000s\23100 - Rowley Mills, Hudds\Calculations

Report generation date: 28/10/2025 15:25:12

- »2024, AM
- »2024, PM
- »2034 Base , AM
- »2034 Base, PM
- »2034 Base + Com + Dev, AM
- »2034 Base + Com + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
2024												
Stream B-ACD	D1	0.0	0.00	0.00	A	16 % [Stream D-BC]	D2	0.1	13.37	0.09	B	11 % [Stream D-BC]
Stream A-D		0.1	7.80	0.06	A			0.0	0.00	0.00	A	
Stream D-A		0.0	7.38	0.01	A			0.1	9.35	0.07	A	
Stream D-BC		0.0	22.36	0.02	C			0.2	25.21	0.16	D	
Stream C-B		0.0	9.89	0.04	A			0.0	7.67	0.00	A	
2034 Base												
Stream B-ACD	D3	0.0	0.00	0.00	A	9 % [Stream D-BC]	D4	0.1	15.10	0.11	C	4 % [Stream D-BC]
Stream A-D		0.1	8.05	0.06	A			0.0	0.00	0.00	A	
Stream D-A		0.0	7.57	0.01	A			0.1	9.95	0.08	A	
Stream D-BC		0.0	26.02	0.02	D			0.2	30.47	0.20	D	
Stream C-B		0.0	10.46	0.04	B			0.0	7.90	0.00	A	
2034 Base + Com + Dev												
Stream B-ACD	D5	0.0	0.00	0.00	A	8 % [Stream D-BC]	D6	0.2	15.91	0.15	C	2 % [Stream D-BC]
Stream A-D		0.1	8.24	0.08	A			0.0	0.00	0.00	A	
Stream D-A		0.0	7.62	0.01	A			0.1	10.48	0.11	B	
Stream D-BC		0.0	26.96	0.03	D			0.3	33.06	0.26	D	
Stream C-B		0.1	10.68	0.06	B			0.0	7.95	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\James
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:45	09:15	15
D2	2024	PM	ONE HOUR	16:45	18:15	15
D3	2034 Base	AM	ONE HOUR	07:45	09:15	15
D4	2034 Base	PM	ONE HOUR	16:45	18:15	15
D5	2034 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2034 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.23	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	16	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Penistone Road (S)		Major
B	Paxman		Minor
C	Penistone Road (N)		Major
D	Reliance Site		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Penistone Road (S)	6.00		✓	2.20	200.0		-
C - Penistone Road (N)	6.00		✓	2.20	200.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Paxman	One lane	3.80								16	13
D - Reliance Site	One lane plus flare		10.00	8.14	4.99	4.26	3.77	✓	2.00	18	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	690	-	-	-	0.267	0.267	0.267	-	0.267	-	-
B-AD	528	0.096	0.243	-	-	-	0.153	0.348	0.153	0.096	0.243
B-C	683	0.105	0.265	-	-	-	-	-	-	0.105	0.265
C-B	690	0.267	0.267	-	-	-	-	-	-	0.267	0.267
D-A	692	-	-	-	0.268	0.106	0.268	-	0.106	-	-
D-BC	536	0.155	0.155	0.353	0.247	0.098	0.247	-	0.098	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	1080	100.000
B - Paxman		✓	1	100.000
C - Penistone Road (N)		✓	696	100.000
D - Reliance Site		✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	3	1052	25
	B - Paxman	1	0	0	0
	C - Penistone Road (N)	660	13	0	23
	D - Reliance Site	3	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D	0.06	7.80	0.1	A
D-A	0.01	7.38	0.0	A
D-BC	0.02	22.36	0.0	C
C-D				
C-A				
C-B	0.04	9.89	0.0	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	329	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	792			792			
A-D	19	552	0.034	19	0.0	6.743	A
D-A	2	556	0.004	2	0.0	6.505	A
D-BC	2	282	0.008	2	0.0	12.876	B
C-D	17			17			
C-A	497			497			
C-B	10	477	0.021	10	0.0	7.705	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	273	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	946			946			
A-D	22	526	0.043	22	0.0	7.153	A
D-A	3	529	0.005	3	0.0	6.844	A
D-BC	3	233	0.012	3	0.0	15.662	C
C-D	21			21			
C-A	593			593			
C-B	12	436	0.027	12	0.0	8.492	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	188	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1158			1158			
A-D	28	489	0.056	27	0.1	7.802	A
D-A	3	491	0.007	3	0.0	7.375	A
D-BC	3	164	0.020	3	0.0	22.356	C
C-D	25			25			
C-A	727			727			
C-B	14	378	0.038	14	0.0	9.884	A

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	188	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1158			1158			
A-D	28	489	0.056	28	0.1	7.804	A
D-A	3	491	0.007	3	0.0	7.381	A
D-BC	3	164	0.020	3	0.0	22.349	C
C-D	25			25			
C-A	727			727			
C-B	14	378	0.038	14	0.0	9.886	A

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	273	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	946			946			
A-D	22	526	0.043	23	0.0	7.157	A
D-A	3	528	0.005	3	0.0	6.857	A
D-BC	3	233	0.012	3	0.0	15.649	C
C-D	21			21			
C-A	593			593			
C-B	12	436	0.027	12	0.0	8.494	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	329	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	792			792			
A-D	19	552	0.034	19	0.0	6.747	A
D-A	2	555	0.004	2	0.0	6.516	A
D-BC	2	282	0.008	2	0.0	12.869	B
C-D	17			17			
C-A	497			497			
C-B	10	477	0.021	10	0.0	7.707	A

2024, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	720	100.000
B - Paxman		✓	25	100.000
C - Penistone Road (N)		✓	880	100.000
D - Reliance Site		✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	720	0
	B - Paxman	9	0	16	0
	C - Penistone Road (N)	877	1	0	2
	D - Reliance Site	28	1	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.09	13.37	0.1	B
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-A	0.07	9.35	0.1	A
D-BC	0.16	25.21	0.2	D
C-D				
C-A				
C-B	0.00	7.67	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19	410	0.046	19	0.0	9.185	A
A-B	0			0			
A-C	542			542			
A-D	0	511	0.000	0	0.0	0.000	A
D-A	21	510	0.041	21	0.0	7.359	A
D-BC	19	284	0.066	19	0.1	13.556	B
C-D	2			2			
C-A	660			660			
C-B	0.75	540	0.001	0.75	0.0	6.676	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	365	0.062	22	0.1	10.503	B
A-B	0			0			
A-C	647			647			
A-D	0	476	0.000	0	0.0	0.000	A
D-A	25	472	0.053	25	0.1	8.063	A
D-BC	22	236	0.095	22	0.1	16.824	C
C-D	2			2			
C-A	788			788			
C-B	0.90	511	0.002	0.90	0.0	7.060	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	297	0.093	27	0.1	13.354	B
A-B	0			0			
A-C	793			793			
A-D	0	428	0.000	0	0.0	0.000	A
D-A	31	417	0.074	31	0.1	9.329	A
D-BC	28	170	0.162	27	0.2	25.103	D
C-D	2			2			
C-A	966			966			
C-B	1	470	0.002	1	0.0	7.669	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	297	0.093	28	0.1	13.372	B
A-B	0			0			
A-C	793			793			
A-D	0	428	0.000	0	0.0	0.000	A
D-A	31	416	0.074	31	0.1	9.347	A
D-BC	28	170	0.162	28	0.2	25.207	D
C-D	2			2			
C-A	966			966			
C-B	1	470	0.002	1	0.0	7.670	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	365	0.062	23	0.1	10.520	B
A-B	0			0			
A-C	647			647			
A-D	0	476	0.000	0	0.0	0.000	A
D-A	25	471	0.053	25	0.1	8.086	A
D-BC	22	237	0.095	23	0.1	16.868	C
C-D	2			2			
C-A	788			788			
C-B	0.90	511	0.002	0.90	0.0	7.062	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19	410	0.046	19	0.0	9.198	A
A-B	0			0			
A-C	542			542			
A-D	0	511	0.000	0	0.0	0.000	A
D-A	21	509	0.041	21	0.0	7.378	A
D-BC	19	284	0.066	19	0.1	13.583	B
C-D	2			2			
C-A	660			660			
C-B	0.75	540	0.001	0.75	0.0	6.678	A

2034 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	9	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2034 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	1146	100.000
B - Paxman		✓	1	100.000
C - Penistone Road (N)		✓	738	100.000
D - Reliance Site		✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	3	1116	27
	B - Paxman	1	0	0	0
	C - Penistone Road (N)	700	14	0	24
	D - Reliance Site	3	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D	0.06	8.05	0.1	A
D-A	0.01	7.57	0.0	A
D-BC	0.02	26.02	0.0	D
C-D				
C-A				
C-B	0.04	10.46	0.0	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	312	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	840			840			
A-D	20	544	0.037	20	0.0	6.869	A
D-A	2	547	0.004	2	0.0	6.603	A
D-BC	2	266	0.008	2	0.0	13.632	B
C-D	18			18			
C-A	527			527			
C-B	11	464	0.023	10	0.0	7.934	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	251	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1003			1003			
A-D	24	516	0.047	24	0.0	7.322	A
D-A	3	519	0.005	3	0.0	6.975	A
D-BC	3	214	0.013	3	0.0	17.036	C
C-D	22			22			
C-A	629			629			
C-B	13	420	0.030	13	0.0	8.831	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	157	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1229			1229			
A-D	30	477	0.062	30	0.1	8.051	A
D-A	3	479	0.007	3	0.0	7.565	A
D-BC	3	142	0.023	3	0.0	26.022	D
C-D	26			26			
C-A	771			771			
C-B	15	360	0.043	15	0.0	10.456	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	157	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1229			1229			
A-D	30	477	0.062	30	0.1	8.053	A
D-A	3	479	0.007	3	0.0	7.574	A
D-BC	3	142	0.023	3	0.0	26.013	D
C-D	26			26			
C-A	771			771			
C-B	15	360	0.043	15	0.0	10.458	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	251	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	1003			1003			
A-D	24	516	0.047	24	0.0	7.327	A
D-A	3	518	0.005	3	0.0	6.988	A
D-BC	3	214	0.013	3	0.0	17.017	C
C-D	22			22			
C-A	629			629			
C-B	13	420	0.030	13	0.0	8.834	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	312	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	840			840			
A-D	20	544	0.037	20	0.0	6.873	A
D-A	2	547	0.004	2	0.0	6.615	A
D-BC	2	267	0.008	2	0.0	13.622	B
C-D	18			18			
C-A	527			527			
C-B	11	464	0.023	11	0.0	7.939	A

2034 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	765	100.000
B - Paxman		✓	27	100.000
C - Penistone Road (N)		✓	935	100.000
D - Reliance Site		✓	57	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	765	0
	B - Paxman	10	0	17	0
	C - Penistone Road (N)	932	1	0	2
	D - Reliance Site	30	1	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.11	15.10	0.1	C
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-A	0.08	9.95	0.1	A
D-BC	0.20	30.47	0.2	D
C-D				
C-A				
C-B	0.00	7.90	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	393	0.052	20	0.1	9.643	A
A-B	0			0			
A-C	576			576			
A-D	0	500	0.000	0	0.0	0.000	A
D-A	23	497	0.045	22	0.0	7.576	A
D-BC	20	269	0.076	20	0.1	14.463	B
C-D	2			2			
C-A	702			702			
C-B	0.75	530	0.001	0.75	0.0	6.795	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	344	0.071	24	0.1	11.262	B
A-B	0			0			
A-C	688			688			
A-D	0	463	0.000	0	0.0	0.000	A
D-A	27	456	0.059	27	0.1	8.391	A
D-BC	24	218	0.111	24	0.1	18.559	C
C-D	2			2			
C-A	838			838			
C-B	0.90	499	0.002	0.90	0.0	7.220	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	268	0.111	30	0.1	15.070	C
A-B	0			0			
A-C	842			842			
A-D	0	412	0.000	0	0.0	0.000	A
D-A	33	396	0.083	33	0.1	9.922	A
D-BC	30	148	0.201	29	0.2	30.291	D
C-D	2			2			
C-A	1026			1026			
C-B	1	457	0.002	1	0.0	7.903	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	268	0.111	30	0.1	15.103	C
A-B	0			0			
A-C	842			842			
A-D	0	412	0.000	0	0.0	0.000	A
D-A	33	395	0.084	33	0.1	9.951	A
D-BC	30	148	0.201	30	0.2	30.473	D
C-D	2			2			
C-A	1026			1026			
C-B	1	456	0.002	1	0.0	7.905	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	344	0.071	24	0.1	11.289	B
A-B	0			0			
A-C	688			688			
A-D	0	463	0.000	0	0.0	0.000	A
D-A	27	455	0.059	27	0.1	8.422	A
D-BC	24	218	0.111	25	0.1	18.642	C
C-D	2			2			
C-A	838			838			
C-B	0.90	499	0.002	0.90	0.0	7.226	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	393	0.052	20	0.1	9.662	A
A-B	0			0			
A-C	576			576			
A-D	0	500	0.000	0	0.0	0.000	A
D-A	23	496	0.046	23	0.0	7.601	A
D-BC	20	269	0.076	21	0.1	14.501	B
C-D	2			2			
C-A	702			702			
C-B	0.75	530	0.001	0.75	0.0	6.797	A

2034 Base + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		0.33	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	8	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034 Base + Com + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	1154	100.000
B - Paxman		✓	2	100.000
C - Penistone Road (N)		✓	752	100.000
D - Reliance Site		✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	4	1116	34
	B - Paxman	1	0	1	0
	C - Penistone Road (N)	700	20	0	32
	D - Reliance Site	4	0	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D	0.08	8.24	0.1	A
D-A	0.01	7.62	0.0	A
D-BC	0.03	26.96	0.0	D
C-D				
C-A				
C-B	0.06	10.68	0.1	B

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	310	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	840			840			
A-D	26	543	0.047	25	0.0	6.960	A
D-A	3	546	0.006	3	0.0	6.625	A
D-BC	3	264	0.011	3	0.0	13.806	B
C-D	24			24			
C-A	527			527			
C-B	15	464	0.032	15	0.0	8.020	A

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	247	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	1003			1003			
A-D	31	514	0.059	31	0.1	7.447	A
D-A	4	517	0.007	4	0.0	7.005	A
D-BC	4	211	0.017	4	0.0	17.361	C
C-D	29			29			
C-A	629			629			
C-B	18	420	0.043	18	0.0	8.958	A

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	152	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	1229			1229			
A-D	37	474	0.079	37	0.1	8.235	A
D-A	4	477	0.009	4	0.0	7.615	A
D-BC	4	138	0.032	4	0.0	26.963	D
C-D	35			35			
C-A	771			771			
C-B	22	359	0.061	22	0.1	10.677	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	152	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	1229			1229			
A-D	37	474	0.079	37	0.1	8.238	A
D-A	4	476	0.009	4	0.0	7.625	A
D-BC	4	138	0.032	4	0.0	26.962	D
C-D	35			35			
C-A	771			771			
C-B	22	359	0.061	22	0.1	10.682	B

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	247	0.000	0	0.0	0.000	A
A-B	4			4			
A-C	1003			1003			
A-D	31	514	0.059	31	0.1	7.452	A
D-A	4	516	0.007	4	0.0	7.019	A
D-BC	4	211	0.017	4	0.0	17.345	C
C-D	29			29			
C-A	629			629			
C-B	18	420	0.043	18	0.0	8.964	A

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	309	0.000	0	0.0	0.000	A
A-B	3			3			
A-C	840			840			
A-D	26	543	0.047	26	0.0	6.967	A
D-A	3	546	0.006	3	0.0	6.637	A
D-BC	3	264	0.011	3	0.0	13.799	B
C-D	24			24			
C-A	527			527			
C-B	15	464	0.032	15	0.0	8.027	A

2034 Base + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way		1.17	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034 Base + Com + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penistone Road (S)		✓	765	100.000
B - Paxman		✓	35	100.000
C - Penistone Road (N)		✓	935	100.000
D - Reliance Site		✓	73	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	765	0
	B - Paxman	13	0	22	0
	C - Penistone Road (N)	932	1	0	2
	D - Reliance Site	38	1	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penistone Road (S)	B - Paxman	C - Penistone Road (N)	D - Reliance Site
From	A - Penistone Road (S)	0	0	5	0
	B - Paxman	0	0	0	0
	C - Penistone Road (N)	7	0	0	0
	D - Reliance Site	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.15	15.91	0.2	C
A-B				
A-C				
A-D	0.00	0.00	0.0	A
D-A	0.11	10.48	0.1	B
D-BC	0.26	33.06	0.3	D
C-D				
C-A				
C-B	0.00	7.95	0.0	A

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	391	0.067	26	0.1	9.856	A
A-B	0			0			
A-C	576			576			
A-D	0	499	0.000	0	0.0	0.000	A
D-A	29	493	0.058	28	0.1	7.750	A
D-BC	26	269	0.098	26	0.1	14.807	B
C-D	2			2			
C-A	702			702			
C-B	0.75	529	0.001	0.75	0.0	6.816	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	341	0.092	31	0.1	11.609	B
A-B	0			0			
A-C	688			688			
A-D	0	462	0.000	0	0.0	0.000	A
D-A	34	450	0.076	34	0.1	8.650	A
D-BC	31	218	0.145	31	0.2	19.280	C
C-D	2			2			
C-A	838			838			
C-B	0.90	497	0.002	0.90	0.0	7.248	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	39	265	0.145	38	0.2	15.855	C
A-B	0			0			
A-C	842			842			
A-D	0	411	0.000	0	0.0	0.000	A
D-A	42	387	0.108	42	0.1	10.435	B
D-BC	39	147	0.262	38	0.3	32.735	D
C-D	2			2			
C-A	1026			1026			
C-B	1	454	0.002	1	0.0	7.944	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	39	265	0.146	39	0.2	15.906	C
A-B	0			0			
A-C	842			842			
A-D	0	411	0.000	0	0.0	0.000	A
D-A	42	385	0.109	42	0.1	10.477	B
D-BC	39	147	0.262	39	0.3	33.061	D
C-D	2			2			
C-A	1026			1026			
C-B	1	454	0.002	1	0.0	7.948	A

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	31	341	0.092	32	0.1	11.647	B
A-B	0			0			
A-C	688			688			
A-D	0	462	0.000	0	0.0	0.000	A
D-A	34	449	0.076	34	0.1	8.693	A
D-BC	31	218	0.144	32	0.2	19.419	C
C-D	2			2			
C-A	838			838			
C-B	0.90	497	0.002	0.90	0.0	7.252	A

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	391	0.067	26	0.1	9.875	A
A-B	0			0			
A-C	576			576			
A-D	0	499	0.000	0	0.0	0.000	A
D-A	29	492	0.058	29	0.1	7.778	A
D-BC	26	269	0.098	27	0.1	14.865	B
C-D	2			2			
C-A	702			702			
C-B	0.75	529	0.001	0.75	0.0	6.818	A

