

Threadneedle Pensions Limited

**RAMSDEN HOUSE,
HUDDERSFIELD**

Framework Travel Plan

VN91377

August 2019

REPORT CONTROL

Document: Framework Travel Plan

Project: Ramsden House, Huddersfield

Client: Threadneedle Pensions Limited

Job Number: VN91377

File Origin: N:\Vectos Job Data\2019\VN91377 Ramsden House,
Huddersfield\Docs\Reports\Ramsden House – Framework Travel Plan

Document Checking:

Primary Author	Elliot Read	Initialled:	ER
-----------------------	-------------	--------------------	----

Contributor	Tom O’Grady	Initialled:	TO
--------------------	-------------	--------------------	----

Review By	Elliot Read	Initialled:	ER
------------------	-------------	--------------------	----

Issue	Date	Status	Checked for Issue
1	28/06/19	V1	ER
2	12/08/19	Final	ER
3			
4			

CONTENTS

1	INTRODUCTION	1
1.1	Background	1
1.2	Site Location	1
1.3	Travel Plan Aims	2
1.4	Travel Plan Scope	3
2	TRAVEL PLANNING POLICY CONSIDERATIONS	4
2.1	Introduction	4
2.2	National Policy Context	4
2.3	Local Policy Context	5
3	ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL	7
3.1	Introduction	7
3.2	Accessibility on Foot	7
3.3	Accessibility on Foot	8
3.4	Accessibility by Bicycle	8
3.5	Accessibility by Bus	10
3.6	Accessibility by Rail	10
3.7	Conclusion	11
4	DEVELOPMENT PROPOSALS	12
4.1	Built Proposals	12
4.2	Parking and Access Proposals	12
5	OBJECTIVES AND PROPOSED MEASURES	13
5.1	Objectives	13
5.2	Proposed Measures	13
5.3	Deliveries	15
5.4	Sustainable Travel Promotions	15
6	TRAVEL PLAN MONITORING	16
6.1	Introduction	16
6.2	Travel Survey Strategy	16
6.3	Role of the Travel Plan Coordinator	16
6.4	Plan Administration	17
6.5	Construction	19
7	SUMMARY	20

PLANS

Plan 1 – Site Location (Local Context)

Plan 2 – 2km Walking Catchment

Plan 3 – 5km Cycling Catchment

APPENDICES

Appendix A – Huddersfield Bus Map

Appendix B – Proposed Ground Floor Layout

1 INTRODUCTION

1.1 Background

1.1.1 Vectos have been commissioned by Threadneedle Pensions Limited to prepare a Framework Travel Plan to support a planning application at Ramsden House, Huddersfield. The proposed development comprises the change of use from office space to residential units, along with a communal gym, coffee shop and resident amenity space at ground level. The site lies within the jurisdiction of Kirklees Council (KC).

1.1.2 This document presents the primary stage of the Travel Plan process. As such it contains a series of aims and likely measures expected to be implemented to positively affect modal choice amongst residents in the view of producing a full Travel Plan in the future.

1.2 Site Location

1.1.1 The site is located within Huddersfield district centre and as such is situated within walking distance to a range of food, retail and leisure facilities. Ramsden Street is located to the north of the site, with New Street bordering the site to the west and Corporation Street bordering the site to the east. To the south is Princess Street providing access to Alfred Street and the A62 which forms a ring road around Huddersfield. The location of the site is shown in **Plan 1**, with **Figure 1.1** showing the site at a wider context.



Figure 1.1: Site Location

1.2.1 The application proposes a car-free development, as such no parking spaces will be provided on site. The development proposals are described in more detail in Section 4.

1.3 Travel Plan Aims

1.3.1 This Framework Travel Plan has been prepared in accordance with the requirements set out Appendix 4 of Kirklees Council's Supplementary Planning Document '1', entitled 'Advice on Travel Plans'.

1.3.2 In accordance with the Kirklees Council policies, the proposals will include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking and cycling.

1.3.3 The Travel Plan will therefore be designed to facilitate the needs of the following user hierarchy:

- A. Pedestrians;
- B. Cyclists;
- C. Public transport; and
- D. Private vehicles.

1.4 Travel Plan Scope

- 1.4.1 The document provides a template for a Full Travel Plan which will be submitted to Kirklees Council for approval once the proposed development is operational.
- 1.4.2 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “Good Practice Guidelines – Delivering Travel Plans through the Planning Process”.
- 1.4.3 The objective of this Travel Plan is to outline a set of practical measures and initiatives that can help to reduce the impact of travel associated with the proposed development upon the environment. Owing to the highly sustainable location of the site, and the car-free nature of the development, it is expected that travel patterns by residents will be inherently sustainable however there is still scope to help reinforce sustainable travel habits amongst residents and this will be explored through the Travel Plan process.
- 1.1.2 The Travel Plan is a dynamic and ‘living’ document that will be updated regularly to reflect changes in its surroundings. It should be noted that a Travel Plan starts with writing the paper document and will evolve over time. The report will be improved, monitored, reviewed and adjusted to reflect any change in circumstances. The document will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.
- 1.4.4 The Travel Plan is structured as follows:
- Section 2 describes both national and local travel planning policies;
 - Section 3 assesses the accessibility credentials of the site;
 - Section 4 provides a description of the proposed development;
 - Section 5 outlines the Travel Plan’s objective and associated measures;
 - Section 6 details the how the Travel Plan will be monitored; and
 - Section 8 provides a summary of the document.

2 TRAVEL PLANNING POLICY CONSIDERATIONS

2.1 Introduction

- 2.1.1 It will be ensured that the Framework Travel Plan will adhere to relevant planning policy. Considerations regarding both national and local travel planning policy are now discussed.

2.2 National Policy Context

National Planning Policy Framework (Revised 2019)

- 2.2.1 The revised National Planning Policy Framework (NPPF) was published in February 2019 by the Ministry of Housing, Communities and Local Government, replacing the previous NPPF published in July 2018. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

- 2.2.2 Paragraph 111 of the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

Overarching Principles on Travel Plans, Transport Assessments and Statements (DCLG)

- 2.2.3 In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 2.2.4 Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process. It is also detailed that a Travel Plan can positively contribute to a range of benefits, as shown in **Figure 2.1**.

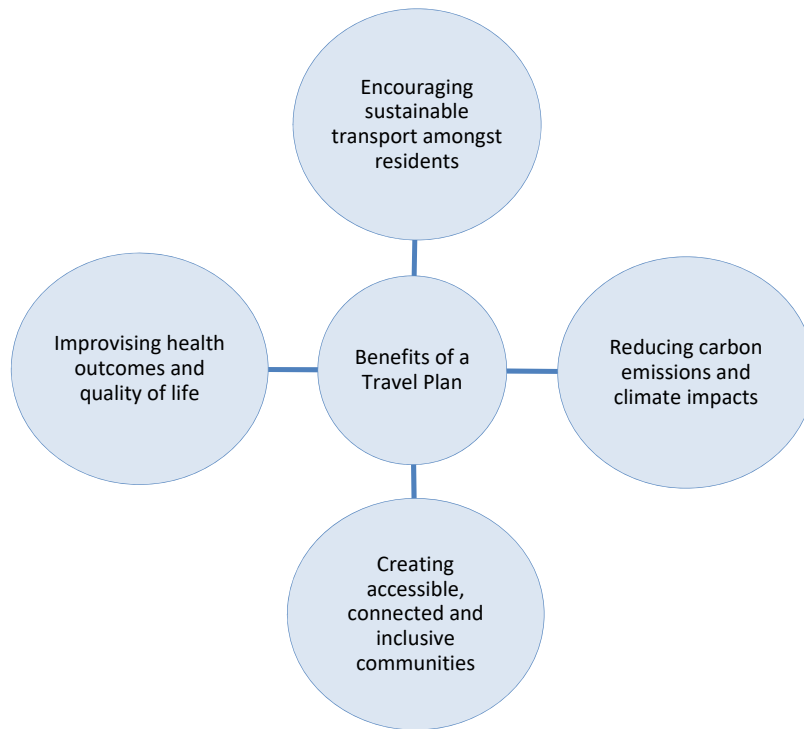


Figure 2.1: Travel Plan Benefits

2.3 Local Policy Context

Kirklees Council Local Plan Strategy and Policies (adopted February 2019)

- 2.3.1 Contained within Chapter 10 of Kirklees Council Local Plan Strategy and Policies document is Policy LP20 which surrounds sustainable travel. It is stated within this policy that the council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities.
- 2.3.2 The Council states that proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling and car sharing. As such, this Framework Travel Plan has been prepared in accordance with this guidance to support the application.

West Yorkshire Local Transport Plan (2011 – 2026)

2.3.3 The West Yorkshire Local Transport Plan is operational over a 15-year period and is the statutory plan for transport within West Yorkshire, being the sole responsibility of the West Yorkshire Integrated Transport Authority, though it has been developed in partnership with all West Yorkshire local authorities including Kirklees Council. A key part of the Local Transport Plan is the 'MyJourney' strategy which is aimed at reflecting the stages of an individuals' journey. Measures included in this Framework Travel Plan are aimed at reflecting this approach which are provided below:

- Transport Assets – to ensure effectiveness of transport assets;
- Travel Choices – encourage sustainable travel modes;
- Connectivity – ensure movement is efficient and safe; and
- Enhancements – enhanced capacity and performance.

Kirklees Council Supplementary Planning Document 1 (Adopted September 2007)

2.3.4 Within Appendix 4 of Kirklees Council Supplementary Planning Document 1, it is stated how a Travel Plan should be set out. As this document is a Framework Travel Plan it will ensure that the development proposals are described, along with the role of the Travel Plan Coordinator, objectives and measures, an implementation strategy and a process for monitoring and reviewing the plan.

Kirklees Walking and Cycling Strategic Framework (2018 - 2030)

2.3.5 The main vision of the Council's Walking and Cycling Strategic Framework is to ensure that individuals and communities are supported and encouraged to walking and cycle more. It is also noted that a key aspiration of the framework is to provide people with the knowledge and awareness of cycling and walking opportunities and the benefits they bring.

2.3.6 Given the nature of the proposed development, this Framework Travel Plan aims to replicate the objectives provided in the document which are to create better places to walk and cycle, build skills and confidence to walk and cycle, create more opportunities and provide information on such opportunities.

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 The accessibility to good transport infrastructure the potential to reduce the need to travel by single occupancy car and to encourage people to make sustainable transport choices to access jobs, local facilities and services.

3.1.2 This section considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport;

3.2 Accessibility on Foot

3.2.1 Given that the site is located within Huddersfield district centre, it is situated within a comprehensive pedestrian network and located within a designated 'Pedestrian Zone'. New Street is pedestrianised and provides access to a range of amenities, with High Street, Corporation Street and Alfred Street all providing continuous street-lit and well-surfaced footways.

3.2.2 A signalised junction is located where the A62 meets the A616 to south of New Street. This provides dropped kerbs and tactile paving in order to aid pedestrian movement further afield, as shown in **Figure 3.1**.



Figure 3.1: Pedestrian Facilities at the A62/A616 Signalised Junction

3.3 Accessibility on Foot

3.3.1 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, 'walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximum respectively'.

3.3.2 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 2km catchment. An indicative walking catchment is illustrated in **Plan 2**. The catchment encompasses the entirety of Huddersfield's district centre, with key local amenities also located within Hillhouse, Newtown, Rushcliffe and Aspley. Such facilities include Huddersfield Train Station, retail stores, healthcare facilities and educational facilities.

3.3.3 The site is therefore considered accessible by travelling on foot.

3.4 Accessibility by Bicycle

3.4.1 An alternative mode of travel to the site would be achieved by bicycle.

3.4.2 The highway network in the vicinity of the site is typified by flat and well-lit carriageways which is conducive with providing a cycle friendly environment. An advisory cycle lane is located on Ramsden St and High Street respectively to the north of the site, as shown in **Figure 3.2**.



Figure 3.2: Advisory Cycle Lane located on Ramsden Street

3.4.3 Reference to the West Yorkshire Interactive Cycle Map indicates that the site is located within an area of excellent accessibility towards cycle infrastructure. As shown in **Figure 3.3**, the site is located in close proximity to advisory routes, signed routes, dedicated cycle lanes and traffic-free routes.

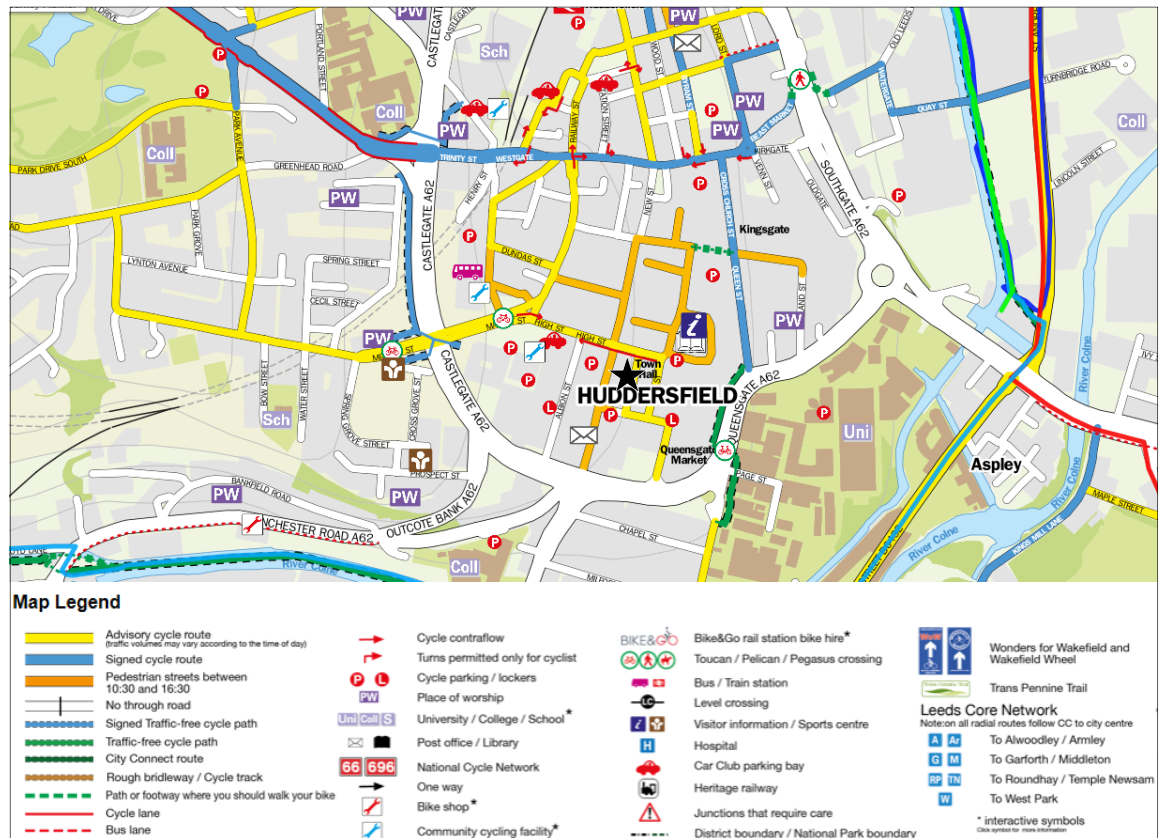


Figure 3.3: Extract from the West Yorkshire Interactive Cycle Map

3.4.4 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, '*many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon*'.

3.4.5 With this in mind **Plan 3** displays a 5km cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 km/hr and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. It can be seen from this plan that the 5km catchment extends across conurbations surrounding Huddersfield in all directions, including Deighton to the north. The proposed development is therefore considered to be accessible by bicycle.

3.5 Accessibility by Bus

- 3.5.1 The site is extremely well located for travel by bus, with two bus stop located approximately 90m from the site on High Street, providing service information as well as shelter and seating arrangements. These bus stops are served by the 184, 342, 397, 399, 262, 375 and FTB (Free Town Bus) services.
- 3.5.2 A bus stop is also located on Market Street approximately 210m from the site. This bus stop also provides service information as well as shelter and seating arrangements. Services servicing this bus stop include the 327, 360(A) and X49.
- 3.5.3 Further provision is provided on Peel Street approximately 120m from the site, notably Stops 'H3' and 'H4', approximately 120m from the site. Services at these stops also include the 181, 183, 185, 354, 355, 358, 274, 375, 387, 393, 286, 287, 306, 308, 310, 314, 316, 319, 321, 323, 324 and X10.
- 3.5.4 As noted, the aforementioned bus stops are located within a 400m walk of the site and are therefore considered accessible based upon guidance provided in the CIHT publication 'Planning for Public Transport in Development'. All stops are accessible via the existing pedestrian infrastructure provided in the vicinity of the site.
- 3.5.5 In addition, the excellent pedestrian infrastructure around the site provides a link to Huddersfield Bus Station located approximately 250m away on Market Street. This bus station provided 28 stands and all services are provided in **Appendix A**.
- 3.5.6 Such services provide links to destinations such as Leeds, Wakefield, Brighouse, Halifax and Bradford, together with local stops within Huddersfield.
- 3.5.7 The high level of accessibility towards bus travel provides the opportunity for residents to utilise this mode of travel. The development site is therefore concluded to be highly accessible by bus.

3.6 Accessibility by Rail

- 3.6.1 The site is located approximately 600m from the site in the northern area of Huddersfield district centre. This station is accessible from the site on foot or by bicycle via New Street, John William Street and St George's Square. Rail services operating from this station are summarised in **Table 3.1**.

Route	Max. Frequency (Peak Periods) Monday to Friday	
	Frequency	Duration
Leeds / inc. Leeds via Halifax & Bradford)	2 every hour	42 minutes / 1 hour
Liverpool Lime Street	2 every hour	1 hour and 8 minutes
Scarborough	1 every hour	40 minutes
Manchester Piccadilly	2 every hour	38 minutes
Castleford	1 every hour	37 minutes
Manchester Airport	2 every hour	1 hour and 1 minute
Sheffield	1 every 2 hours	1 hour and 16 minutes
Newcastle	2 every hour	1 hour and 47 minutes
Hull	1 every hour	1 hour and 23 minutes
Marsden	1 every hour	11 minutes
Middlesbrough	1 every hour	2 hours and 5 minutes

Table 3.1: Rail Services Operating from Huddersfield Station

3.6.2 **Table 3.1** demonstrates that frequent rail services operate from Huddersfield Station, providing journeys to Manchester, Liverpool, Sheffield, Newcastle, Hull, Leeds and Middlesbrough. Services also stop at a number of more local destinations such as Dewsbury, Lockwood, Deighton and Slaithwaite.

3.6.3 An opportunity for linked trips is considered achievable from Huddersfield Station to the site, given the cycling infrastructure demonstrated in **Figure 3.3** and the cycle parking facilities provided at Huddersfield Station (sheltered cycle hub storage for 54 bicycles located on Platform 1).

3.6.4 It is therefore concluded that the site is accessible by rail.

3.7 Conclusion

3.7.1 As shown, the development is highly accessible by both public transport and active travel modes. It is therefore concluded that existing infrastructure is in place that will make it easy to live at the site without needing a car and as such the opportunity exists for measures associated with sustainable travel to be promoted.

4 DEVELOPMENT PROPOSALS

4.1 Built Proposals

4.1.1 The layout of the proposed development is provided in **Appendix B**. The development proposals comprise the change of use of Ramsden House from office space to 45x student apartments between levels 2 and 6 of the building.

4.1.2 The scheme also proposes a coffee shop and resident amenity space at ground floor level and a communal gym located at both ground and first floor level.

4.2 Parking and Access Proposals

4.2.1 Given the accessible site location that has previously been identified, it is considered that the development need not be reliant on car use to access local retail, leisure and employment opportunities and can promote the principles of a car-free development. As such no parking spaces will be provided on site.

4.2.2 A total of 45x cycle parking spaces are provided at basement level, equating to 1:1 provision.

4.2.3 In regard to access, three main pedestrian entrances will be provided from the site's west elevation, fronting onto New Street. These will provide access to the gym reception, coffee shop and residential accommodation.

5 OBJECTIVES AND PROPOSED MEASURES

5.1 Objectives

5.1.1 The objectives of the Travel Plan are as follows:

- **Objective 1** - Address the access needs of residents and visitors by supporting walking, cycling and the use of public transport;
- **Objective 2** - Address any specific transport problems identified at the site, e.g. walking or cycling links;
- **Objective 3** - Ensure residents have an informed choice about their travel options; and
- **Objective 4** - Encourage more active travel to improve the health and well-being of residents.

5.1.2 Each objective is 'SMART' which means they are **S**ite-specific, **M**easurable, **A**chievable, **R**ealistic; and **T**ime-related. Once survey data is collected when the development is fully occupied, modal targets will be set in the same nature.

5.2 Proposed Measures

5.2.1 The measures that can be implemented as part of the development to help achieve the above objectives, are set out below.

Measures to raise awareness of sustainable travel

- A Resident Welcome Pack will be provided upon occupation. This pack will include information on active travel opportunities and the use of public transport. Information provided within the pack is sought to be agreed with Kirklees Council;
- Should certain residents need to travel by car on occasions, local car club opportunities could be promoted through a travel notice board within the building providing information on such initiatives and associated nearby parking spaces within the town centre. This information would be provided within the Resident Welcome Pack upon occupation of each unit;
- Residents will be provided with the contact details for the Travel Plan Co-ordinator and news on any sustainable travel initiatives. Up-to-date information on bus services, including suggested walking routes to the local bus stops surrounding the site, up-to-date timetable information and website addresses to allow residents to access real-time travel information; and

- Personal Journey Planning will be available to residents upon request.

Measures to promote walking

- Given the excellent level of pedestrian infrastructure surrounding the site, residents will be provided with a map of suggested walking routes, including routes to popular amenities and the location of suggested safe crossing points;
- Information on the Walkit website will be contained within the Travel Information Brochure; and
- Information will also be given to residents in the form of Kirklees Council online walking/cycling route map, as provided below:

www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx

Measures to promote cycling

- Encourage the uptake of cycling through the provision of quality cycle parking facilities located on the basement level of the site;
- Providing residents with information on local cycling routes;
- The Travel Plan Co-ordinator will establish contact with Kirklees Council in relation to the ongoing promotion of cycling and will retain active contact with officers to ensure that any future improvements to the surrounding network is fed through to residents; and
- Information regarding any free on-road cycle training and maintenance classes by Kirklees Council. Such information will also include the provision of the 'Cycling Opportunities Booklet' designed by Kirklees Council and 'Cyclescheme West Yorkshire', as shown below:

www.kirklees.gov.uk/beta/food-exercise-and-sport/pdf/cyclingopportunitieskirklees.pdf

<https://www.cyclescheme.co.uk/>

Measures to promote Public Transport

- The benefits of travelling to the site by bus, as well as the location of local bus stops, will be provided to residents;
- Providing residents with information on public transport services in the area, such as Huddersfield bus station and railway station which are both located within a short walk from the site;
- The 'YorkshireTravel' website will be promoted to residents. This initiative will allow residents to plan their journey by public transport and includes a timetable finder as well as a live departure facility; and

www.yorkshiretravel.net/lts/#/travelInfo

- Should this be feasible, the potential for negotiation of discounts on public transport tickets for residents will be investigated, including bus and rail travel once residents have occupied the development.

5.3 Deliveries

- 5.3.1 The development will be encouraged to arrange deliveries to residents outside the peak hours in order to reduce the development's impacts on the surrounding environment.

5.4 Sustainable Travel Promotions

- 5.4.1 A number of sustainable travel promotions are held nationally throughout the course of the year. Travel Plan Coordinator will publicise these event in communal areas and will encourage residents to participate wherever possible.

6 TRAVEL PLAN MONITORING

6.1 Introduction

6.1.1 As noted in Section 1, the Travel Plan is intended to be a dynamic document, and the information provided to residents needs to be monitored to ensure that it is up-to-date and remains relevant. If any feedback has been received from residents regarding the effectiveness of the Plan, including ways this could be improved, the Travel Plan Coordinator will consider ways to update documents or information to reflect this.

6.1.2 In order to record modal split amongst residents of the development, a travel survey will be completed and as such an initial survey strategy is now described.

6.2 Travel Survey Strategy

6.2.1 A comprehensive survey of residents' travel is fundamental in the delivery of the Travel Plan. When this information is obtained it will provide baseline data from which to derive modal shift aspirations. Surveys will be completed either by hard-copy or electronically using whichever option is most convenient to the resident. Once completed the travel survey will then be collected by the appointed Travel Plan Coordinator. They will be completed once the development is fully occupied and then on a biennial basis for a period of 6 years.

6.2.2 The results of the travel survey will be used to review the Travel Plan's targets and objectives, as well as how successfully the measures described in Section 5 are performing. It is vital that the data is to be recorded numerically (i.e. numbers and percentages) so that year-on-year comparisons can be made when the Travel Plan Coordinator is undertaking Travel Plan Reviews.

6.3 Role of the Travel Plan Coordinator

6.3.1 As described above, the Travel Plan Coordinator will carry out an annual review of the Travel Plan including the following:

- Check Welcome Packs have been effectively issued to residents;
- Check information provided in the Welcome Pack regarding pedestrian, cycle and public transport is up to date. In particular check that any timetable information provided is current;
- Check that the basement level cycle parking is well maintained;
- Check that details of the sustainable travel events promoted are current and determine next event dates;
- Action any feedback received from residents over the preceding year;
- Implement and review the Travel Plan;
- Raise awareness of sustainable transport among residents and promote/organise publicity and awareness events;
- Provide Personal Travel Planning advice for any resident requiring transport information and liaise with the pertinent authority and residents to successfully implement Travel Plan Actions; and
- Coordinate the monitoring programme for the Travel Plan.

6.3.2 Notification of any changes to the Travel Plan or Welcome Pack will be placed on a noticeboard within a communal area to ensure residents are aware of the changes.

6.4 Plan Administration

6.4.1 It is expected that sustainable travel at the development as a whole will be led by one Travel Plan Coordinator. The Travel Plan Coordinator is expected to be a member of the building management team and will make themselves known to Kirklees Council's Sustainable Travel Plan Officer where contact details will be provided. Kirklees Council's Sustainable Travel Plan Officer will be notified of the date of first occupation and any change in the Travel Plan Coordinator will be notified to the pertinent authorities.

6.4.2 The Travel Plan Coordinator will be the first point of contact for residents in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from residents relating to the Travel Plan. Hard measures will be implemented prior to occupation and budget management will be agreed in liaison between the Travel Plan Coordinator and Kirklees Council's Sustainable Travel Plan Officer.

6.4.3 In terms of operation, the schedule for Travel Plan actions is shown in **Table 6.1** overleaf.

Travel Plan Actions	Start Date	Responsibility
Appoint a Travel Plan Coordinator.	Prior to Occupation	End-user
Ensure each resident is given the Travel Plan Coordinator's contact details.	As the units are occupied	TPC
Make contact with Kirklees Council's Sustainable Travel Plan Officer to agree the scope for preparation of a Full Travel Plan document. Prepare walking and cycling maps for residents, as well as the amenities located within the development such as the gym, coffee shop and amenity space.	Prior to Occupation	TPC
Investigate the feasibility in establishing a steering group.	Prior to occupation	TPC
Distribute the Resident Welcome Pack to employees.	When required	TPC
Provide Personal Journey Planning for residents upon request.	When required	TPC
Review, update and reissue of Travel Plan and Welcome Pack (including public transport service information) as required.	Biennially	TPC
Distribute a resident travel questionnaire.	Biennially	TPC
Update active travel and public transport information, including the aforementioned Kirklees Council facilities such as walking and cycling routes and links to the Walkit.com website. This will also include any updates to the YorkshireTravel Journey Planner.	When required	TPC
Promote any cycle maintenance classes run by Kirklees Council and the information provided on this item, as noted in Section 5.	When required	TPC
Use noticeboards and online/paper newsletters to promote measures.	When required	TPC
Monitor the distribution of Welcome Packs and Travel Information Brochures distribution; Check information provided in the Travel Information Brochure and on noticeboards regarding pedestrian, cycle and public transport is up to date.	Ongoing	TPC
Check that information on local car parking facilities is up to date and investigate any feedback received from residents over preceding year.	Ongoing	TPC
Submit a revised Travel Plan to Kirklees Council's Sustainable Travel Plan Officer when required.	When required	TPC
Check that details of the sustainable travel events promoted are current and determine next event dates.	May, June, October	TPC

Table 6.1: Initial Action Plan

6.4.4 The Review of the Travel Plan will be undertaken for a 6-year period. Thereafter the strategy for its continuation will be discussed between the end-user and the pertinent authorities.

6.5 Construction

6.5.1 When building commences, contact will be made to Kirklees Council's Travel Plan Officer. Kirklees Council's Travel Plan Officer will also be notified of the handover process that will be responsible for the Travel Plan once development is complete.

7 SUMMARY

- 7.1.1 Vectos have been commissioned by Threadneedle Pensions Limited to provide a Framework Travel Plan to support a planning application at Ramsden House, Huddersfield. The proposed development comprises the change of use from office space to residential units, along with a communal gym, coffee shop and resident amenity space.
- 7.1.2 This Framework Travel Plan will act as an initial strategy document which will be used for the preparation of Full Travel Plan.
- 7.1.3 As shown, the development is highly accessible by both public transport and active travel alternatives. It is therefore concluded that infrastructure is in place that will make it easy to live at the site without needing a car. Nonetheless, the applicant is committed to the promotion of sustainable travel amongst residents and this will be achieved by providing a long-term management strategy for a site which as set out in this document will be improved, monitored, reviewed.

PLANS



CLIENT:
Threadneedle Pensions Limited

PROJECT TITLE:
Ramsden House, Huddersfield

DRAWING TITLE:
Site Location (Local Context)



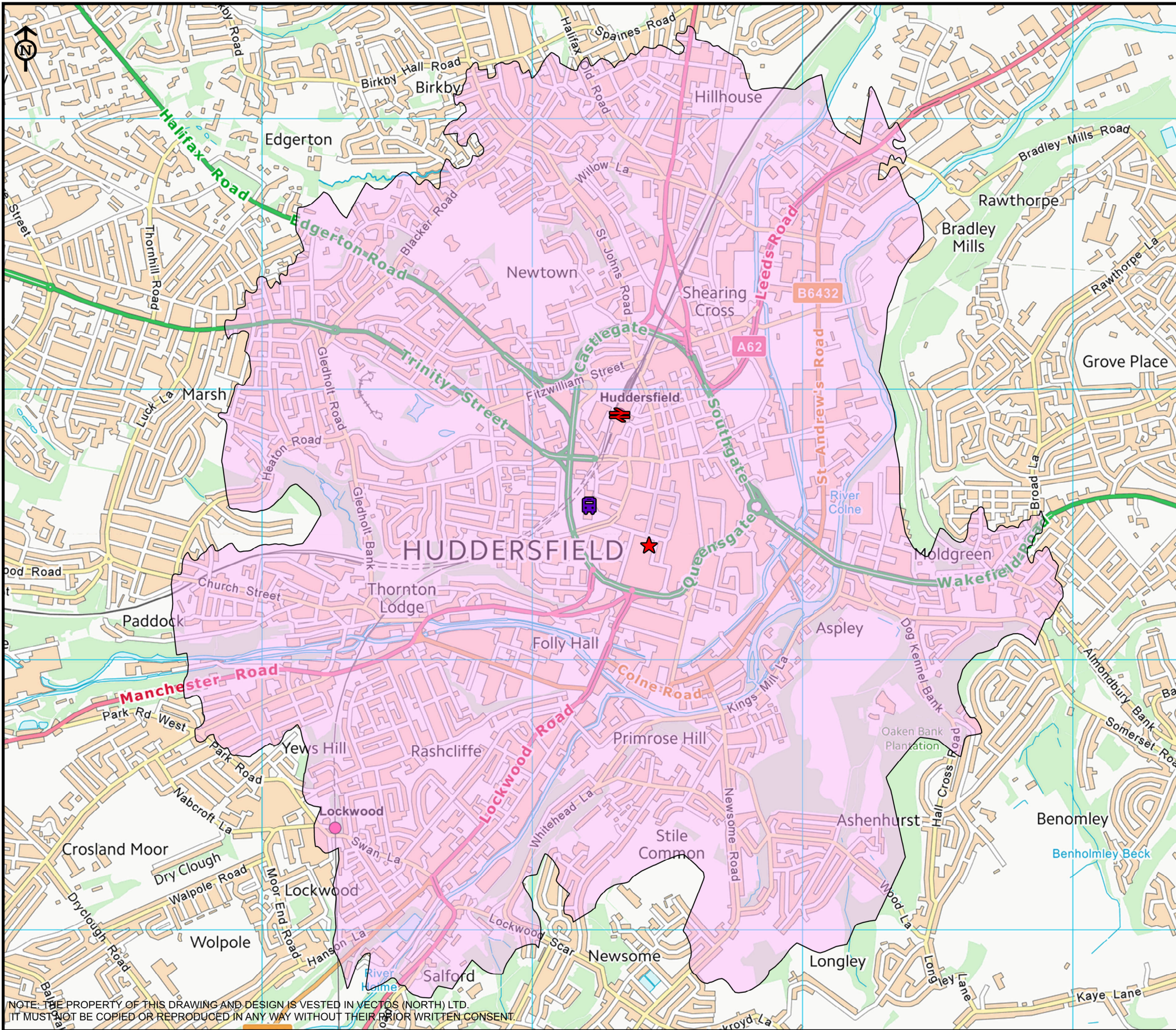
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN91377-G101

REVISION:
.

DRAWN: TA
CHECKED: ER
DATE: June 2019

SCALE:
1:2,500 at A4



- Legend
- ★ Site Location
 - 🚌 Huddersfield Bus Station
 - 🚂 Huddersfield Railway Station
 - 2 km Walking Catchment

This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
copyright and database right 2017.

CLIENT:
**Threadneedle Pensions
Limited**

PROJECT TITLE:
Ramsden House, Huddersfield

DRAWING TITLE:
**Pedestrian Walking
Catchment**

SCALE:
N.T.S

DRAWN: TA	CHECKED: ER	DATE: June 2019
--------------	----------------	--------------------

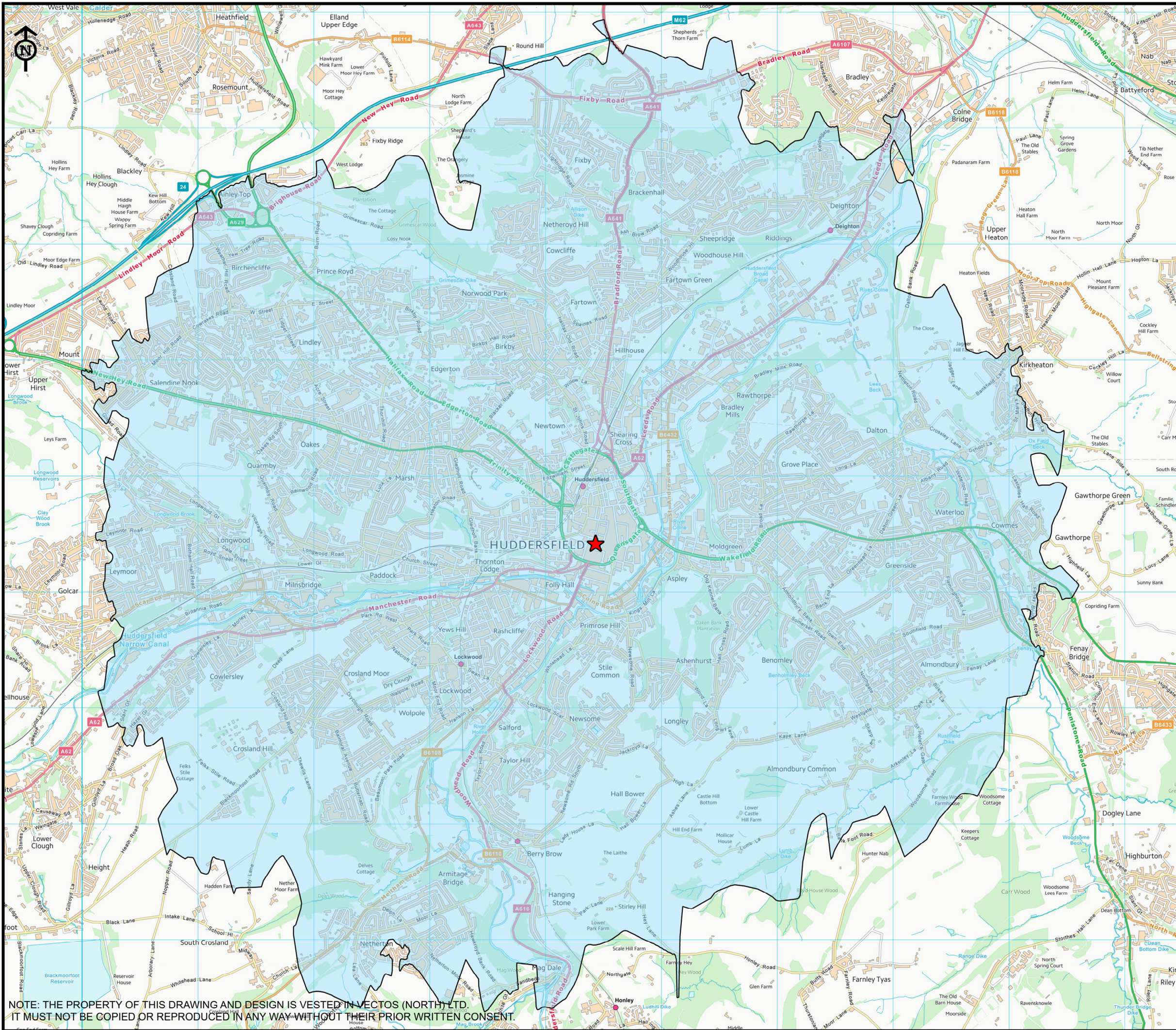


Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN91377-G102

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



Legend

- ★ Site Location
- 5km Cycling Catchment

This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
copyright and database right 2017.

CLIENT:
**Threadneedle Pensions
Limited**

PROJECT TITLE:
Ramsden House, Huddersfield

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: TA	CHECKED: ER	DATE: June 2019
--------------	----------------	--------------------



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN91377-G103

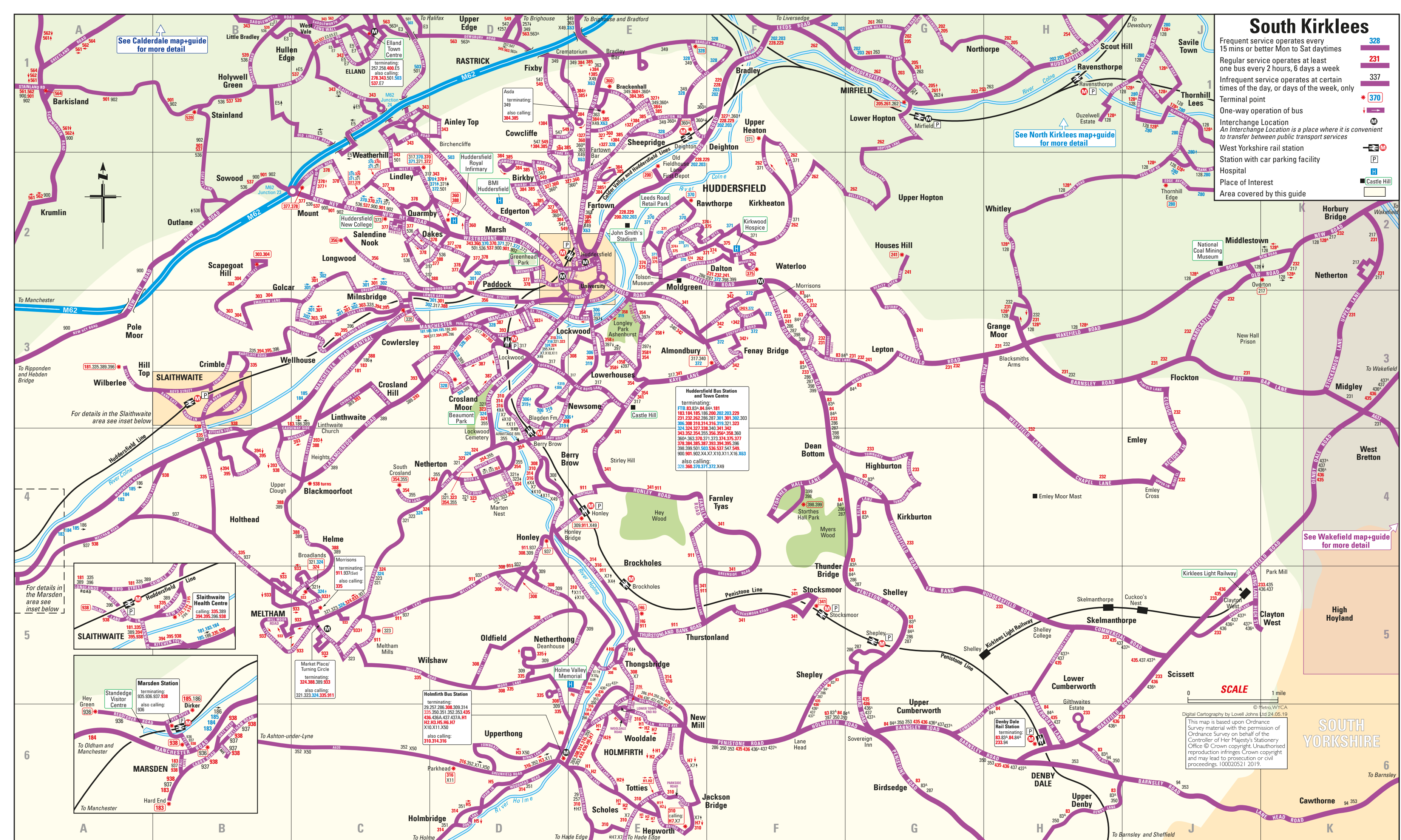
REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

APPENDICES

Appendix A

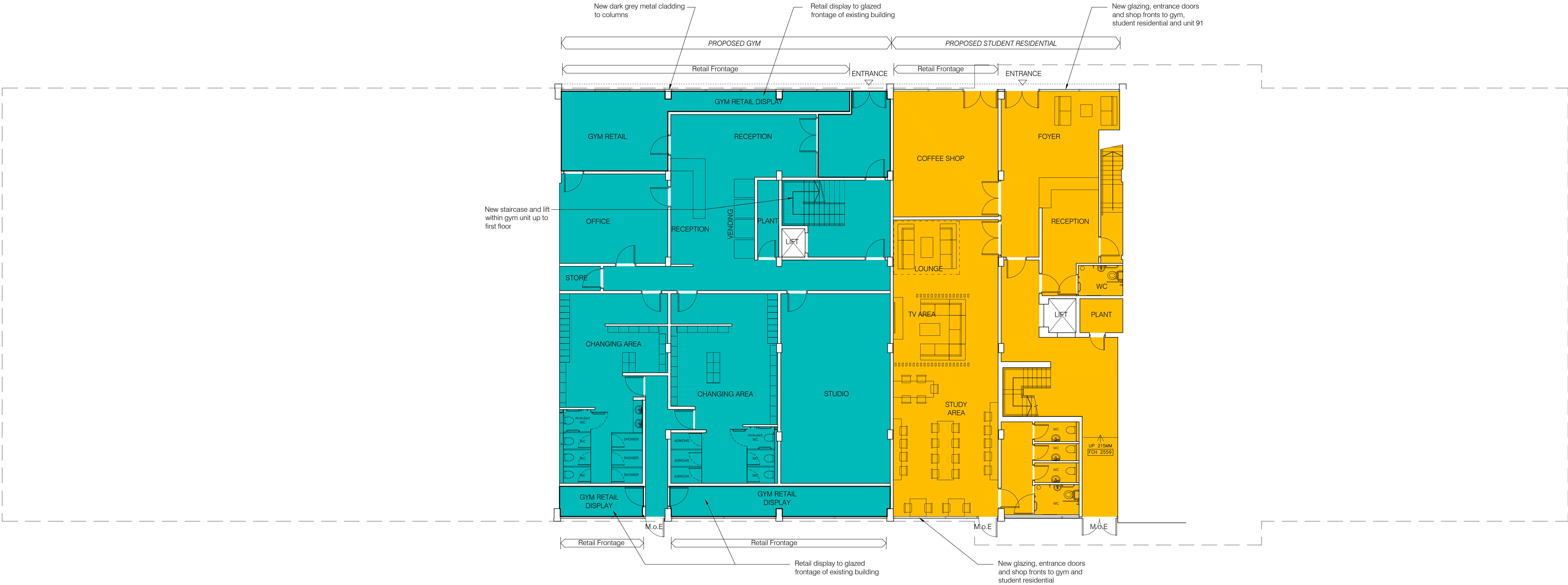
Huddersfield Bus Map



Appendix B

Proposed Ground Floor Layout

NOTES				
The contractor must check all dimensions, levels and services prior to commencement of any work. Box Architects to be notified of any discrepancy. Do not scale from drawing.				
The contractor is responsible for ensuring all works comply with all relevant statutory requirements and British Standards, whether or not they are noted on this drawing.				
This drawing remains the copyright of Box Architects, to be used solely for the project and information as filed. This drawing must not be copied without prior written permission.				
REV	DATE	DETAILS	DRAWN	CHECKED
A	12/06/2018	Title block amended, Ground floor plan amended, new gym, student lounge area and reception	RM	KE
B	30/11/2018	Retail frontage maximised and floor plans amended to suit	LH	KE



Proposed Ground Floor
Scale 1:100

CLIENT NAME

Threadneedle

PROJECT

Ramsden House
Huddersfield

TITLE

Proposed Plans
Ground Floor

STATUS

Approval

DATE

12/06/18

SCALE

1:100 @ A1

DRAWN

RM

CHECKED

KE

DRAWING NUMBER

(03) 21

REVISION

B

JOB NUMBER

758-01

LEEDS: 1 Foundry Square, Leeds, LS11 5DL 0113 244 1133

LONDON: 2 Angel Square, London EC1V 1NY 020 345 70835

www.boxarchitects.co.uk info@boxarchitects.co.uk

