PARAGON HIGHWAYS



DUNDAS STREET, HUDDERSFIELD

Travel Plan 1322

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EXECUTIVE SUMMARY

Paragon Highways have been appointed to prepare this Travel Plan for the proposed development to provide residential accommodation of 52 units at Dundas Street in Huddersfield Town Centre.

The current use of the site consists of a large 3 storey building containing a mix of storage, retail, café, office use and residential accommodation. The proposals are to create an additional floor within the existing attic space and to change the use of the building to accommodation for students on 6 levels whilst retaining retail to the ground floor. Level access for pedestrians and cyclists will be provided linking to the adjacent network.

This Travel Plan considers the traffic impact and transport sustainability provision associated with the proposed development.

Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.

The location of the site close to frequent and good quality bus routes and within walking distance of all the facilities within Huddersfield Town Centre and the College and University, provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

1 OBJECTIVES

1.1.1 This Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The Travel Plan is focused on the future occupiers of the proposed development. The specific measures will help to provide a focused and effective Travel Plan to encourage users to vary, or change, from their reliance on private car travel.

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

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

2 DEVELOPMENT PROPOSALS

2.1 Project Description

2.1.1 The applicant proposes to change the use of and refurbish the existing building to create an additional floor space in the attic to form accommodation to cater for a total of 52 students in cluster and studio formats over 6 floors, with communal areas located on each of the floors. Level access for pedestrians and cyclists are as existing linking to the adjacent network. The proposals also include the retention of some retail floor space maintaining 3 units on the ground floor.

2.1.2 The proposed development layout can be found in Appendix C. 8 one bedroom units are located in the basement, with 3 one bedroom units on the ground floor, 11 one bedroom units to the first, second and third floors and 8 one bedroomunits to the new fourth floor in the former attic space. The proposed bedrooms have en suite facilities, and are grouped together into clusters sharing a lounge, kitchen and dining areas, or take the form of studio style accommodation. The layout plan shows the pedestrian access arrangements, the secure storage facilities for cycles and the delivery and servicing arrangements for the proposed use via the reception area from Upperhead Row.

2.1.3 The site lies within the Huddersfield Ring Road being approximately 330m from the Railway Station and immediately adjacent to the Bus Station, and is only around 580m from the main Huddersfield University Campus. The scheme has been designed as Houses of Multiple Occupation with the target residents being students.

2.1.4 Secure sheltered cycle parking is proposed for the development with cycle stands provided within the central reception area. The servicing requirements for the proposed development can be adequately catered for, with the proposed bin storage points located to the rear of the reception area accessed from Threadneedle Street.

2.1.5 The main pedestrian access points to the development will be via the main entrance located on Upperhead Row, with secondary access point located off Threadneedle Street. It is anticipated that any cyclists would use the main entrance from Upperhead Row. The layout of the building has been carefully considered to allow disabled access to all levels through the introduction of a lift.

2.1.6 There will be approximately 2 staff employed on the site. Its use will therefore be well monitored and will only require occasional visits from the management company and cleaning staff.

3 TRAVEL PLANS

3.1 Introduction to Travel Plans

3.1.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their education, for recreation and shopping.

3.1.2 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly provide high speed broadband to allow working from their accommodation to cut travel / journeys. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents and their visitors.

3.2 The Benefits of a Travel Plan

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

3.2.2 It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage residents and their visitors to reconsider how they make regular journeys.

3.2.3 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.

3.2.4 Table 1 summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Residents / Visitors	Community/ Environment
Cost Savings	√	
Healthier lifestyle	√	
Improved site access	√	√
Reduced Congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality		√
Reduced noise		√

Table 1: The Benefits of the Travel Plan

3.2.5 TPs can produce indirect but significant benefits, such as improving the punctuality of people attending college. Residents who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to residents and visitors and the local community.

3.3 Transport Policy

3.3.1 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. This policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

The National Planning Policy Framework

3.3.2 The National Planning Policy Framework (NPPF) was published on the 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development was formerly set out in PPG13 'Transport' and is now replaced by section 4 of the NPPF. However, the guidance contained within PPG13 is still a useful reference as such time as the LPA's publish their specific transport policies.

> *"The objectives of the former guidance in PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:*
>
> - *Promote more sustainable transport choices*
> - *Promote accessibility to jobs by public transport, walking and cycling*
> - *Reduce the need to travel, especially by car"*

3.3.3 The NPPF sets out a similar strategy and the Government's aim to promote the widespread use of Travel Plans and considers that they should be submitted alongside planning applications which have the potential to have significant transport implications.

Local Transport Plan

3.3.4 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- *To improve access to jobs, education and other key services for everyone;*
- *To reduce delays to the movement of people and goods;*
- *To improve safety for all highway users;*
- *To limit transport emissions of air pollutants, greenhouse gases and noise;*
- *To improve the condition of the transport infrastructure.*

3.3.5 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.

3.3.6 The LTP also sets out a bus strategy West Yorkshire and seeks to increase patronage for all categories of bus passenger and modal shift towards the bus and away from the car.

Kirklees UDP

3.3.7 Local transport policy is set out in the Kirklees Unitary Development Plan (UDP). Chapter 8: Transport specifically relates to transport and new developments. Relevant policy includes:

- Policy T1 states: *"Priority will be given to:*
  - *Satisfying the needs of all sections of the community through an effectively integrated transport system with emphasis on improving public transport and encouraging a modal shift away from travel by private car;*
  - *Co-ordinating land use change with transport provision so as to minimise the need to travel and locating new development where it can best be served by public transport and where it minimises the need for expansion of the highway network."*

- Policies T2 states: *"Highway Improvements will be directed towards:*
  - *Improving the worst problems of personal accessibility with special emphasis on improvements which assist public transport pedestrians and cyclists;*
  - *Meeting the requirements of industry and business and improving the quality of the strategic network defined in policy T6;*
  - *Improving road safety for all users; and*
  - *Improving environmental conditions.*

- Policies T11, T16 and T17 identify the need to consider public transport, pedestrian and cycling access to new developments.

4 ACCESSIBILITY

4.1 Introduction

4.1.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. A location plan of the site is included at Appendix A.

4.1.2 The applicant is highly committed to providing a development that is accessible to all. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infra-structure improvements to achieve this objective and secure, safe and the convenient links to the existing network are provided in the following paragraphs.

4.2 Site Location / Local Facilities

4.2.1 The site currently contains office, retail, a café and storage uses amounting to a combined total of around 1,141 sqm. It is located on the junction of Dundas Street and Upperhead Row immediately to the east of Huddersfield Bus Station within Huddersfield Town Centre. Given the sites location within the town centre, there are commercial and retail premises within close proximity of the site.

4.2.2 The buildings front facade forms the boundary to the rear of the pedestrianized area to the public highway on Upperhead Row and back of footway to Dundas Street. Access is also permitted to the south along Threadneedle Street. Pedestrian access is available off Upperhead Row, Dundas Street and Threadneedle Street. The site lies within the Huddersfield Ring Road and is situated close to all amenities/ public transport links and the Main University Campus.

4.2.3 Huddersfield provides a wide range of services typical of urban town centres including retail centres (shops, supermarkets and a market), banking and post office facilities, schools and industrial estates. The main part of the town centre is located adjacent to the development site. The main University Campus and Kirklees College (at the Waterfront) are approximately 580m and 640m respectively. Therefore the development is well within the acceptable walking distances as given in "Providing for Journeys on Foot" as published by the IHT.

4.3 Pedestrians

4.3.1 The former guidance contained within PPG13, which is still a useful reference until such time as the LPA publishes their specific transport policies, states that *'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'*. The catchment areas for the preferred maximum walking distances of 2km are shown on the plan at Appendix B. The University and the College are both located within this distance as is Huddersfield Town Centre and public transport facilities. This demonstrates that there is a high density of retail and service centre areas etc within walking distance of the site.

4.3.2 Footways within the vicinity of the site are to a good standard in terms of width, construction and street lighting typical of the urban environment. As such it can be seen that the site is well placed in relation to the public footpath network. There are signalised pedestrian crossing points on Upperhead Row and on Westgate to allow easy access to the bus station and railway station, and on Huddersfield Ring Road between the site, the main University Campus, and Kirklees College. It is concluded that safe and convenient access to the site is readily available for pedestrians.

4.4 Cycling

4.4.1 With regards to cycling, again the former guidance contained within PPG 13: Transport is still a very useful reference until the LPA publish their specific transport polices. Within PPG13 it states that *"Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport"*. The plan at Appendix B also shows the 5km cycle catchment area from the site. The University and the College are both located within this distance as is the whole of Huddersfield Town Centre. This plan demonstrates that there are significant levels of retail and service centre areas within this catchment area.

4.5 Public Transport

4.5.1 The site is well located in terms of access to public transport for residents and visitors. Notwithstanding Huddersfield Bus Station directly opposite the site to west, there are bus stops located on Westgate approximately 156m to the north and on Market Street 72m to the south of the site that contain timetable information, passenger shelters, and bus stop clearway markings that prevent car parking allowing for buses to park parallel with the kerb allowing for easy pedestrian access. Huddersfield Bus Station is located directly opposite the pedestrianized area of Upperhead Row to the west. The services from Westgate, Market Street and Huddersfield Bus Station plus those from outside the campus link to all local towns and villages and provide the opportunity for all students and visitors to access the site and outlying areas by public transport.

4.5.2 There is a railway station in Huddersfield which is approximately 330m to the north of the site which is accessible by cycle or on foot and so provides the opportunity for multi modal journeys by public transport. The station is located on the main Trans Pennine Rail Line between Newcastle and Liverpool with other centres such as Leeds and Manchester also being served. Another line also links Huddersfield to Wakefield and Sheffield.

4.5.3 Thus Huddersfield Rail Station is an important part of the rail network in West Yorkshire and provides regular links to all the major local conurbations in the area and via the wider network to destinations beyond such as London, Edinburgh, Glasgow, Liverpool and Birmingham.

4.6 Private Car

4.6.1 The level of parking on site will discourage residents from using their own cars. This fact will be advertised to potential residents prior to them occupying the development.

4.6.2 Parking controls exist on many of the streets in the vicinity of the site thus acting as a further deterrent to residents using private motor vehicles.

5 TRANSPORT IMPACT

5.1 Travel Questionnaire

5.1.1 To provide a focused Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of staff and residents travel characteristics when they move to the site. The survey will be based upon the suggested questions in Section 7 of this report. A sample questionnaire is included at Appendix D.

5.2 Traffic Impact

5.2.1 Due to the lack of car parking provision on site and the parking controls in the area which will be made clear in all publicity material for new and potential residents and the sites proximity to the main Campus and all facilities, the level of trips carried out by car will be minimal apart from the occasional trip by taxi. The tenancy agreement will also dictate that student occupiers should not ideally be car owners, given that no parking is available within the site. Therefore given the existing parking controls that surround the site, and the availability of adjacent public car parking areas, the development should not have an adverse effect on adjacent frontages, or other road users.

5.2.2 Given the proximity of the site to the University Campus, Kirklees College, public transport facilities, supermarkets and local shops and general facilities within the town centre, it is envisaged that the students will walk to / from the site as the majority of the likely facilities to be used are all within walking or cycling distance.

5.2.3 The peak traffic use is likely to be at the start and end of the academic terms when residents arrive / depart the accommodation and may need to be dropped off / picked up by parents / taxis with their belongings which can only occur within the pay and display bays, or nearby public car parks at the bus station, and at the supermarket public car park located adjacent to the site. This will be managed by the operator of the accommodation to allocate time slots for the activities thus preventing the overspill of parking on to the adjacent parking controlled highway network.

5.2.4 Similar residential schemes within the area have also been approved with little or no off street parking requirements, these being a 100 bedroom development at Kirkgate House, the Northpoint scheme (on Northumberland Street) with 57 bedrooms with no car parking provision and also Standard House on Half Moon Street with 55 bedrooms and no car parking provision. Therefore, the precedent has been set with regard to this type of accommodation and the reduced level of car parking to be provided.

6 TRAVEL PLAN INITIATIVES

6.1.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.1.2 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

6.2 Internal Infrastructure Improvements

Proposed Improvements to Increase Pedestrian Usage

6.2.1 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. With the provision of a lift and level access points this will provide suitable access for all including the disabled.

Proposed Improvements to Increase Cycle Usage

6.2.2 Safe and convenient access to the cycle store for cyclists will be provided.

6.2.3 On-site secure cycle parking facilities for at least 28 cycles will be provided within a cycle store to the rear of the reception area. This exceeds the likely demand derived from the TRICS database but if actual demand is greater than this, then more storage areas will be provided.

6.2.4 The management company will consider the provision of pool bikes for residents on site.

6.3 'Soft' Measures

6.3.1 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal travel plans, internet sites and accessible information.

6.3.2 Travel information and initiatives will be promoted to all staff and residents. This will be achieved via the Travel Information Welcome Pack and thereafter by producing posters and leaflets, newsletters, the internet and communication sessions. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Co-ordinator (TPC)

6.3.3 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the marketing of the residential units and will be maintained throughout the life of the development. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.

6.3.4 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the development site.

6.3.5 One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing campaign for the development, on communal notice boards within the development and within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the local authority and will be kept up to date should they change. The TPC will also ensure the hard and soft measures are implemented.

6.3.6 The TPC for the proposed use will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

6.3.7 The health, environmental and financial benefits of walking will be promoted to residents and visitors.

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

6.3.9 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be displayed on communal notice boards and will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Reference to the walking journey planner will also be provided in promotional and marketing material (www.walkit.com).

Measures to Promote and Facilitate Cycling

6.3.10 The TPC will promote cycling, particularly for those residents who have a place of education within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives.

6.3.11 Information on local cycle network routes will be made available to residents and visitors. This information will be displayed on communal notice boards and will be included on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Details of DfT/KMC cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

6.3.12 The TPC will liaise with Metro and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material displayed on communal notice boards and the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.

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

- Journey planner: www.metrojourneyplanner.info/
- Real time bus information: http://wypte.acislive.com/

- Timetables and ticket information: www.wymetro.com

Measures for Residents

6.3.14 On occupation of each unit, the residents will be provided with a Travel Information Welcome Pack. The Welcome Pack will be provided in all rooms and copies made available at reception areas. Details of the on-site and local facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.

6.3.15 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- the Travel Plan, its objectives and the role of the TPC
- local public transport facilities including maps, timetables and location of nearby bus stops
- cycle path network maps for the local area and beyond
- local bicycle users groups and cycle shops
- public car parking arrangements
- car sharing and car club schemes
- local taxi services
- local amenities including access options

Management of Start / End of Academic Terms

6.3.16 The management of the peak traffic demands that developments such as this place on the local road network at the start and finish of the academic terms is a key issue to address prior to first occupation of the development.

6.3.17 Many operators / management companies for such forms of development have developed booking systems which can be accessed on line. These allow future residents or ones leaving the development to pick a timeslot to allow them to load / unload their belongings to / from a vehicle which is allowed to use a designated parking space for that purpose. The allocation and any payment for a designated parking space for that particular day for this purpose will be agreed with Kirklees Council Traffic Section. Alternatively the new tenants will be advised of the nearby pay and display car parks and that the local streets are strictly controlled by traffic regulation orders and limited on street parking adjacent to any entrance point may not be possible.

6.3.18 A scheme such as described above shall be implemented at this development site.

7 TARGETS

7.1.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).

7.1.2 A commitment to specific targets is difficult to achieve at this stage, however indicative targets have been identified to monitor the effects of the TP, which have been adapted from the modal split baseline data identified within the Huddersfield University Travel Plan. It is not considered possible to identify a true base level of travel behaviour until the development is occupied substantially and resident travel surveys have been undertaken.

OBJECTIVE	TARGET	BASE YEAR	YEAR 1	YEAR 2	YEAR 3	END TARGET
Private Car Use	single occupancy car trips	54%	-4%	-4%	-2%	44%
	car sharers	14%	+1%	+1%	+1%	17%
	Taxi	1%	-1%	0%	0%	0%
Accessibility	public transport users	21%	+1%	+1%	+1%	24%
Health and Wellbeing	cycling	1.5%	+2%	+0.5%	0%	4%
	walking	8.5%	+1%	+1%	+0.5%	11%

Table 2: Indicative SMART Targets

Surveys

7.1.3 Given the good location of the site with respect to public transport facilities and access to local amenities then it would be reasonable to expect future targets to be more ambitious in terms of reducing single occupancy vehicle movements.

7.1.4 It is not considered possible to identify a true base level of travel behaviour until the development is 40% occupied and the travel questionnaire survey has been undertaken. The survey would include the following questions:

- Where people study (for residents)
- Where people live (for staff)
- What mode of transport they generally use for the trip to / from the proposed development
- Facilities / initiatives which would be welcomed
- Opinions on transport

7.1.5 The Travel Plan will then be reviewed and updated as necessary within 3 months of the completion of this survey.

Targets

7.1.6 Notwithstanding the indicative targets identified above, the baseline data resulting from the residents travel survey will influence the setting of SMART targets and the latter shall be agreed between the developer and Council.

8 RESPONSIBILITY/OWNERSHIP

8.1.1 The developer will be responsible for implementing the internal infrastructure measures detailed in this report i.e. cycle parking provision in liaison with the Local Planning and Highways Authority. The developer will appoint a TPC and this will be maintained whilst the site is being marketed / developed and then the operating / management company shall maintain this role throughout the life of the development.

8.1.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with Kirklees Council's Travel Plan Officer, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to Kirklees Council's Travel Plan Officer.

8.1.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.

8.1.4 The TPC will be provided with a budget of £1000 per annum to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all residents involved. The TPC will agree at the onset with the council how the outcomes will be reviewed.

9 IMPLEMENTATION

9.1.1 The infrastructure provision outlined above will be carried out as part of the conversion of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to occupation of the development.

9.1.2 The TPC will carry out a questionnaire survey of staff and residents travel characteristics once 40% of the rooms have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform the residents of the new sites aims and objectives regarding the Travel Plan and sustainable travel.

9.1.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the residents. The results of this survey and the refined targets will be submitted to the Council for approval.

9.1.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for a resident, if requested.

9.1.5 The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

9.1.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

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

ACTION	DELIVERY PERIOD
Infrastructure Provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to first occupation
Appointment of TPC	Prior to the marketing of the development
Travel Questionnaire	On 40% occupation (yearly thereafter)
'Soft' Measures / Promotional Material	Prior to first occupation
Monitor and Review	Annually
Action Plan	Prepared at start of year and then implemented during that period

Table 3: Action Plan Framework

10 MONITORING AND REVIEW

10.1 Monitoring

10.1.1 An objective of this Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.

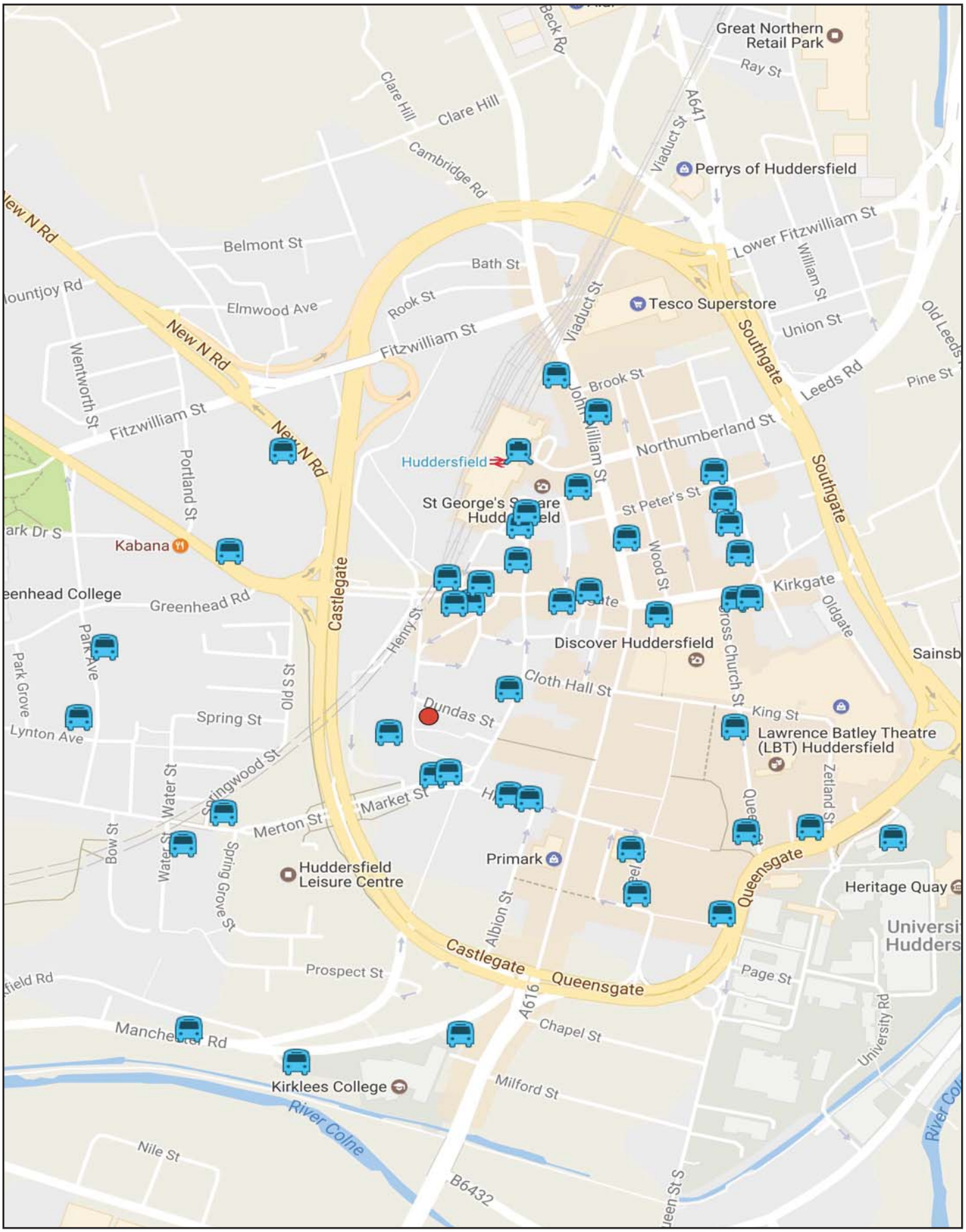
10.1.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to residents and visitors via leaflets, newsletters, the internet and communication sessions. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.

10.1.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the suggested questions in Section 7 of this report. A written analysis of the results of the survey will be provided to the Local Authority within one month of completion. The survey results will be used to identify the targets mentioned in section 7. The results of the monitoring will be fed back to the Travel Plan Officer.

10.1.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.

Appendix A

Location plan



SITE LOCATION

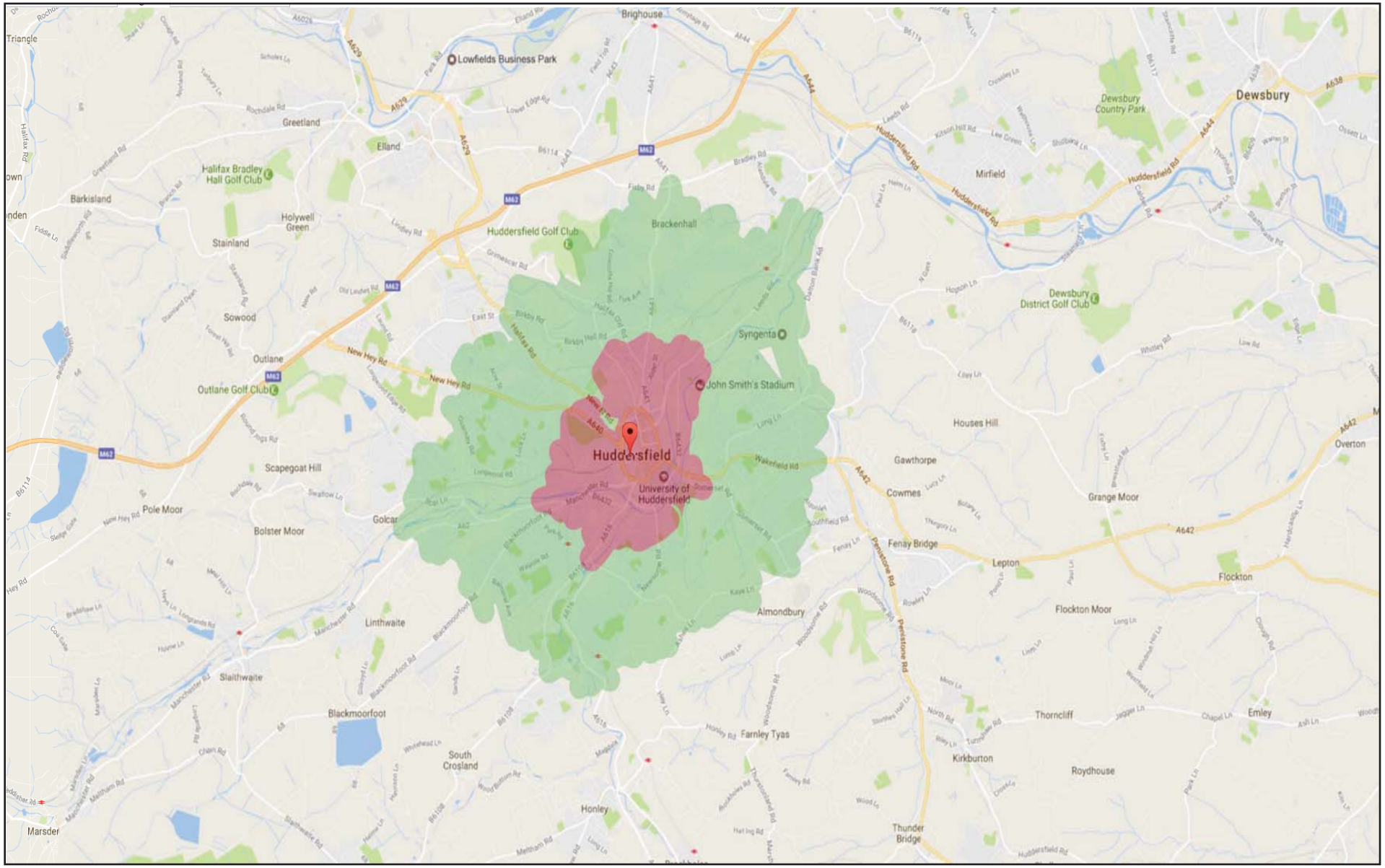
BUS STOP LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Pedestrian and Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix C

Proposed Development

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Building Communal Area

Cluster Communal Area

Studio

Student Room

Main circulation

Status:
- Feasibility
- Planning Approval
- Building Regulations
- Tender
- Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed Basement Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-11		1:100@A3	Oct 2016

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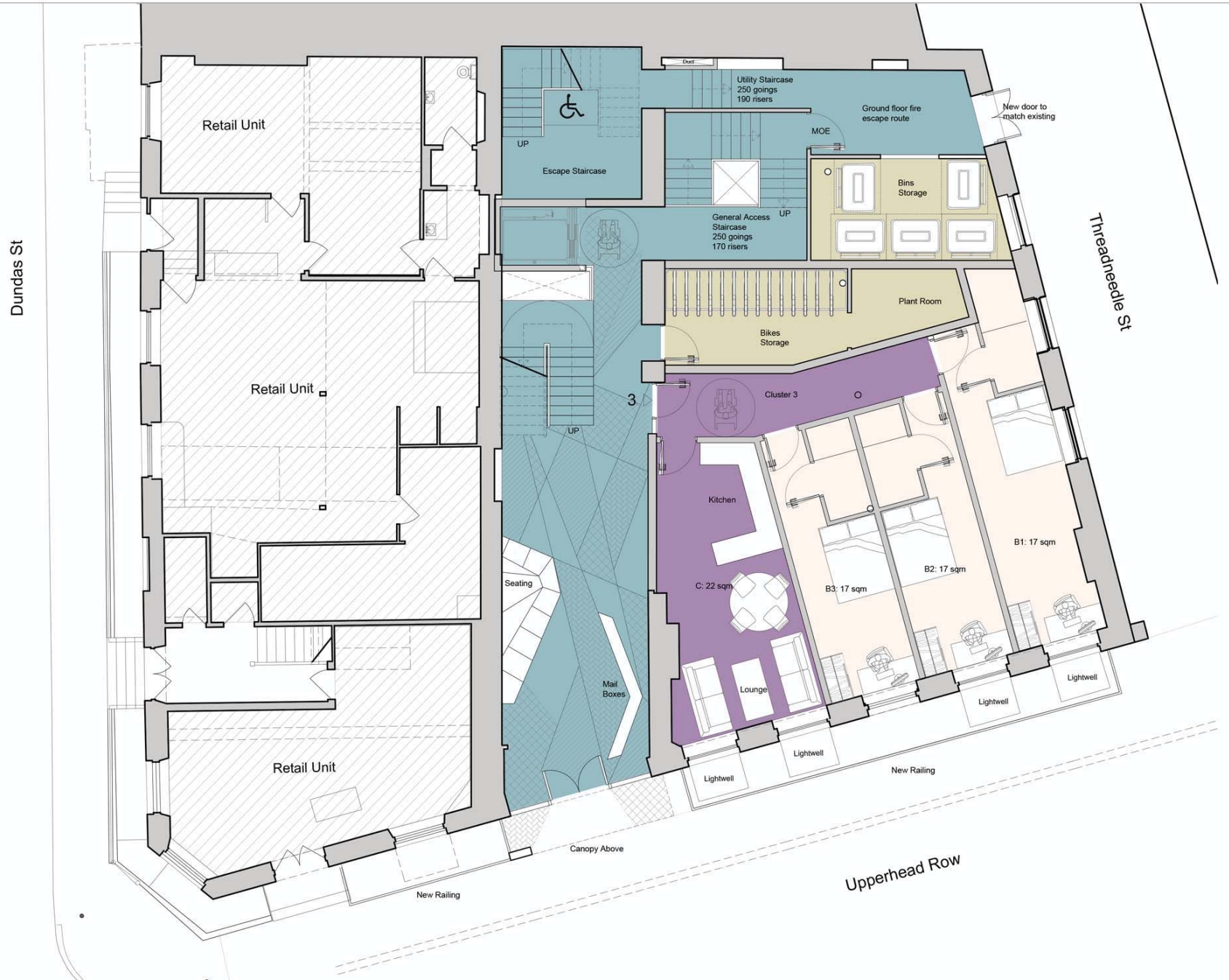
London



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- Building Communal Area
- Cluster Communal Area
- Studio
- Student Room
- Main circulation

Status:
- Feasibility
- Planning Approval
- Building Regulations
- Tender
- Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed Ground Floor Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-12		1:100@A3	Oct 2016

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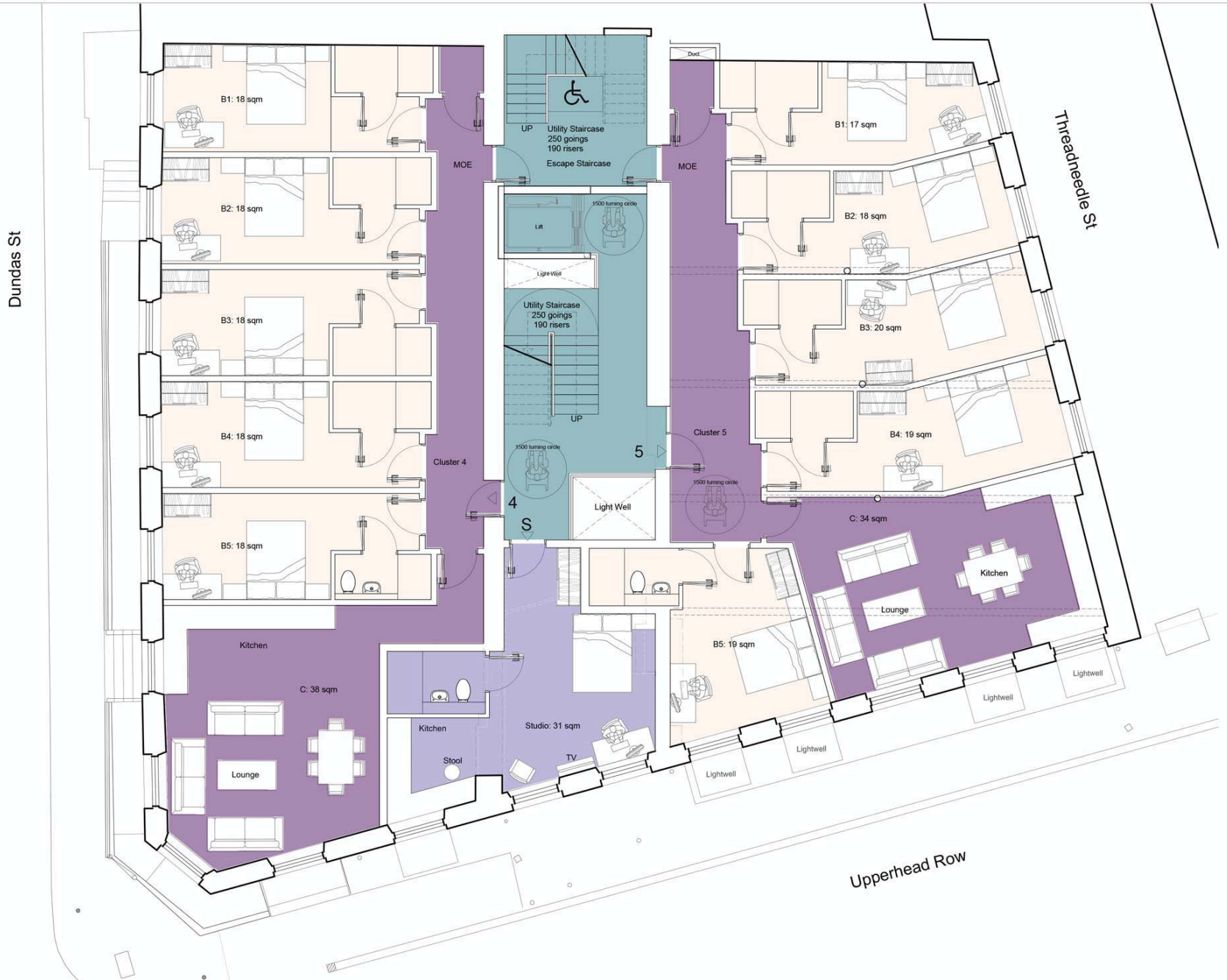

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- Cluster Communal Area
- Studio
- Student Room
- Main circulation

Status:
- Feasibility
- Planning Approval
- Building Regulations
- Tender
- Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed First Floor Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-13		1:100@A3	Oct 2016

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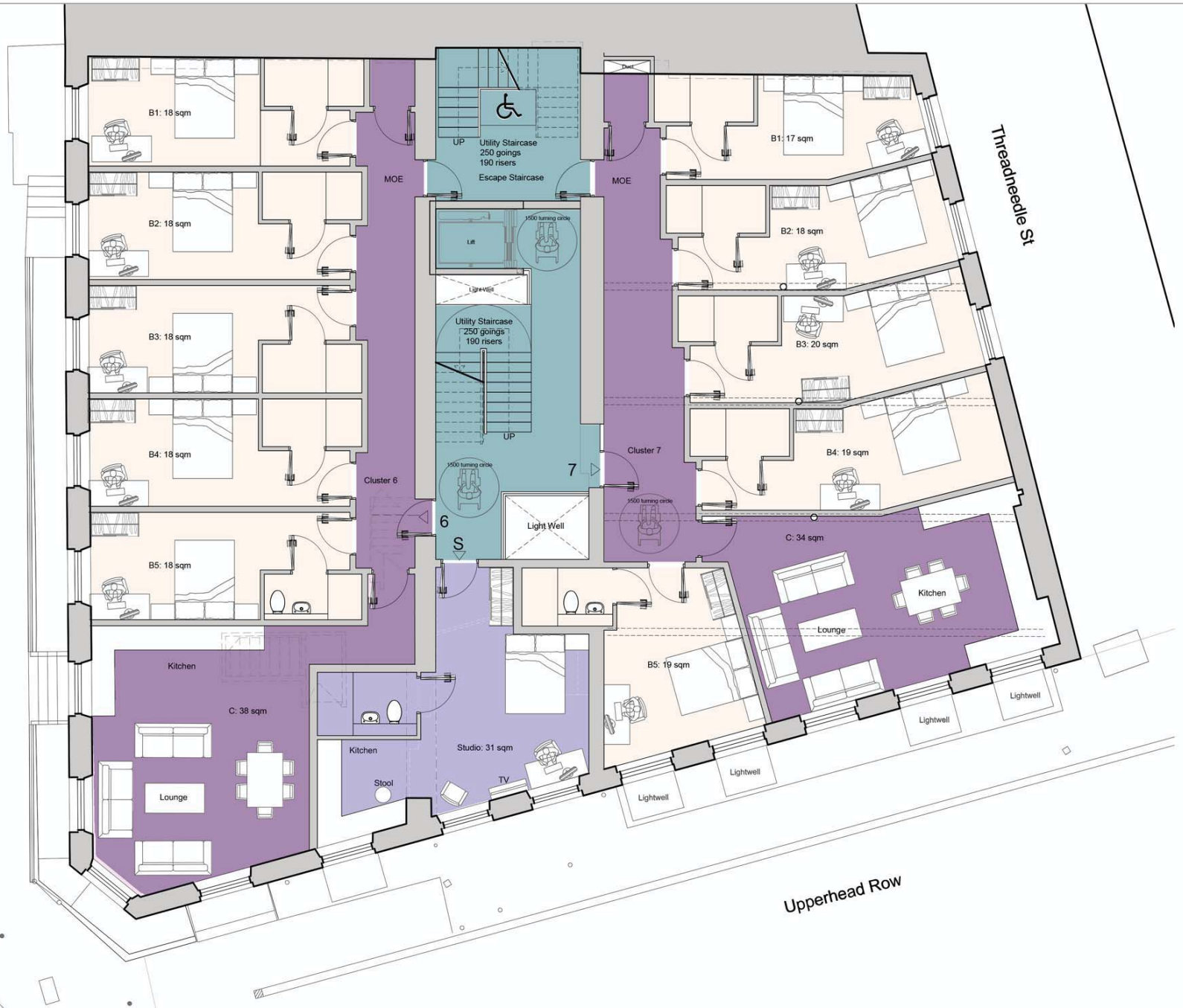

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- Cluster Communal Area
- Studio
- Student Room
- Main circulation

Status:
- Feasibility
- Planning Approval
- Building Regulations
- Tender
- Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed Second Floor Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-14		1:100@A3	Oct 2016

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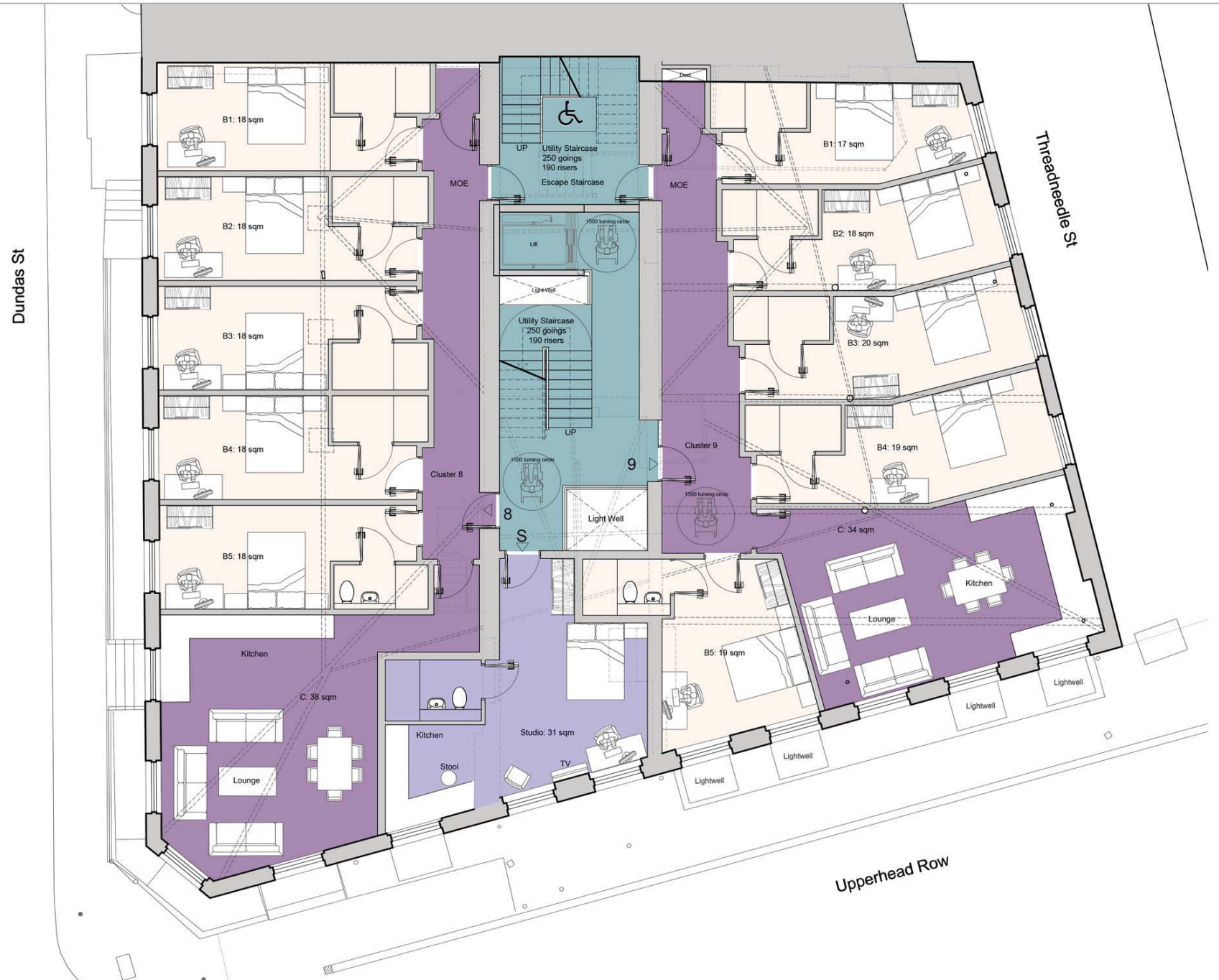

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- Cluster Communal Area
- Studio
- Student Room
- Main circulation

Status:
- Feasibility
- Planning Approval
- Building Regulations
- Tender
- Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed Third Floor Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-15		1:100@A3	Oct 2016

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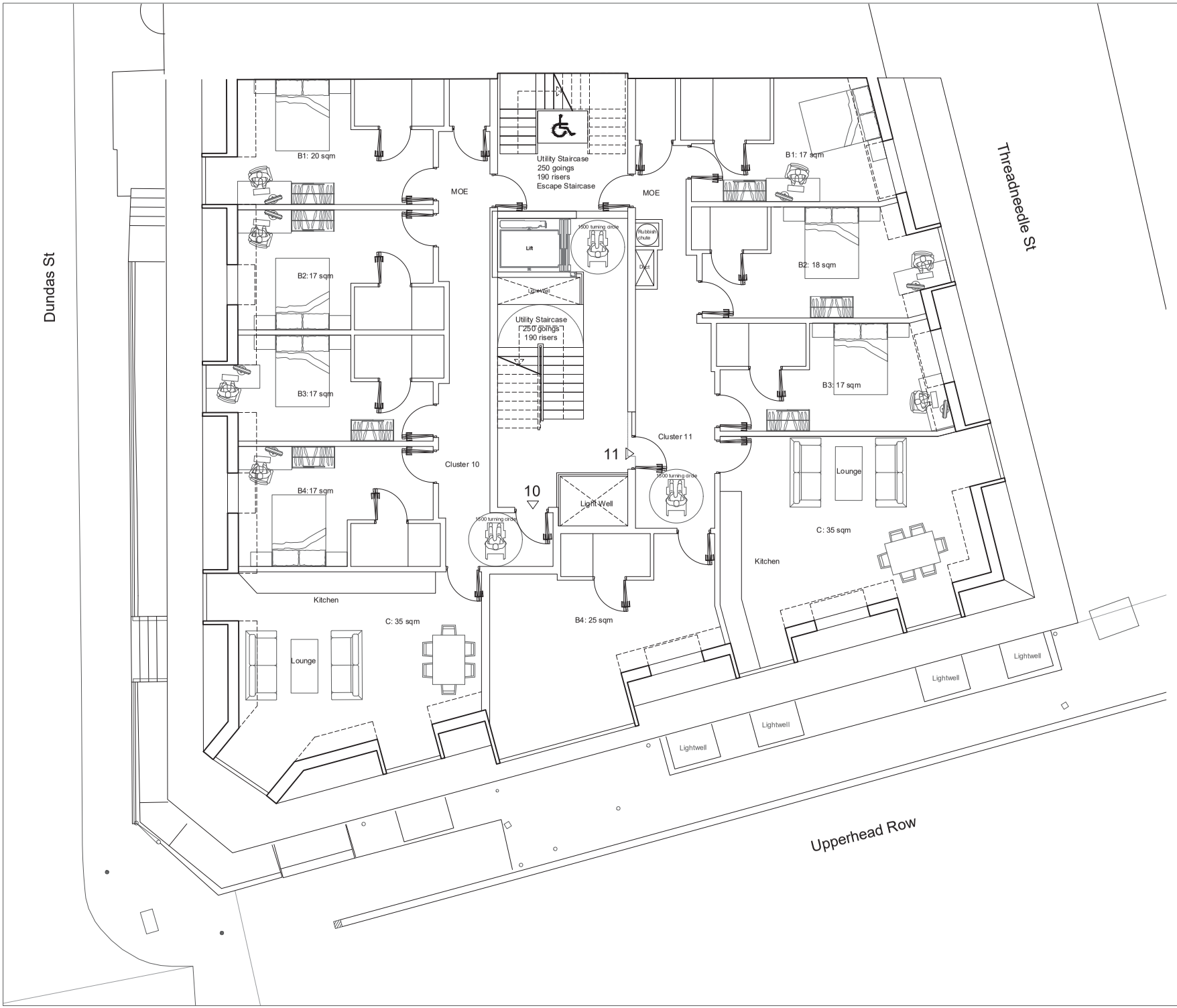

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Status:
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- ■ Planning Approval
- □ Building Regulations
- □ Tender
- □ Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed
Fourth Floor Plan

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-16		1:100@A3	Oct 2016

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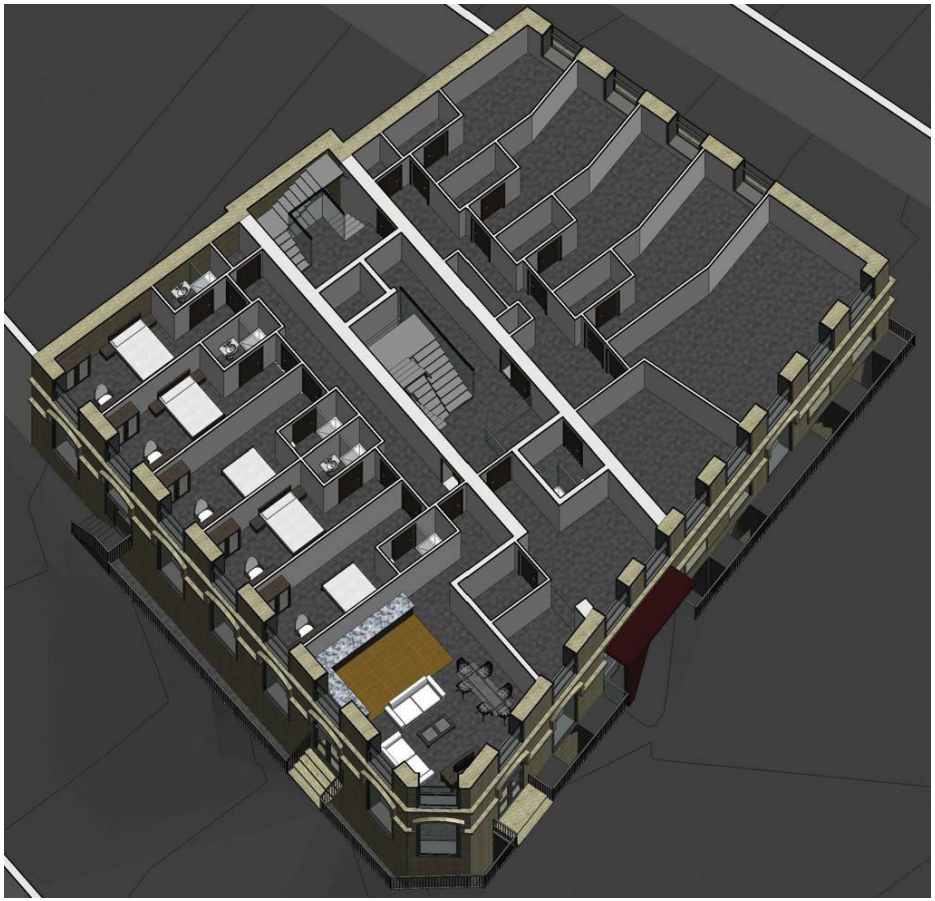

Typical Internal Layout

Schedule Accommodation

Basement (Total no. bedrooms: 8)

Cluster 1		**Cluster 2**	
Bedroom1	18sqm	Bedroom1	17sqm
Bedroom2	18sqm	Bedroom2	17sqm
Bedroom3	18sqm	Bedroom3	17sqm
Bedroom4	18sqm	Communal Area	22sqm
Bedroom5	18sqm		
Communal Area	47sqm	TOTAL	73sqm
TOTAL	137sqm		

Ground Floor (Total no. bedrooms: 3)

Cluster 3	
Bedroom1	17sqm
Bedroom2	17sqm
Bedroom3	17sqm
Communal Area	22sqm
TOTAL	73sqm

First Floor (Total no. bedrooms: 11)

Cluster 4		**Cluster 5**	
Bedroom1	18sqm	Bedroom1	17sqm
Bedroom2	18sqm	Bedroom2	18sqm
Bedroom3	18sqm	Bedroom3	20sqm
Bedroom4	18sqm	Bedroom4	19sqm
Bedroom5	18sqm	Bedroom5	19sqm
Communal Area	38sqm	Communal Area	34sqm
TOTAL	128sqm	TOTAL	127sqm
Studio	31sqm		

Second Floor (Total no. bedrooms: 11)

Cluster 6		**Cluster 7**	
Bedroom1	18sqm	Bedroom1	17sqm
Bedroom2	18sqm	Bedroom2	18sqm
Bedroom3	18sqm	Bedroom3	20sqm
Bedroom4	18sqm	Bedroom4	19sqm
Bedroom5	18sqm	Bedroom5	19sqm
Communal Area	38sqm	Communal Area	34sqm
TOTAL	128sqm	TOTAL	127sqm
Studio	31sqm		

Third Floor (Total no. bedrooms: 11)

Cluster 8		**Cluster 9**	
Bedroom1	18sqm	Bedroom1	17sqm
Bedroom2	18sqm	Bedroom2	18sqm
Bedroom3	18sqm	Bedroom3	20sqm
Bedroom4	18sqm	Bedroom4	19sqm
Bedroom5	18sqm	Bedroom5	19sqm
Communal Area	38sqm	Communal Area	34sqm
TOTAL	128sqm	TOTAL	127sqm
Studio	31sqm		

Fourth Floor (Total no. bedrooms: 8)

Cluster 10		**Cluster 11**	
Bedroom1	20sqm	Bedroom1	17sqm
Bedroom2	17sqm	Bedroom2	18sqm
Bedroom3	17sqm	Bedroom3	17sqm
Bedroom4	17sqm	Bedroom3	25sqm
Communal Area	35sqm	Communal Area	35sqm
TOTAL	106sqm	TOTAL	112sqm

Total no. bedrooms: 52

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Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed 3D Views
Schedule Accommodation

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-27		N/A	Oct 2016

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Status:
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- □ Tender
- □ Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed 3D Views

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-28		N.A	Mar 2017

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- □ Building Regulations
- □ Tender
- □ Construction

Project: Dundas Street
Huddersfield

Client: SKA

Drawing Title: Proposed 3D Views

Project No.	Drwg No.	Rev No.	Scale.	Date.
445	P-29		N.A	Mar 2017

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Appendix D

Sample Questionnaire

Residents Travel Questionnaire

In developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

Section A: About Yourself

1 *What is your age?*

- Under 55 ☐
- 55-65 ☐
- Over 65 ☐

2 *What is your employment status?*

- Full time employment ☐
- Part time employment ☐
- Not working / retired ☐

Section B: About Your Travel Patterns

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

- Walk ☐
- Cycle ☐
- Bus ☐
- Other (please specify) ☐
- Car (alone) ☐
- Car (with others) ☐
- Motorcycle ☐

_____

4 *What are your main reasons for using a car? (tick up to three boxes)*

- Time savings ☐
- Cost savings ☐
- Car needed during day ☐
- Public transport not available ☐
- Other uses to/from work ☐
- Other (please specify) ☐
- Personal safety ☐
- Health reasons ☐
- Convenience/flexibility ☐
- No alternative ☐

_____

5 *If you didn't use the car today, what were your main reasons?*

- No car available ☐
- Cheaper alternative ☐
- Avoid traffic congestion ☐
- Other (please specify) ☐
- Time saving ☐
- Health / fitness reasons ☐

_____