

Technical Note

West Yorkshire Police Station Huddersfield

Transport Technical Note for Section 73 Application

Our reference: CGQ/230484/TN02 V3.0

Author: Calum Gill-Quirke

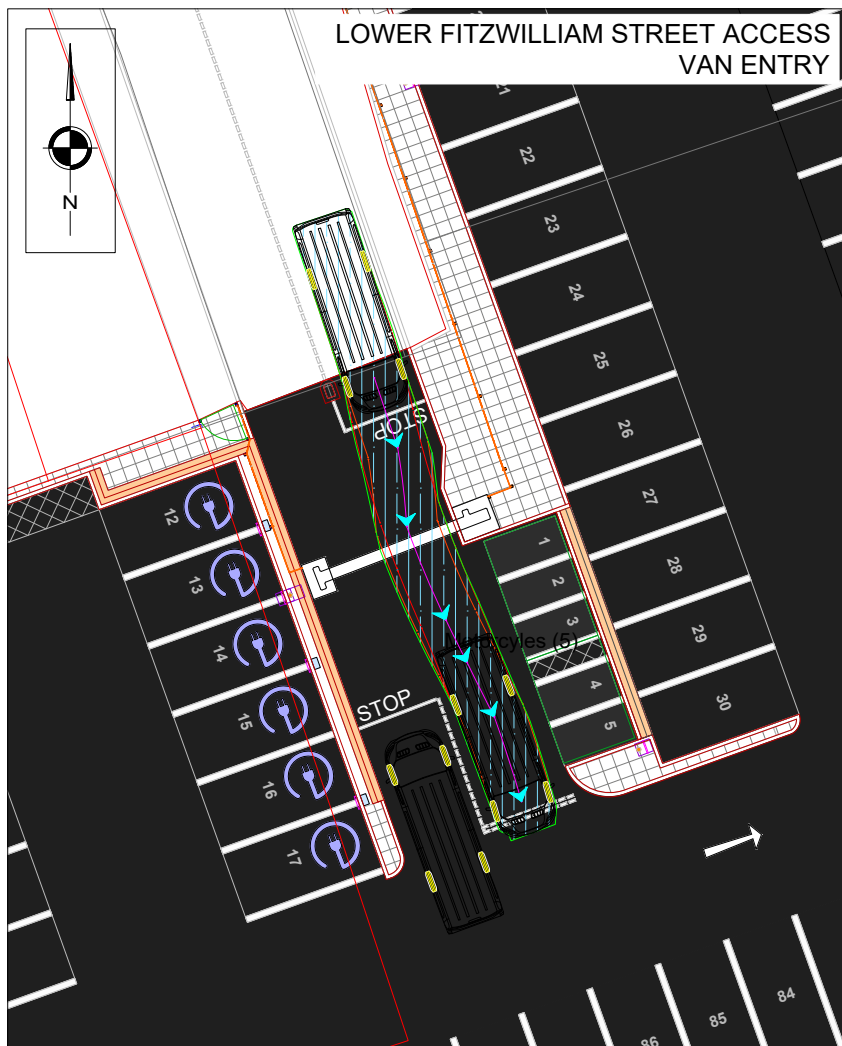
Date: 17 March 2026

Approved: Jon Phillip

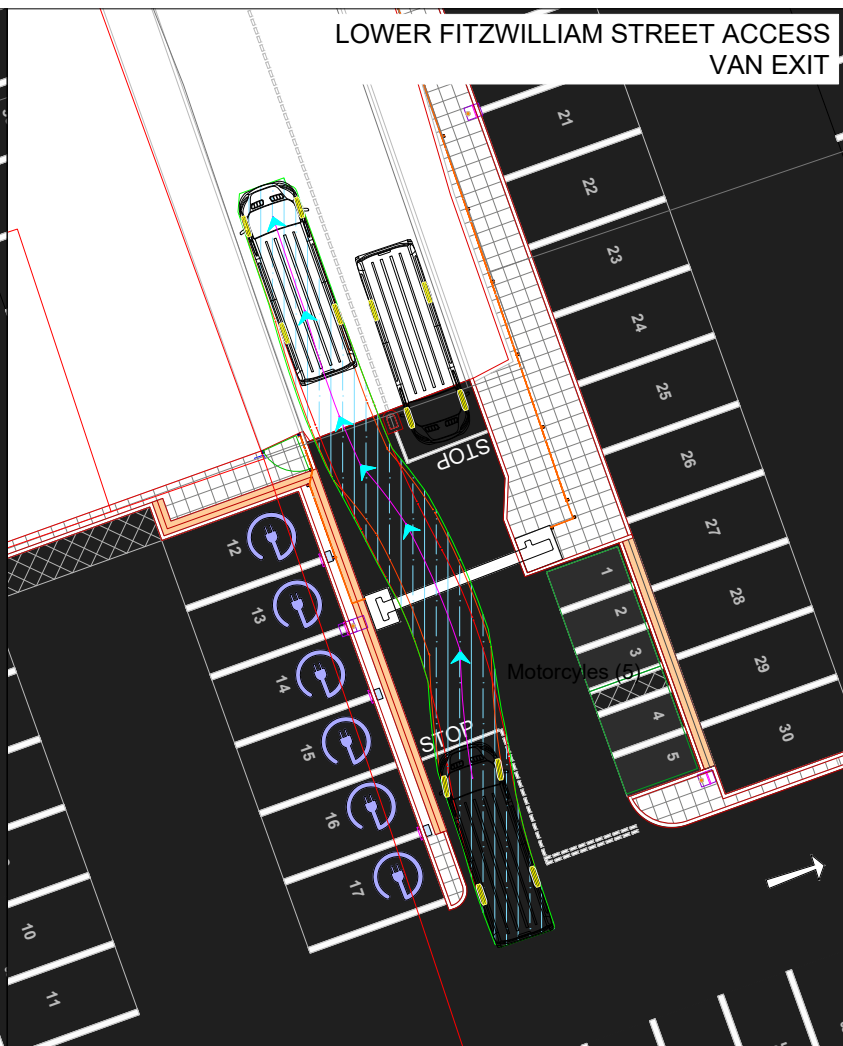
Date: 18 March 2026

1. SCP have been commissioned by Morgan Sindall on behalf of West Yorkshire Police to provide advice in relation to amendments to the vehicular site access arrangements for the West Yorkshire Police Station development off Broadway in Huddersfield.
2. SCP have assisted the architects of the scheme, Bond Bryan Architects Limited, to address an issue regarding the type of secure entrance barriers specified by the client.
3. The approved access arrangements comprises two vehicular accesses each with an entry and exit lane with single barrier at each access with 6m clearance. However, the 6m clearance has been determined to not meet the security requirements. It is therefore proposed to amend to a 4.5m clearance, which does meet the security requirements.
4. SCP have undertaken swept path analysis of cars and police support unit (PSU) vans to ensure that the accesses are designed to facilitate safe and efficient access to/from the site at each access.
5. Whilst the planning application included internal swept paths of a fire tender, it has subsequently been confirmed that a fire tender will not require access to the car park and will access via Broadway where the fire hydrant is located. Therefore no swept path analysis of a fire tender has been undertaken of the updated access arrangements.
6. The swept path analysis identified that a give and take priority arrangement would be required as two vehicles cannot pass through the barriers concurrently. It is proposed that stop lines are provided to guide drivers where to wait when another vehicle is passing through the barrier, signage will be provided to warn drivers of the arrangement. Priority will be given to vehicles entering the site to ensure that vehicles will not queue back onto the public highway or obstruct other road users.
7. The above proposals will ensure that the access junctions will permit vehicles to enter and exit so will not fundamentally change from the approved plans and proposals. An internal one-way route is proposed within the car park to ensure that vehicles entering the car park are not obstructed by vehicles waiting to exit. This will ensure that the accesses do not become congested or blocked up and therefore avoid causing queuing back onto the public highway.
8. The proposed arrangements outlined have been included in the updated site layout plan which is appended to this note. Additionally, the vehicle swept path assessments of the proposed site layout plan, demonstrating the successful operation of the accesses, are also appended to this note.

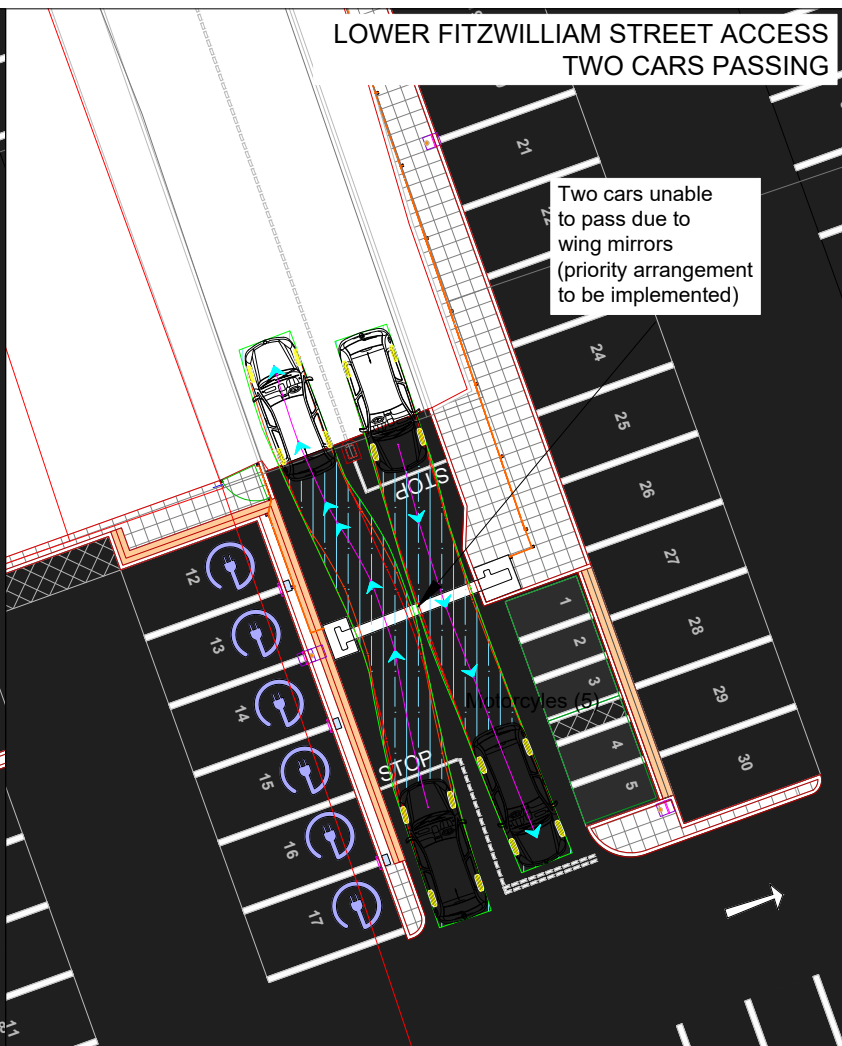
9. The Transport Assessment estimated that the peak hour of the proposed development will be 4pm-5pm, when it is anticipated that there will be 17 vehicle arrivals and 37 vehicle departures. Assuming it only takes a matter of a few seconds for each vehicle to pass through the barriers, the 17 vehicle arrivals would only stop vehicles exiting for a brief period across the full hour. .
10. The peak for arrivals to the site is anticipated to be between 6am and 7am, when it is anticipated that there will be 27 arrivals and 1 departure. Given that the peak arrivals are mostly unconstrained by departing vehicles, there is not anticipated to be any impact on the local road network as a result of the amended access arrangements.
11. In summary, the proposed amended access layout and management proposals are considered to be sufficient to ensure that the accesses to the site will remain suitable to accommodate the proposed development. The change of the access operation to 'give and take' arrangement would not have a material impact on the impact of the development on the local highway network. The barrier type chosen is required to provide protection against 'Vehicle as Weapon' attacks and is therefore required for the safe operation of the site.



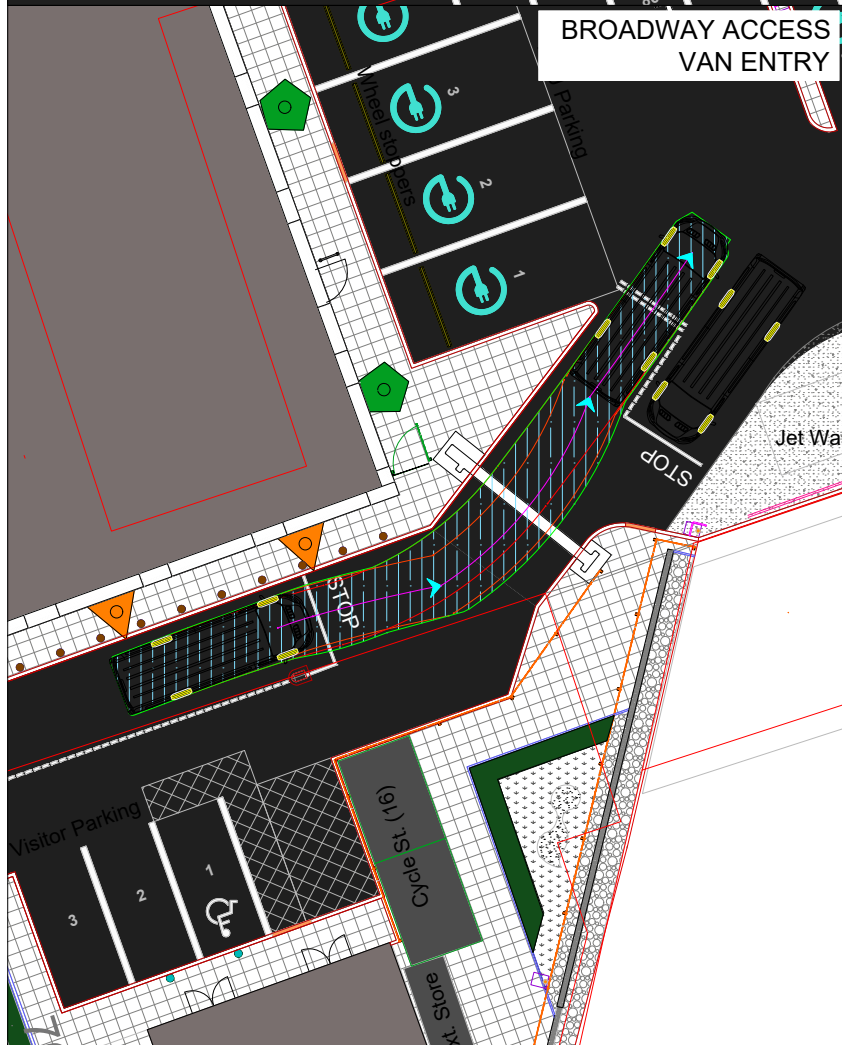
LOWER FITZWILLIAM STREET ACCESS
VAN ENTRY



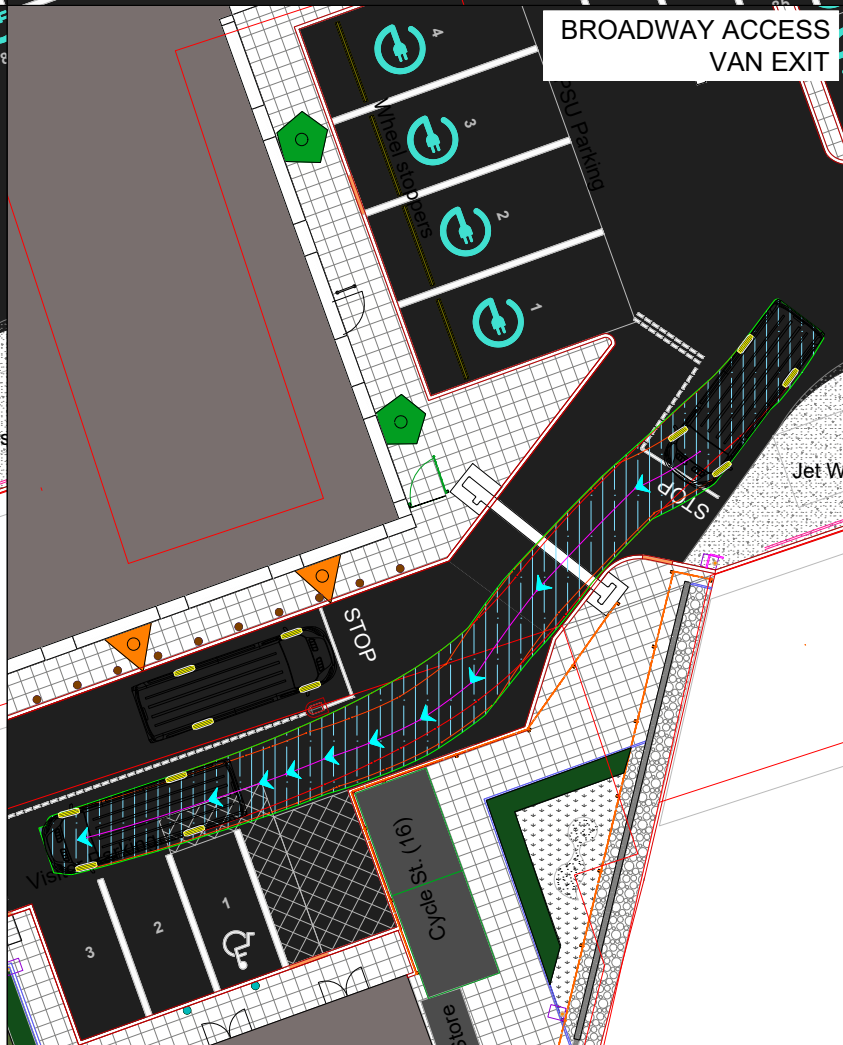
LOWER FITZWILLIAM STREET ACCESS
VAN EXIT



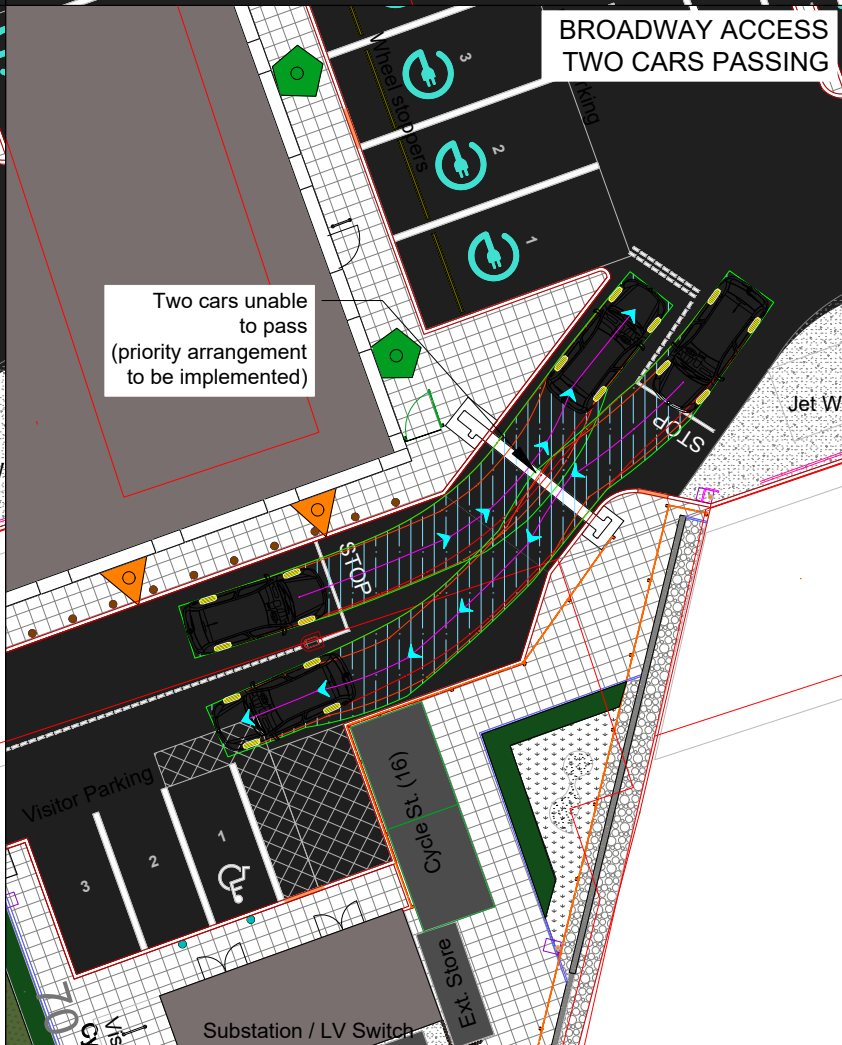
LOWER FITZWILLIAM STREET ACCESS
TWO CARS PASSING



BROADWAY ACCESS
VAN ENTRY

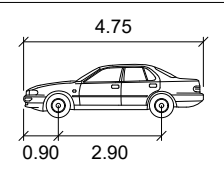


BROADWAY ACCESS
VAN EXIT

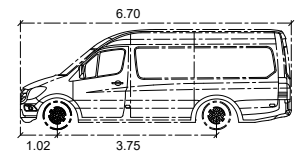


BROADWAY ACCESS
TWO CARS PASSING

NOTES



Car
Width : 1.80 meters
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 30.2



Ford 17-seater
Width : 2.13 meters
Track : 2.13
Lock to Lock Time : 6.0
Steering Angle : 40.0

A	REVISED ACCESS LAYOUT	19.03.26	CGQ
REV	DESCRIPTION	DATE	BY

REVISIONS



Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WEST YORKSHIRE POLICE-

Project Title:

WYP NEW DEPLOYMENT STATION,
HUDDERSFIELD-

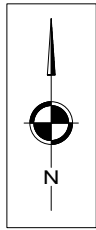
Drawing Title:

SWEPT PATH ASSESSMENT
CAR & VAN ACCESS

Drawn By:	CGQ	Date:	13.03.26
Checked:	JP	Scale@A3:	1:250
Approved:	JP	Status:	FOR INFO

Drawing No.	SCP/230484/ATR08	Rev.	A
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L:\Job Library\2023\230484 - WYP Station Huddersfield\Drawings in Progress



Existing site entrance stopped up

Proposed Building
FFL 74.93

Wheel Stoppers
1
2
3
4

PSU Parking

Jet Wash

STOP

STOP

Radiant Works

El Sub Sta

BROADWAY

Cycle St. (6)

Substation / LV Switch

Ext. Store

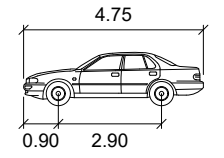
Visitor Cycles

Bin Store

BACK UNION STREET

UNNA WAY

NOTES

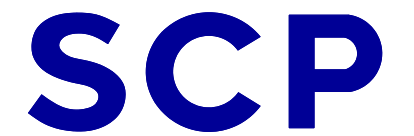


Car

Width	: 1.80	meters
Track	: 1.80	
Lock to Lock Time	: 6.0	
Steering Angle	: 30.2	

A	REVISED ACCESS LAYOUT	19.03.26	CGQ
REV	DESCRIPTION	DATE	BY

REVISIONS



Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WEST YORKSHIRE POLICE-

Project Title:

WYP NEW DEPLOYMENT STATION,
HUDDERSFIELD-

Drawing Title:

SWEPT PATH ASSESSMENT
VISITOR TURNING AREA

Drawn By:	CGQ	Date:	02.08.24
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Checked:	JP	Scale@A3:	1:250
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Approved:	JP	Status:	PLANNING
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Drawing No.	SCP/230484/ATR04	Rev.	A
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