

Kirklees Council

Kirklees Cultural Heart

Travel Plan Framework

Reference: CDT430201-ARP-XX-XX-RP-D-0002

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Ove Arup and Partners Ltd (Arup) has been commissioned by Kirklees Metropolitan Borough Council (Kirklees Council) to prepare a Travel Plan to support a planning application for the development of the Kirklees Cultural Heart (KCH) scheme in the centre of Huddersfield.

This Travel Plan Framework sets out the principles for travel planning for the KCH scheme with the detailed Travel Plan to be developed as the scheme progresses. The Travel Plan Framework reviews the current infrastructure available to access the site and sets out the site objectives, initial targets and the measures to be implemented to achieve the objectives, as well as providing a monitoring and review strategy and an action plan.

1.1 Importance of Travel Plans

Travel Plans are aimed at delivering sustainable transport objectives and providing a range of benefits to the community as a whole including:

- reducing congestion, peak time conflicts and car parking demand
- reducing energy use and harmful transport emissions
- facilitating improved public transport and improving accessibility, and
- contributing to the UNs Sustainable Development Goals (incl. good health and well-being, decent work and economic growth, sustainable cities and communities, responsible consumption and production and climate action)

Benefits to developments and their users include:

- releasing additional site capacity or capital by reducing requirements for car parking spaces and site maintenance costs
- reducing operating costs by introducing more efficient and sustainable transport options
- providing staff and visitors with a range of travel choices and information
- assisting staff recruitment and retention by encouraging improved accessibility and a wider range of travel choice
- supporting healthy workforce policies by offering healthier sustainable travel choices
- supporting Corporate Social Responsibility and Environmental Management Systems

2. Development Proposals

The KCH scheme planning description is provided below with the full description of the proposed development included in the Planning Statement which accompanies the planning application.

Demolition of the existing Piazza shopping centre, part removal of elements of Queensgate Market, and demolition/retention of service tunnels; with redevelopment of the site to form new public realm space (including public park and gardens, play areas, public square/outdoor event space); refurbishment and change of use of existing Queensgate Market Hall into new food hall (Use Class E (b) Sale of food and drink for consumption, mostly, on the premises); refurbishment and extension of existing library and art gallery building to form a new museum (Use Class F.1); change of use of part existing market hall building and extension to form a new public library (Use Class F.1); construction of new indoor event venue incorporating multi-storey car park below (Sui-Generis); erection of new public gallery building (Class F.2); and associated infrastructure on land and buildings at Queensgate Market, Huddersfield Library and Art Gallery, and Piazza (and The Shambles) Shopping Centre, Huddersfield

Construction of the proposed development is anticipated to commence in 2023 (following grant of planning permission) and be fully operational in early 2026.

2.1 KCH Development Proposals

The KCH scheme comprises a new performance venue, museum and food hall and relocation of the existing art gallery and library within the scheme. The scheme comprises:

- Museum = 5,726sqm GIA
- Art Gallery = 2,993sqm GIA
- Library (& Archive) = 4,784sqm GIA
- Venue = 7,705sqm GIA / 2,200 person maximum capacity
- Food Hall = 2,379sqm GIA
- Multi-Storey Car Park (MSCP) – 350 spaces
- Public Realm – flexible, inclusive, safe, green character, able to host up to 3,000 person event

The image below provides an extract of the masterplan with scheme drawings provided in Appendix A and more detail provided as part of the planning submission drawings and Design and Access Statement.

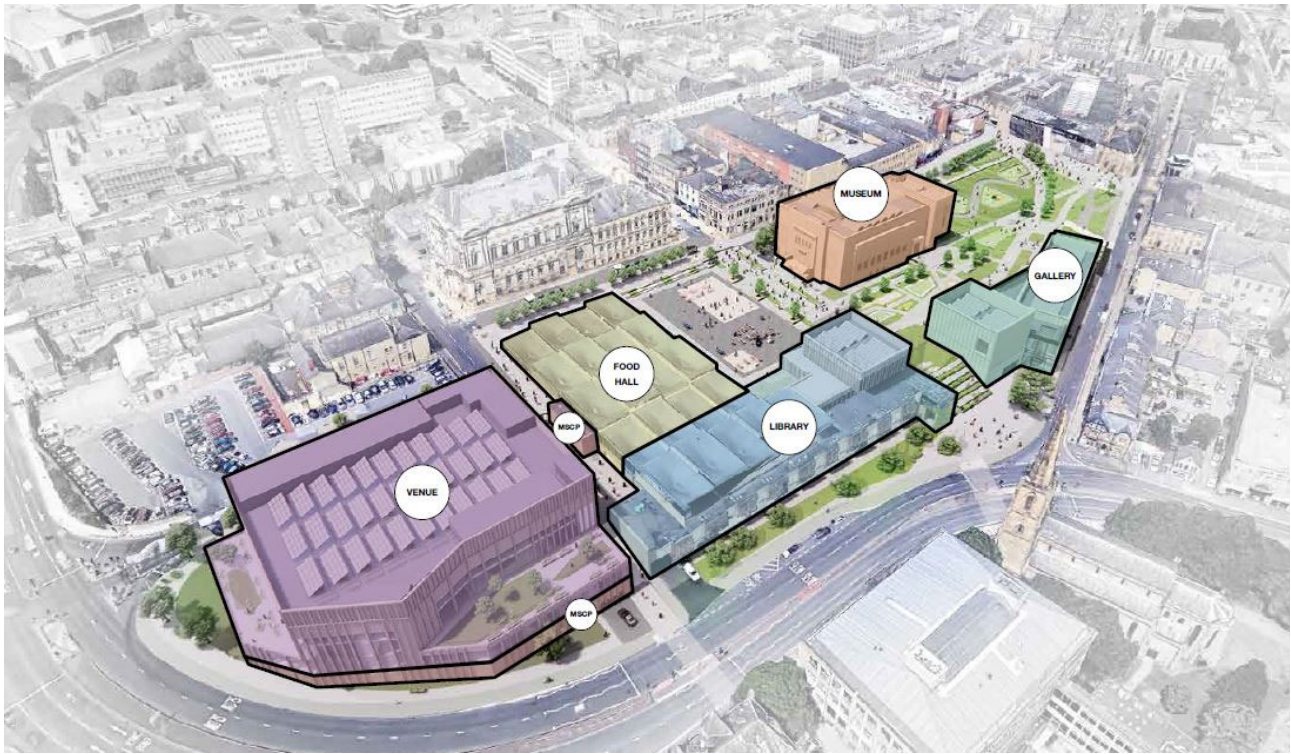


Figure 1: Site Masterplan (FCBS Architects)

The proposed Venue and multi storey car park (MSCP) are located to the south of the site bounded by Alfred Street to the west and the A62 Queensgate to the south and east. The proposed Library is located in the central section of the site bounded by the A62 Queensgate to the east with the proposed Food Hall and The Square (Outdoor Event Space) located immediately west. Peel Street provides the western boundary adjacent to the Food Hall and The Square. Further north, the proposed Museum is bounded by the pedestrianised Victoria Lane to the west and the proposed Art Gallery is bounded by Queen Street to the east. Areas of public realm (The Gardens, The Green and The Terraces) are located to the north of the site bounded by Queen Street to the east and the pedestrianised King Street and Victoria Lane to the north and west respectively.

2.2 Access Proposals

Access to the proposed development will be provided from the existing transport network surrounding the development site, as described below. The proposed development includes provision of a new 350 space MSCP with a new access junction from the A62 Queensgate to replace the former Markets car park accesses from Alfred Street and subway from Queen Street South.

2.2.1 Vehicular Access

Car Park Access

The proposed new MSCP will be provided to the south of the site, in the approximate location of the recently demolished Markets MSCP, bounded by Alfred Street to the west and A62 Queensgate to the south and east. 350 car parking spaces are proposed across three levels, including 35 accessible spaces (10%) and 70 spaces with access to electric vehicle charging points (20%). Parking for six motorcycles is provided at the MSCP Basement level.

The proposal is to provide a new traffic signal control junction with A62 Queensgate located to the north east of the car park at Lower Ground level. The A62 Queensgate will be widened to provide a right turn lane in for traffic accessing from the north and a left turn lane in for traffic accessing from the south whilst maintaining the current two through-lanes in each direction. The existing layby and bus stop on the A62 Queensgate northbound carriageway will be closed to enable this localised widening. The access proposals provided a left-turn only lane out of the car park, combined with the service tunnel exit route. This allows the

existing staggered-crossing across the A62 to be improved to a straight-across crossing with minimal impact. The new access proposals also provide improved crossing provisions for pedestrians and cyclists and ties into the active travel improvements promoted by the local authority. The car park access proposals are shown at Arup Drawing Ref CDT430201-ARP-XX-XX-SK-C-000006.

From the car park access at A62 Queensgate, short ramps down provide access to the parking areas on the Lower Ground floor level. From the Lower Ground level ramp access is provided down to the Basement level and up to the Mezzanine level. Within the MSCP, parking bays are provided in accordance with the local authority's standards and 6m one-way aisles enable cars to circulate.

In addition to the MSCP, nine existing accessible parking bays on Corporation Street are unaffected by the KCH scheme and are located in close proximity of the site. Separate Kirklees Council proposals for improvements along Queen Street are not affected by the KCH scheme and also include provision of additional accessible parking bays which will serve the site as well as the wider town centre.

Service Vehicle Access

The existing retained Lower Ground level tunnels will be re-used for servicing the KCH scheme as well as some continued servicing to existing retail premises located to the west of the site on the pedestrianised Victoria Lane. Separate service areas are provided in the tunnels for each building with lift access between the tunnels and buildings. Service vehicle access and egress is retained as currently with access / egress from Queen Street which is accessed from the northeast bound carriageway of the A62 Queensgate. Additional egress is provided directly on to A62 Queensgate at the existing tunnels egress to the south of the site and is included as part of the signal control egress for the car park. An additional catering and refuse service area are also provided adjacent to the car park access below the Venue. Vehicles will also access this area through the tunnels. Management of service vehicles will be undertaken to coordinate service vehicle entry / exit times and restrict movements at peak times when cars are leaving the car park.

In addition, a new service vehicle layby is provided on Alfred Street to enable direct access to the Venue for service vehicles involved in set up and take down of some events. The layby is 40m in length enabling access for up to two large articulated HGVs. It is anticipated that 1-2 vehicles will access the layby at any one time. Vehicles will arrive in the early morning to enable an event set up during the day and take down will be undertaken immediately after an event so that they laybys are occupied from approximately 08:00-10:00hrs and 22:00-0:00hrs.

Taxis

A new taxi rank is proposed on Ramsden Street immediately south west of the Museum and north west of The Square as shown on Drawing Ref CDT430201-ARP-XX-XX-SK-C-000002. The existing parking bay on Ramsden Street will be closed to enable provision of the taxi rank and Ramsden Street / High Street or Corporation Street could be used by taxis to filter into the rank.

In addition, it is noted that the separate Kirklees Council proposals for improvements along Queen Street, not forming part of the KCH proposal, include taxi ranking, which will serve visitors to the KCH scheme as well as the wider town centre.

Coaches

Parking for venue performers' tour buses / coaches will be provided in the tunnels area under the site. This will be accessed via the route used by service vehicles, comprising access from Queen Street and egress via A62 Queensgate.

On-street visitor drop-off and pick-up areas will be provided for events at the Venue as well as potential coach visitors to the Museum, Art Gallery and Library on the existing highway to the west of the site. It is proposed that coaches can drop-off and pick-up on the northern section of Peel Street as well as the new Alfred Street service layby when not required for service deliveries. Currently, the FTB stops on Peel Street (stop H2a) operating at 20 minute frequency from approximately 9:00-15:00hrs only, therefore after 15:00hrs the bus stop would be available for coaches. As noted above, the Alfred Street service bay will be used by HGVs in the early morning and late evening, therefore outside these times (daytime event drop-off / pick-up and evening event drop-off) it would be available to coaches. It is noted that coaches will not be able to pick-up from Alfred Street after an evening event, but that the Peel Street bus stops would be available as

there are limited evening bus services. Details of the arrangements will be developed with Kirklees Council Highways as the scheme proposals are progressed.

Coaches will not be able to layover in the town centre and will need to make alternative arrangements elsewhere. Details of this will be developed through the Events Management Plan.

Private Vehicle Drop-off / Pick-Up

Private vehicle drop-off and pick-up, including private hire taxis, will be undertaken on the existing highway to the west of the site, comprising Alfred Street, Princess Street, Corporation Street and Peel Street which provide access in the immediate vicinity of the site, while some drivers may wish to drop-off / pick-up at other locations a bit further from the site.

Emergency Vehicles

All areas of the site can be accessed by emergency vehicles. The surrounding highway network (Peel Street, Alfred Street, A62 Queensgate and Queen Street) provides direct access to all buildings. In addition, The Square (outdoor event space) will be accessible by emergency vehicles direct from Ramsden Street located on the western boundary of the site.

2.2.2 Public Transport

Access to the site by bus will be from Peel Street, as currently. The new areas of public realm will open up Peel Street with more attractive waiting areas provided.

As part of the car park access proposals the existing bus stop on Queensgate Q1 will close and buses (approximately 5 per hour) relocated to bus stop Queensgate Q2, approximately 200m to the east. It is noted that as part of the Council proposals to restrict traffic on Queen Street, the Free Town Bus will also be relocated to this stop.

2.2.3 Pedestrian and Cycle Access

Appendix A shows the landscape proposals for the site, showing areas of public realm, landscaping, pedestrian routes and cycle provision. The scheme comprises a number of areas of public realm to provide pedestrian permeability through the site; The Square to the south will provide a flexible space for Outdoor Events; The Gardens located centrally and The Green located to the north west of the site will provide level areas of green space and planting; and The Terraces to the north east will provide terraces of planting to accommodate the level change down to Queen Street. The proposals include a network of pedestrian routes through these areas, with high quality materials, planting, seating, lighting and CCTV providing attractive and secure environment for pedestrians.

The scheme will provide level access to all building entrances. Across the site, the provision of ramps, stepped routes with areas of rest and lifts provide accessible access and accommodate level changes.

Key pedestrian access points to buildings are:

- The corner of Alfred Street / Princess Street for the main entrance of the Venue
- from The Square for access to the Foodhall, Library and Museum and from The Gardens for access to the Art Gallery
- from A62 Queensgate and Queen Street for additional access to the Library and Art Gallery

Cycle access will be available from all routes surrounding the site, connecting with the wider cycle network, including to / from:

- the new two way cycle lane on the A62 Queensgate northeast bound carriageway,
- Queen Street which is to be redeveloped by Kirklees Council to restrict traffic and enhance access for pedestrians and cyclists.
- King Street and Victoria Lane which are Pedestrian Zones which restrict vehicular access but allow cycle access

- The High Street, Ramsden Street, Peel Street and Alfred Street routes which are identified as advisory cycle routes

Cycle Parking

A range of Cycle parking will be provided at a number of locations throughout the site, connecting with existing cycling networks for good connectivity to the surrounding town centre.

Secure and covered staff cycle parking will be provided within each individual building with provision of 1 space per 10 staff and include shower, changing facilities and lockers.

Visitors cycle parking will be located throughout the site, as shown on the layouts provided in Appendix A. For short stay cycle parking, a total of 70 'Sheffield' stands (140 cycle spaces) will be provided at six locations across the site including near each building and within the public realm. Of this provision, 5% of the cycle spaces will accommodate larger or adapted cycles.

3. Site Accessibility

This site assessment provides a ‘point in time’ overview of the site operations and the transport links serving the site. It describes the existing transport provision and identifies planned changes as a result of the KCH scheme. This information is to be reviewed periodically and updated, if necessary, to account for any changes and identify any additional issues.

3.1 Site Location

The KCH scheme site is located to the southeast of the town centre core within the Ring Road (A62 Castlegate / Queensgate / Southgate). The site is bounded by the vehicular routes of A62 Queensgate to the south east, Queen Street to the east, Peel Street and Alfred Street to the west, and the pedestrianised routes of King Street to the north and Victoria Lane to the west. The general KCH site location is shown in Figure 2 below with the redline boundary provided as part of the Masterplan drawings in the appendices.

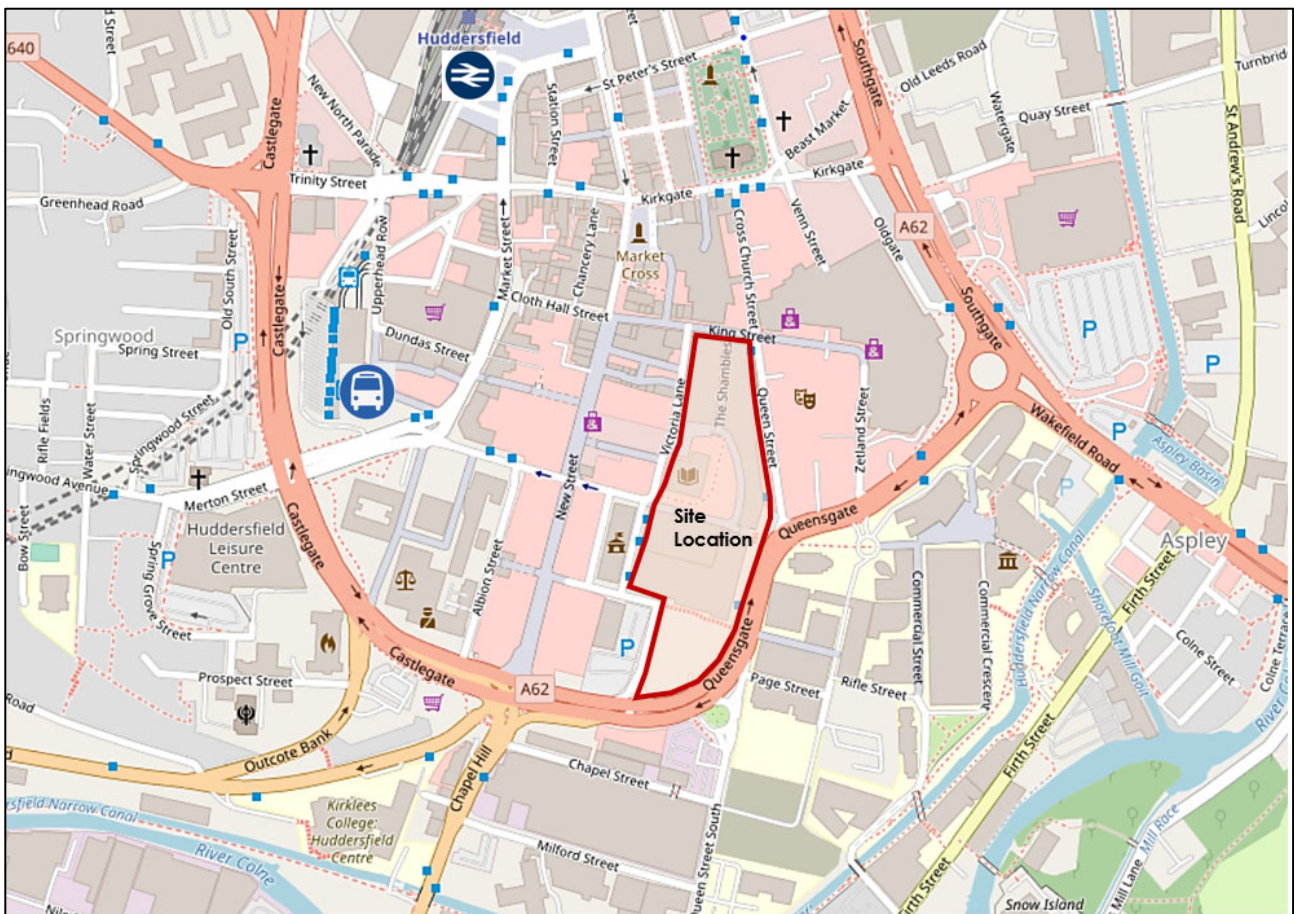


Figure 2: General KCH Site Location

The existing site is currently occupied by the Piazza Shopping Centre, Market Hall, Huddersfield Library and Art Gallery. There are a few small shops and an area of open space public realm fronting the entrance to the library and art gallery. The recently demolished multi-story car park is also located within the footprint of the scheme.

3.2 Surrounding Land Use

The KCH scheme site is located within the core of the town centre surrounded by town centre retail and cultural uses including the Kingsgate shopping centre, Town Hall, Lawrence Batley Theatre, Kirklees Council offices and Civic Centre.

3.3 Strategic Road Network

Several radial routes converge onto Huddersfield town centre's Ring Road. The radial routes include A616 Chapel Hill, Manchester Rd, A640 Trinity Street, A629 New N Road, A641 Bradford Road, A62 Leeds Road and A629 Wakefield Road. These provide access to the strategic road network, including to the M62 which runs in an east west direction approximately 4km north of Huddersfield for connections west to Manchester and north east to Leeds and Bradford.

3.4 Local Highway Network

Huddersfield town centre sits within in the A62 ring road with a number of radial routes providing connections to the surrounding area and strategic road network and local routes providing access into the town centre. Vehicular access to the town centre is limited with access provided from the ring road to car parks but through movements generally restricted, except for buses and taxis.

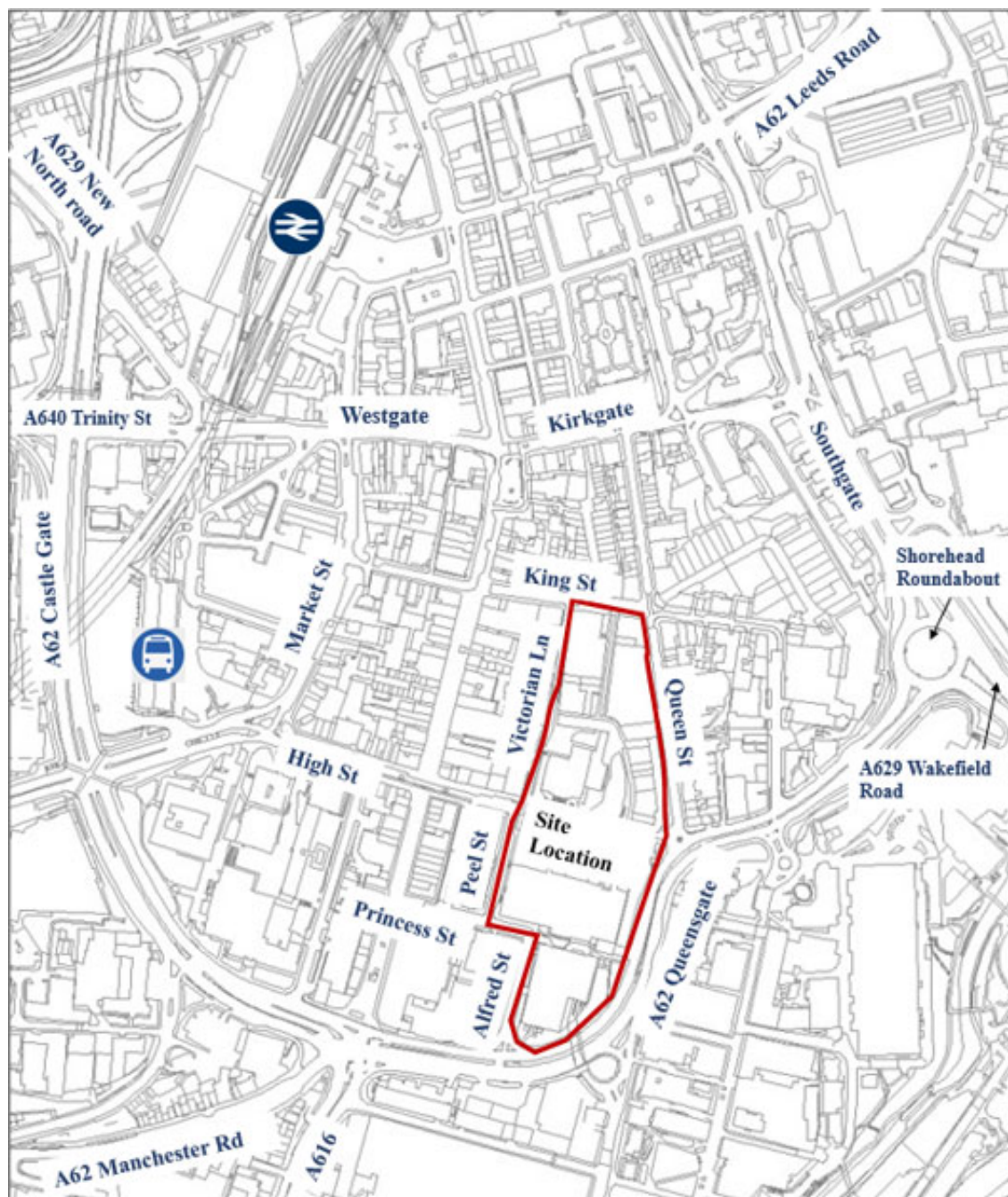


Figure 3: Local Highway Network

A summary of the key highway links in the vicinity of the site are provided below.

3.4.1 Key Links

A62 Queensgate

A62 Queensgate forms part of the ring road surrounding Huddersfield town centre. Along the south eastern site boundary, the A62 is a wide dual carriage way with two lanes of traffic in each direction widening to three lanes at key junctions. A shared route for cyclists and pedestrians is provided on the northern side of the carriageway and street lighting provided throughout the ring road. A 30mph speed limit applies with double yellow line 'no waiting' restrictions in place along this section of the ring road. It is noted that a Kirklees Council scheme for Queensgate, known as the 'Southern Corridor', will include improved active travel provision including a segregated two-way cycle lane to the north of the carriageway and improved crossings for pedestrians and cyclists.

Queen Street / Queen Street South

Queen Street runs in an approximate north south direction forming the eastern site boundary and connects with A62 Queensgate via a left in left out junction. Queen Street is a two-way single carriageway road with narrow footways on either side of the road. It is a straight road with good lighting and a speed limit of 20mph. On street parking, taxi ranks and bus stops are provided along Queen Street. It is noted that Kirklees Council are developing proposals for a scheme to restrict traffic movements on Queen Street and Cross Church Street to provide an improved environment for pedestrians and cyclists. As part of this separate scheme (ie not part of the KCH scheme) taxi ranks will be provided and the Free Town Bus stops relocated to Queensgate and Southgate.

Queen Street South runs in a north south direction to the south of the ring road. A roundabout and subway link under the ring road provided access to the former Markets Car Park, however the route has now been closed as the car park has been demolished.

Alfred Street

To the west of the site, the A62 Queensgate connects to Alfred Street via a traffic signal controlled junction which allows all movements except for the westbound right turn into Alfred Street. Alfred Street is a two-way single carriageway with 20mph speed limit, footways and street lighting. Alfred Street provides access to the adjacent Town Hall (Wilko) car park and further connects to Princess Street and Peel Street to the north. It is a key route for buses heading out of the town centre.

Peel Street

Peel Street accommodates one way traffic in a southbound direction and forms half of the western site boundary. Peel Street is a single carriageway road with 20mph speed limit and has wide footways on both sides of the road. Peel Street is a busy bus route with bus bays along its full length and three bus stops located on the eastern side.

Princess Street

Princess Street is a two-way single carriage way which runs in an east west direction connecting Alfred Street and Peel Street. In the vicinity of the site, Princess Street has footways, streetlighting and is subject to 20mph speed limit.

3.4.2 Key Junctions

There are a number of key junctions in the vicinity of the site, with major traffic signal control junctions on the ring road including the A62 / A629 Shorehead Roundabout to the east and the A62 / A616 / Manchester Road to the south west of the site. Local junctions of the A62 Queensgate with Albion Street, Alfred Street, Queen Street South, Queen Street and Zetland Street provide local access to the town centre, Huddersfield University and the Kingsgate Shopping Centre car park.

3.5 Vehicle Access and Parking

There is currently no car parking within the site and no vehicular access directly into the site. The A62 Queensgate, Peel Street and Alfred Street provide vehicular routes immediately surrounding the site. Service vehicles can access the basement area through the tunnels accessed from Queen Street and A62 Queensgate.

As part of the KCH scheme proposals a new 350 space MSCP will be provided with a new traffic signal control junction providing access from A62 Queensgate.

3.6 Existing Public Transport Provision

The public transport networks servicing the site are summarised below. Figure 2 and 3 shows the location of the rail station, bus station and majority of bus stops (blue squares) within the town centre.

3.6.1 Bus Services

Huddersfield bus station is located at Upperhead Row / Market Street approximately 350m west of the KCH site between Market Street and the Ring Road (A62 Castlegate) with vehicular access via Westgate / Henry Street and egress on to Market Street. The main pedestrian routes to the site are via High Street / Ramsden Street or King Street / Dundas Street which provide access to a significant number of local and regional services within an approximate 5 minute walk.

In the vicinity of the site, the nearest bus stops are located along Peel Street, Queensgate and Queens Street. These are described below.

- Peel Street (stops H2a, H3, H4) – the extents of Peel Street provides three southbound bus stops with six marked bays on the carriageway. At H3 and H4 shelters, bench seating and timetable information are provided. A pole with timetable information is provided at stop H2a for the Free Town Bus. Approximately 30 buses per hour stop on Peel Street during daytime hours.
- Queensgate (stop Q1) – a layby is provided on the eastbound carriageway with pole and timetable information only. Approximately 4-5 buses per hour stop on Queensgate during daytime hours.
- Queen Street – (stop C1, C2) – northbound stops are marked on carriageway and provide raised kerbs, a pole and timetable information for the Free Town Bus only. The Free Town Buses provides a town centre loop including the rail station, bus station and Kingsgate Shopping Centre. It runs from Mondays to Saturdays from 9:30hrs to 15:00hrs at an approximate 20-minute frequency.

A number of key bus routes operate in the town centre in the vicinity of the KCH site, including the Westgate / Kirkgate eastbound route, the Market Street northbound route, the High Street / Ramsden Street / Peel Street / Alfred Street southeast bound route and Queen Street northbound route. Within the town centre, routes including High Street and Westgate are restricted to general traffic to improve access for buses.

Table 1 below summarises local bus services operating from Peel Street immediately adjacent to the site (approximately 100-150m from the different building entrances). The services facilitate access to the site from a range of towns and villages surrounding Huddersfield, including Cleckheaton, Kirkheaton, Mirfield, Holmfirth, Honley, and Meltham. More frequent services operate at a 15-minute to 60-minute frequency, whilst less frequent services operate at a frequency of 2 to 7 per day. Approximately 4-5 services per hour operate in the evenings, after approximately 19:00hrs.

Table 1: Local Bus Services

No.	Operator	Route	Closest Stop	Frequency		
				Daytime M-F (per hr)	Evening (per hr)	Saturday (per hr)
181	First	Huddersfield - Wilberlee	H3	1	-	1
183	First	Huddersfield - Marsden Hard End	H3	1	-	1
185	First	Huddersfield - Marsden Dirker	H3	1	-	1

No.	Operator	Route	Closest Stop	Frequency		
				Daytime M-F (per hr)	Evening (per hr)	Saturday (per hr)
261	Arriva	Huddersfield - Cleckheaton	H3	2	-	2
262	Team Pennine	Huddersfield - Kirkheaton	H3	1	-	1
341	Ctplus	Huddersfield – Stocksmoor	H3	6 per day	1 service	6 per day
342	First	Huddersfield – Almondbury	H3	1	-	1
354	Ctplus	Huddersfield – Berry Brow - South Crosland	H3	4 per day	-	4 per day
355	Ctplus	Huddersfield – Netherton – South Crosland	H3	2 per day	-	2 per day
358	Team Pennine	Huddersfield - Ashenhurst	H3	4 per day	-	-
374	Ctplus	Huddersfield - Dalton	H3	4 per day	-	4 per day
375	Ctplus	Huddersfield – Dalton – Woodedge Avenue	H3	4 per day	-	4 per day
387	First	Huddersfield - Beaumont Park Circular	H3	1	-	1
393	Stotts coaches	Huddersfield –Blackmoorfoot	H3	1	-	1
306	First	Huddersfield - Taylor Hill Circular	H4	3	1	2
308	First	Huddersfield - Holmfirth	H4	2	1	1
310	First	Huddersfield - Hepworth	H4	2	-	1
314	First	Huddersfield - Holme	H4	1	-	1
315	South Pennine Community	Huddersfield - Honley	H4	3 per day	-	-
316	First	Huddersfield - Parkhead	H4	1	1	1
319	Team pennine	Huddersfield – Newsome & Berry Brow	H4	3	-	3
321	Team pennine	Huddersfield – Netherton & Meltham	H4	2 per day	-	-
323	First	Huddersfield - Marten Nest Circular	H4	7 per day	-	5 per day
324	First	Huddersfield - Meltham	H4	4	1	4
181	First	Huddersfield - Wilberlee	H3	1	-	1

Overall, there is considered to be very good accessibility from the site to bus services, with a 29.34 Public Transport Accessibility Level (PTAL) score calculated demonstrating high accessibility (level 6a). A range of destinations are served throughout the day from bus stops on Peel Street immediately adjacent to the site with other destinations served from the bus station a short walk from the site. These provide access to a significant number of local and regional services. Pedestrian routes to the bus station are through the town centre with high quality footways, crossing provision and street lighting provided. The Free Town Bus also provides regular day time connections to the rail station. It is noted that there are limited evening bus services from Peel Street (4-5 per hour) but additional services from the bus station are available.

3.6.2 Rail Services

Huddersfield Rail Station is located to the northwest of the town centre at St George's Square, approximately 500m northwest of the site as shown on Figure 2 and 3. This provides access to a range of local, regional and national rail services, including frequent services to Leeds, Manchester, Hull, Sheffield, Newcastle, Liverpool and Bradford. Table 2 below provides a summary of the key destinations and service frequencies.

Table 2: Rail Services

Rail Company	Destinations and Approx. Frequency
TransPennine Express	Hourly to Leeds
Northern	Hourly to Bradford Interchange
TransPennine Express	Hourly to Redcar Central via York**
TransPennine Express	3/hr to Manchester and 1/hr extends to Manchester Airport
TransPennine Express	Hourly to Manchester Airport
TransPennine Express	Hourly to Hull**
Northern	Hourly to Sheffield
TransPennine Express	Hourly to Newcastle**
TransPennine Express	Hourly to Liverpool

**trains also pass through Leeds adding to frequency of services to Leeds

Huddersfield Rail Station is a Category B1 station, meaning step-free access is provided between the station entrance and all platforms. The facilities listed below can be found at the station. This highlights that there is parking provision for travellers accessing the station by bike and car (20 and 120 spaces respectively).

<ul style="list-style-type: none">Sheltered cycle storage (20 spaces)Free station car park with 120 standards spaces6 accessible spaces with step-free access coverage and ramp for train accessSelf-service ticket machines	<ul style="list-style-type: none">Customer help point on platformCCTVPayphonePublic Wi-Fi
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Overall, there is considered to be very good accessibility from the site to rail services, with regular trains to a number of destinations which contributes to the high PTAL score noted above. The rail station is located within an approximate 5 to 10 minute walk from the site and is accessed through the town centre where there is good surveillance, street lighting, footways and crossing provision. The rail station provides a range of facilities for access for drivers, cyclists and pedestrians and provision is made for disabled users.

3.7 KCH Proposals for Public Transport

The site is very well located for connections by bus and rail services, with bus stops on Peel Street immediately adjacent to the site, providing access to over 30 buses per hour during the day to a range of destinations, including Marsden, Ashenhurst, Oldham, Cleckheaton, Almondbury, Holmfirth, Hepworth, Berry Brow, Netherton and Honley. Both the main bus and rail station are located within approx. 5-10 minute walk, providing access to a range of local and regional destinations. Limited public transport improvements are therefore proposed for the scheme as staff and visitors will make use of the existing service provision.

Access to the site by bus will be from Peel Street, as currently. The new areas of public realm will open up Peel Street with more attractive waiting areas provided.

The provision of signing and wayfinding will assist visitors in walking to/from the bus and rail station.

3.8 Existing Cycling Connectivity

Cycling has the potential to substitute short-to-medium car trips (particularly within a 5km distance¹), and to form part of a multi-modal journey with local public transport services. As shown on Figure 4, the majority of the Huddersfield urban area and some more rural areas are located within 5km of the site, including Lindley, Leymoor, Honley, Almondbury, Kirkheaton and Brackenhall.

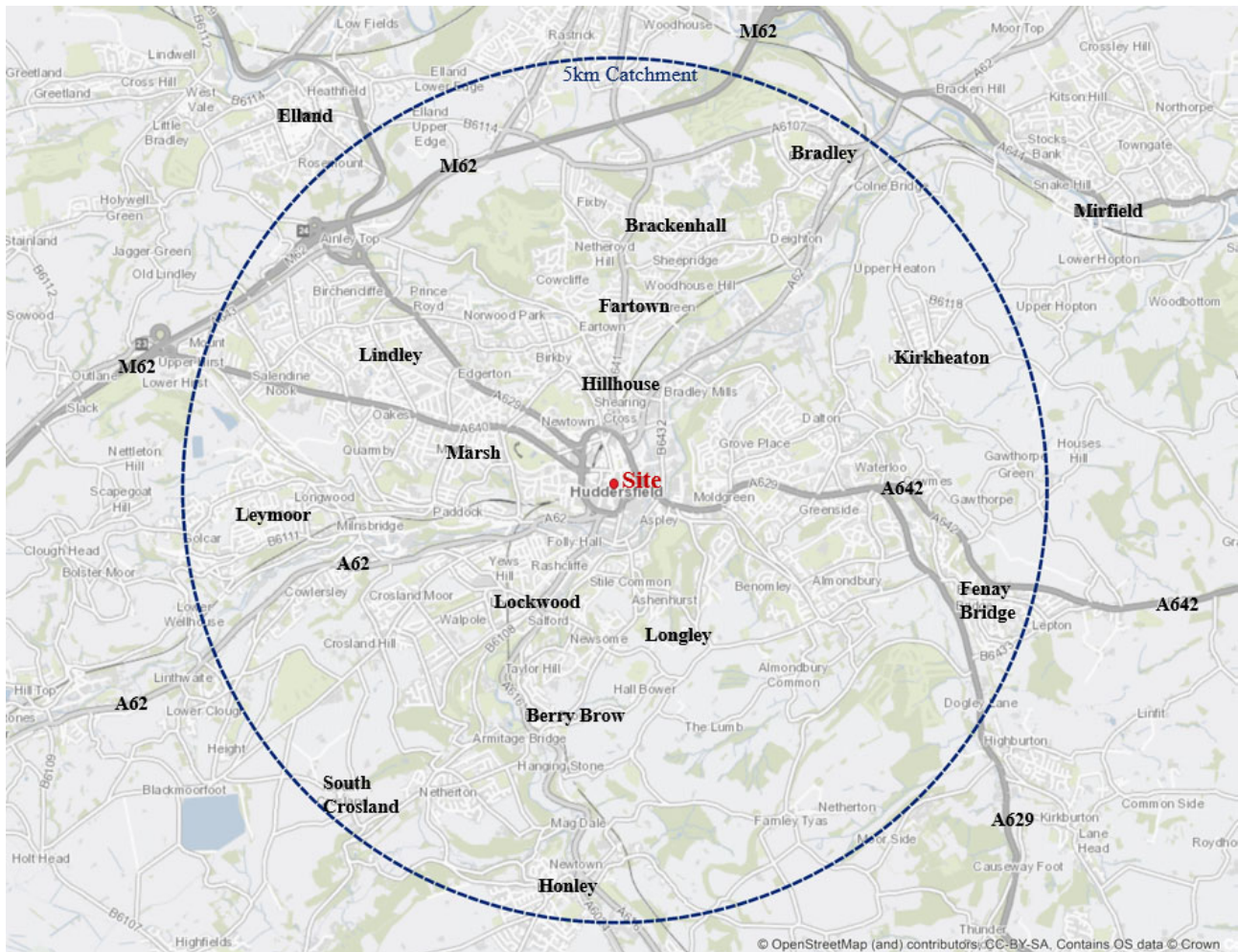


Figure 4: 5km Cycling Catchment

A number of cycle routes and cycle parking facilities through the town centre are identified in the Huddersfield Cycle Map, updated in 2020. An extract of the map covering the town centre is provided in Figure 5. This shows that the site is served a variety of recommended cycle routes provide good access to a range of destinations within the town centre and beyond. Major cycle routes near the site include:

- advisory cycle routes along High Street, Peel Street and Alfred Street including cycle lane provision on High Street
- segregated path adjacent to Queensgate to the southeast of the site (traffic free path) connecting to Queens Street (signed cycle route)
- signed cycle route on Queen Street and Westgate / Kirkgate; and
- advisory cycle routes on Market Street, High Street and Dundas Street.

Additional facilities include contraflow cycle provision and turning provision for cyclists only. Several toucan crossings facilitate travel between areas outside of the ring road and the town centre. The crossing point nearest the site is located at the Queen Street / Queensgate junction southeast of the site.

¹ Sustrans, 2005 Travel Behaviour Research Baseline Survey 2004: Sustainable Travel Demonstration Towns

Cycle parking near the site is provided on Queen Street (2 Sheffield stands) and at Huddersfield Library (6 Sheffield stands).

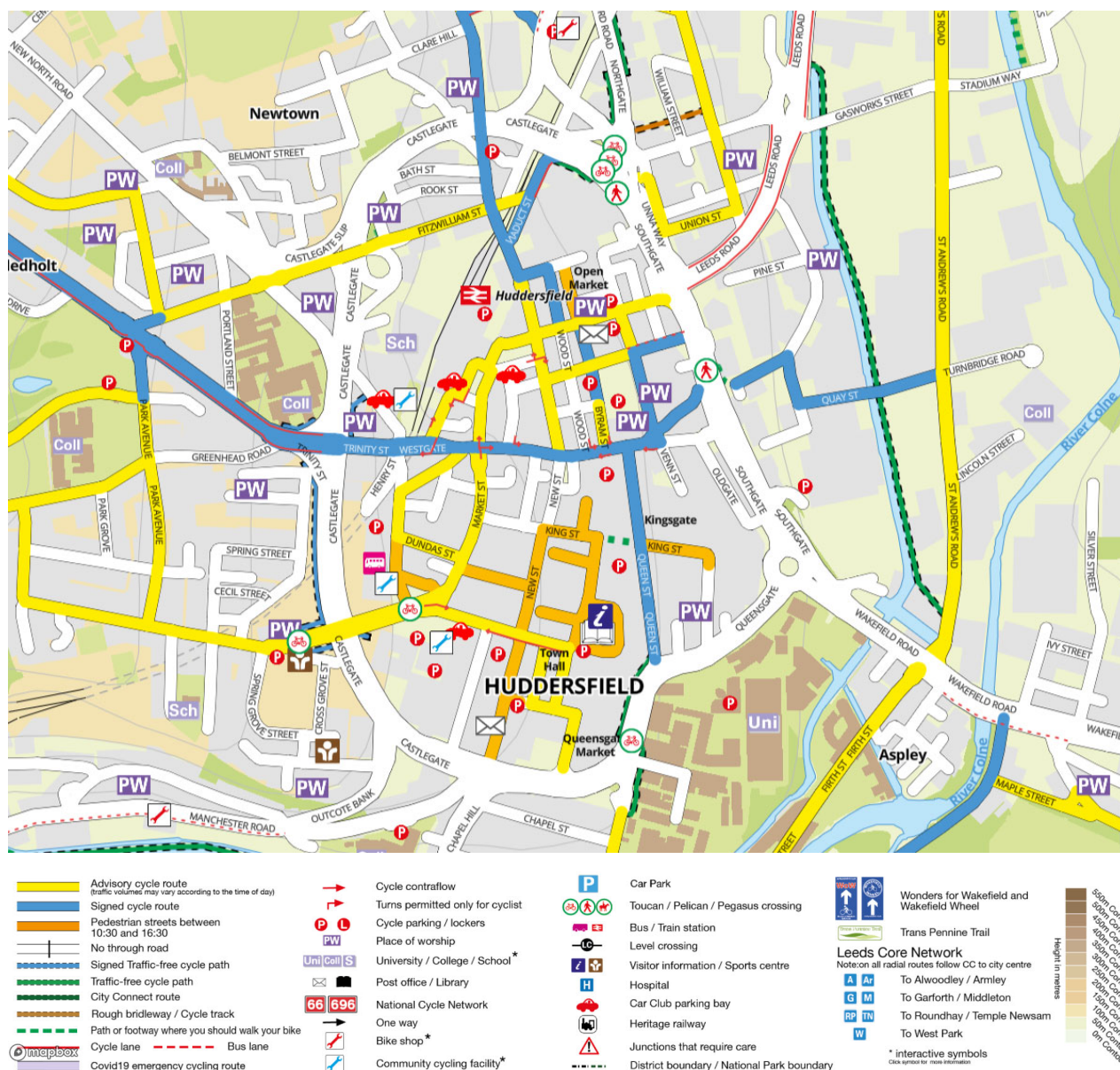


Figure 5: Cycle Map – Huddersfield Town Centre Extract (Source: Kirklees Council)

3.9 Existing Pedestrian Connectivity

Walking has the potential to substitute short-to-medium car trips (particularly within a 2km distance²), and to form part of a multi-modal journey with local public transport services. A large part of the urban area of Huddersfield is within 2km of the site including the town centre, bus and rail stations, Huddersfield University and Kirklees College, retail areas to the south, commercial areas to the south and east and surrounding residential areas including Greenhead, Primrose Hill, Rawthorpe and Bikby. It is noted that the relatively hilly terrain may, however, discourage some people from walking.

A review of the existing pedestrian facilities within the vicinity of the site shows the site to be very well connected for access on foot. Due to the town centre location, the pedestrian infrastructure in the vicinity of the proposed development is of a high quality. Wide footways can be found on both sides of local roads, and a range of crossing infrastructure and facilities are provided at key junctions, including dropped kerbs and

² Sustrans, 2005 Travel Behaviour Research Baseline Survey 2004: Sustainable Travel Demonstration Towns

signalised pedestrian crossings. The nearest signalised crossings are provided over the ring road at Queensgate, to the southeast of the site.

In the vicinity of the site, New Street, King Street and Victoria Lane are all pedestrianised (with permit and loading access from 16:00-10:00hrs). On the north-western boundary of the site, the pedestrianised Victoria Lane connects King Street to Market Street for access to / from the Bus Station to the west, the Rail Station to / from the northwest and Kingsgate Shopping Centre to / from the east. To the south of Victoria Lane, High Street has wide footways providing good connections with New Street and Market Street and connections to / from the Bus Station. The pedestrian areas use a range of materials including paving stones and brick setts. Lighting is provided as well as a range of street furniture including seating and planting.

Throughout the town tactile paving and dropped kerbs facilitate access for mobility impaired users and those with buggies. Audible and tactile features are provided at pedestrian crossings for users with visual impairments.

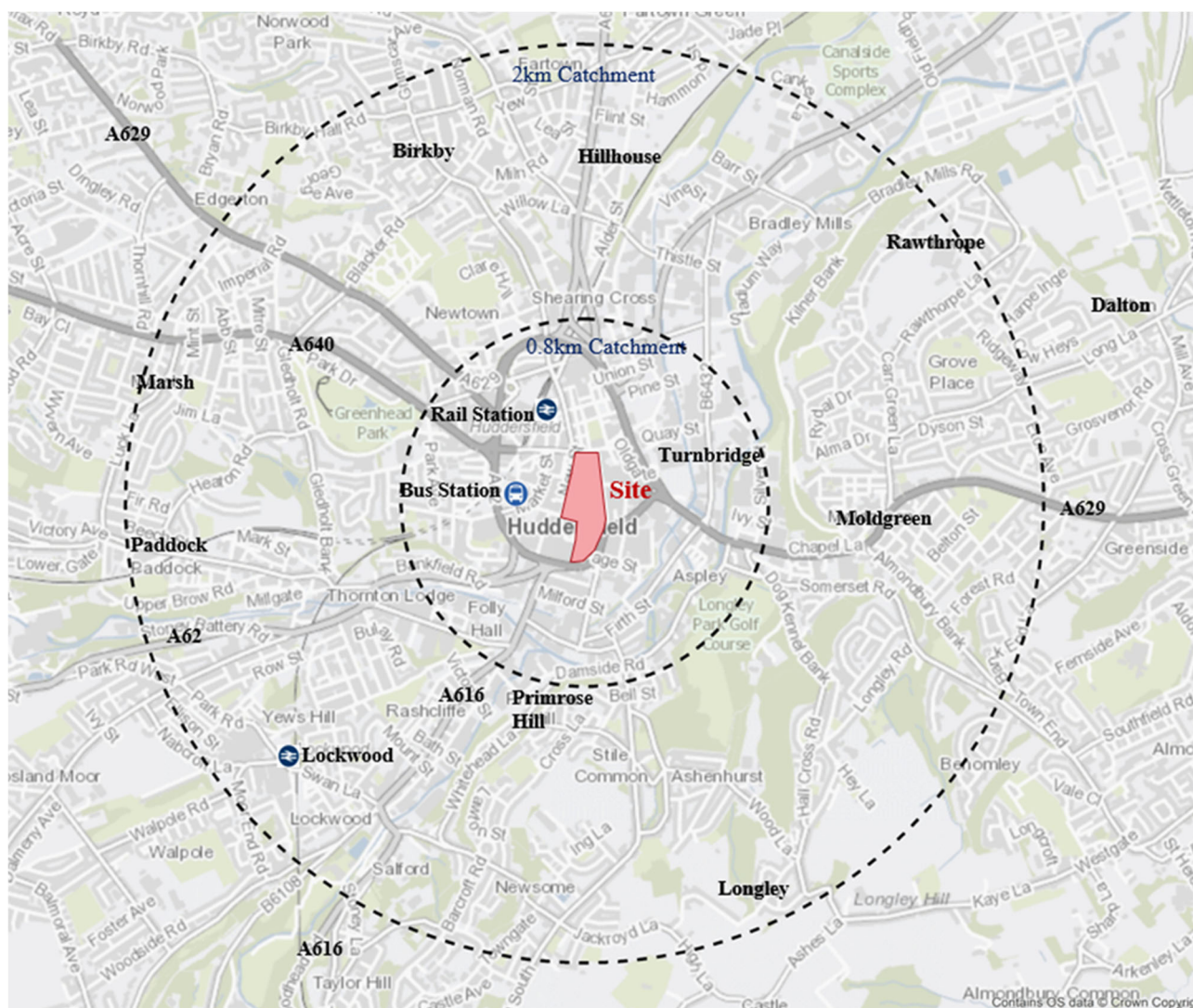


Figure 6: 0.8km and 2km Walking Catchment

3.9.1 Access to Amenities

Table 3 below provides a summary of amenities and their proximity to the KCH site. Individual amenities have been identified but where there are multiple amenities in close proximity, these have been grouped together. Overall, there is good access to amenities to / from the site. As identified, there is a large range of amenities within the town centre and located within 500m of the site, however some amenities such as outdoor open space, schools and GP provision are located slightly further from the site. However, the KCH scheme includes significant amounts of new public realm and GP and schooling provision is not considered to be a high priority for this type of development.

Table 3: Amenities within 500m of the site

Amenities	Provision	Distance (m)
Appropriate food outlet	Multiple outlets at Kings St	170
	The Rock Café	40
	Café Society	27
Access to cash	Sainsbury's Bank ATM Market St	300
	Sainsbury's Bank ATM Southgate	500
Access to an outdoor open space	Greenhead Park	950
Access to a recreation or leisure facility for fitness or sports	KAL Huddersfield Leisure Centre	500
	HD1 Fitness Clinic Ltd	600
Publicly available postal facility	Huddersfield Post Office	170
Community facility	Huddersfield Art Gallery	74
	DAI Hall	150
Over the counter services associated with a pharmacy	Huddersfield Pharmacy	270
Public sector GP surgery or general medical centre	The Whitehouse Centre	850
	University Health Centre	750
Childcare facility or school	Spring Grove Junior Infant & Nursery School	700

3.10 Active Travel Improvements

Unrelated to the KCH scheme, Kirklees Council have plans to provide improved pedestrian and cycle infrastructure through a number of schemes. Works are currently underway to implement a scheme along the A62 Leeds Road corridor to the north east of the town. Additional schemes include works to A62 Queensgate and Queen Street which will be developed alongside the proposed KCH scheme access proposals.

3.11 KCH Proposals for Active Travel Improvements

Pedestrian and cycle improvements proposed as part of the scheme (as set out within the Design and Access Statement) will connect with existing cycle and pedestrian networks for excellent connectivity to the surrounding town centre, nearby bus stops and routes to the bus station and rail station.

The KCH scheme comprises a number of areas of public realm to provide pedestrian permeability through the site. The proposals include a network of pedestrian routes through these areas, with high quality materials, planting, seating, lighting and CCTV providing attractive and secure environment for pedestrians. The scheme will provide level access to all buildings and ramps, stepped routes with areas of rest and lifts also proposed to provide accessible access and accommodate level changes across the site.

Routes will link to the new MSCP but also connect with town centre routes to nearby car parks. Proposals aim to integrate the site with Kirklees Council schemes for pedestrian and cycle improvements on A62 Queensgate and Queen Street.

Pedestrian and cycle access to the site will be provided from vehicular routes surrounding the site including Peel Street and Alfred Street to the west, Queensgate to the south and east, Queen Street to east. These routes are generally lightly trafficked and include wide pedestrian footways as well as crossing provision and

lighting to provide very good pedestrian and cycle access into the site. Kirklees Council proposals for A62 Queensgate include new footways, cycleways and crossings will be incorporated into the car park access proposals and improve access to / from the south east of the ring road. The pedestrianised routes of King Street and Victoria Lane also provide traffic free access into the site. Separate Kirklees Council proposals for Queen Street aim to restrict traffic movements and provide an improved environment for pedestrians accessing the site.

A signing and wayfinding scheme will be implemented to assist visitors in finding their way to / from and within the scheme. This will highlight routes to the bus and rail station as well as key car parks surrounding the site.

Cycle Parking

A range of Cycle parking will be provided at a number of locations throughout the site. This will include secure and covered staff parking provided within each individual building as well as ‘Sheffield’ stands located at a number of locations throughout the site for short stay cycle parking. This will provide cycle parking for the scheme but also be available for other people coming to the town centre.

4. Travel Plan Objectives and Responsibilities

4.1 Travel Plan Aims

The purpose of this Travel Plan is to promote sustainable travel and minimise the impact of the development on the local and strategic highway networks. The Plan will be aimed at staff and visitors travelling to the site.

The Travel Plan is a dynamic and working document that will grow and develop with time and in accordance with the changing circumstances of the development.

4.2 Travel Plan Objectives

The overall objectives of the Travel Plan are to:



Encourage mode shift towards sustainable travel choices including walking, cycling and public transport



Increase staff and visitor awareness of the environmental and health implications of different travel choices



Encourage a reduction in car dependency, particularly single occupancy journeys for staff



Work towards reducing the operational impact of the site on the environment

4.3 Roles and Responsibilities

To be successful, travel planning should involve as many site users as possible. While it is difficult for visitors to get directly involved, to encourage staff to think about and change their travel behaviour it is important that they feel involved in the travel planning process rather than feeling that it is something that has been imposed upon them.

Given the scale of development, there is a requirement for Travel Plan coordination. As the scheme is comprised of separate components, some of which are to be operated/managed by the Council and others by an appointed operator, the manner in which travel plan coordination will take place is not yet confirmed. It is clear that the coordination can be achieved in a variety of ways, and this will be confirmed with the LPA prior to uses commencing on the site.

4.3.1 Travel Plan Coordinator

As noted above there are a variety of ways in which travel plan coordination will take place which have yet to be confirmed. A Travel Plan Coordinator or Coordinators will be appointed prior to occupation of the site.

The Travel Plan Coordinator (TPC) or Coordinators will be responsible for overall delivery of the travel plan targets and agreeing appropriate mitigation measures where necessary. The responsibilities of the TPCs will be as follows:

- implementation and day-to-day running of the Travel Plan, demonstrating full commitment and enthusiasm towards it
- organisation of / participation in the Travel Plan Steering Group (see section below)
- coordination with partner organisation representatives

- undertaking monitoring consistent with the agreed framework (see section 0), and ensuring that the results are communicated to the Kirklees Council
- communicating the Travel Plan across the site (including promotion of the benefits of travel planning), acting as a point of contact for staff and visitors requiring information, and updating information as required
- periodically reviewing the Travel Plan and updating the document as necessary
- liaising with appropriate third parties, such as WYCA and public transport operators; and
- organisation of meetings of various working groups.

4.3.2 Travel Plan Steering Group

Following implementation of the Travel Plan, the TPC will set up and manage a Travel Plan Steering Group, which will comprise of individual building representatives and staff representatives. Additional members of the Steering Group may include other stakeholders that have an interest in the delivery of the Travel Plan, for example, local bus operators and WYCA.

The Steering Group will meet at least on an annual basis and within one month of the completion of travel surveys to:

- agree any changes to monitoring framework if required for use in determining the extent to which the Travel Plan targets have been met
- discuss the results of the monitoring and the extent to which the existing Travel Plan measures have achieved the targets
- agree a set of action plans, further mitigation measures and the timescales for implementation such that the Travel Plan targets are achieved, should monitoring identify that this is necessary; and
- agree future targets (once initial targets have been met).

4.3.3 Working Groups

Establishment of working groups will enable staff to participate in the Travel Plan process. This will comprise groups for users of specific modes such as a cyclists' group or a motorcycle user group and can be across the multiple building uses. The groups will be chaired by an appropriate person and outcomes reported back to the Travel Plan Coordinators.

5. Travel Plan Measures

Table 4 4 below sets out a range of measures to be implemented to encourage sustainable travel amongst staff and visitors travelling to and from the site.

Table 4: Travel Plan Measures

Ref.	Measure	Objective				Target User	Timescale
	Site Design / General / Promotion	1	2	3	4		
SD1	Scheme design to include a network of pedestrian routes through the public realm connecting with existing external routes.	•	•	•		All	Construction
SD2	Provide high quality, sheltered and secure long- and short-stay cycle parking – close to building accesses. Cycle parking to include for non standard cycles.	•		•		All	Construction and on-going
SD3	Provision of changing rooms, showers and lockers for staff	•	•	•		Staff	Construction
SD4	Public realm to include high quality material, benches/seating and planting to provide an attractive environment for all users. Signage and wayfinding to assist user. Lighting and CCTV include to provide a safe environment.	•	•	•		All	Construction
SD5	Scheme to include high quality and clear branding to help promote sustainability. This will be on site as well as through any marketing material.	•	•	•		All	On-going
SD6	Promotion of the Travel Plan and general travel information will be provided on information boards / screens within each building and on Kirklees Council, Venue or other websites.	•	•	•		All	On-going
	Walking and Cycling	1	2	3	4		
WC1	Promote the health benefits of walking and cycling	•	•	•		All	On-going
WC2	A map showing pedestrian routes serving the site, to be displayed on Travel Plan Information Boards and the Travel Plan webpage (where appropriate)	•		•		All	Within six months of occupation
WC3	Provide information to promote safe bike routes, cycling maps and route advice. Provide details of nearby cycle shops and those potentially offering discounts.	•	•	•		All	Within six months of occupation
WC4	Provide details of third party walking and cycling organisations	•	•	•		All	Within six months of occupation
WC6*	Partake in public awareness initiatives – both national and local e.g., National Walking Month, National Walk to Work Day/Week, National Bike Month and National Bike to Work Day/Week, etc.	•	•	•		All	Within six months of occupation
WC7*	Promote a Cycle to Work scheme (Kirklees Council Cyclescheme / DfT)	•	•	•		Staff	On-going
WC8	Promote existing on-site shower / changing / locker facilities	•		•		Staff	On-going
WC9	Promote cycle training to improve employees' cycling ability, safety awareness, and confidence in bike maintenance and minor repairs.	•		•		Staff	Within one year
WC10*	Consider mileage allowances for active sustainable travel options (e.g., cycling)	•		•		Staff	Within six months of occupation

Ref.	Measure	Objective				Target User	Timescale
WC11	Establish Walking / Bicycle User Group to provide a regular forum for discussion and to provide feedback to TPC	•	•	•		Staff	Within six months of occupation
WC12	Explore feasibility of offering discounts on cycling equipment, possibly in collaboration with a local or national retailer	•		•		Staff	Within six months of occupation
	Public Transport						
PT1	Undertake consultation with local bus operators to discuss potential initiatives to increase bus patronage amongst staff / visitors	•		•	•	All	On-going
PT2	Provide a map showing local bus stops, bus station and rail station as well as routes and timetable information, to be displayed on Travel Plan Information Boards and the Travel Plan webpage (where appropriate)	•		•		All	Within six months of occupation
PT3	Provide information on walking / cycling routes and journey times between the site and the nearest bus stops as well as bus and rail station	•		•		All	Within six months of occupation
PT4	Promote use of the Free Town Bus between the rail station and site to staff and daytime visitors	•		•		All	On-going
PT5*	Raise awareness of public transport ticketing schemes / initiatives for Council employees (such as season ticket loans)	•		•		Staff	Within six months of occupation
PT6	Establish a Bus user forum to identify issues and feedback	•	•	•		All	Within six months of occupation
	Reducing Car Travel/Carbon Emissions						
RC1	Consider sustainability of delivery vehicle fleet and seek to encourage more sustainable modes where possible and appropriate e.g., e-cargo bikes	•		•	•	Occupiers	On-going
RC2	Review travel information provided to staff and visitors on websites to ensure emphasis is on sustainable travel options and not private car. 'Consider car last' in travel options information	•	•	•	•	All	Within six months of occupation
RC3	Provision of electric vehicle charging facilities and monitor usage/demand				•	All	On-going
RC4	Partake in public awareness initiatives – both national and local e.g., car-free days or National Clean Air Day	•	•	•	•	All	Within six months of occupation
RC5*	Promotion of Huddersfield car sharing schemes (enterprise car club / west Yorkshire car share scheme / liftshare.com)			•	•	Staff	On-going
RC6	Offer personalised travel planning sessions – offer advice on personal safety and preferred routes	•	•	•	•	Staff	Within six months of occupation
RC7*	Promote flexible working practices, including variable start/finish times, teleconferencing and remote working where appropriate				•	Staff	On-going
RC8*	Consider the provision of Pool vehicles for staff	•			•	Staff	On-going
RC9*	Occupiers to join the West Yorkshire Travel Plan Network (Kirklees Council / Venue operator)	•	•	•		Staff	On-going

Kirklees Council currently implement a range of Travel Planning measures across their offices. Council employees at the Museum, Art Gallery and Library will have access to the measures in accordance with measures being implemented at the time. A summary of Kirklees Council current measures is provided below, and measures identified with a * in the table above:

- Cycle to work salary sacrifice scheme – available to staff via Cyclescheme
- Staff can claim cycling mileage allowance
- Pool MetroCards for bus and rail in West Yorkshire for journeys made for work purposes can be purchased by individual services for their staff (dependent on the travel needs of the service).
- Corporate MetroCard - A Corporate MetroCard is an annual ticket purchased by an individual member of staff for personal, commuting and/or business travel by bus or rail. Council staff are currently entitled to a discount on an annual Corporate MetroCard and payments can be spread throughout the year through interest free salary deductions.
- Metro journey planner Plan a journey | Metro (wymetro.com)
- Pool vehicles for journeys made for work purposes – available to staff (not EVs in the town centre though currently, only at Flint St)
- Car Club – bays at Civic Centre 1, St Georges Square, and new North Parade. Enterprise Car Club - automated daily and hourly car rental across the UK
- Hybrid and virtual working arrangements determined on a service-by-service basis where appropriate
- Green Employee Network available for staff to join to encourage greener behaviours and carbon reduction
- The Council is a member of WYCA's Travel Plan Network and undertakes an annual staff travel survey
- Promotion of local and national events, e.g. Cycle to Work Day, Cycle September

6. Targets, Monitoring and Review

6.1 Staff and Visitor Mode-Share Targets

The aim of the Travel Plan is to minimise trips to the site by car, particularly single occupancy car journeys, and to promote travel by public transport, walking and cycling. The setting of sustainable travel targets will provide a benchmark against which the progress of the Travel Plan can be measured.

The nature of the development means that the mode shares will be different between staff and visitors to the scheme. Staff will be travelling in on a daily basis and likely on their own, while visitors will be travelling on an occasional basis and likely in groups. Mode shares will also be different for those visiting during the day and those coming for evening events. Separate targets should therefore be set for staff and visitors. The mode shares within the Transport Assessment set out the total mode share and do not differentiate between staff and visitors. It will therefore be important to undertake travel surveys (see below) to understand the separate mode shares and enable more specific targets to be identified.

At this stage, the initial targets for the Travel Plan will be to maintain traffic generation at or below the levels set out in the Transport Assessment. These targets should ideally be achieved within 2 years of opening of the development. Following collection of travel survey data, these will, however, be reviewed and amended if appropriate.

It is considered that visitors to the Food Hall will generally be linked to other activities at the site, rather than specifically to the Food Hall in its own right, therefore no specific travel plan targets have been identified.

The targets set out in the tables below show the initial mode share targets for staff and visitors to the Museum, Art Gallery and Library based on a review of the TRICS mode share data for these separate uses.

Table 5: Travel Plan Targets for Staff and Visitors to the Museum, Art Gallery and Library

Mode	Museum & Art Gallery	Library
Walk	22.80%	45.90%
Cycle	0.60%	1.50%
Bus	16.90%	6.30%
Rail	17.90%	0.40%
Coach	14.10%	0.0%
Vehicle Passenger	11.00%	10.15%
Vehicle Driver	16.75%	35.85%
Total	100.0%	100.0%

Separate mode share targets for staff and visitors to events at the Venue and Outdoor Event Space are set out, based on information provided by IPW for different types of events.

Table 6: Travel Plan Targets for Staff and Visitors to the Venue and Outdoor Event Space

Mode	Family or Business / Trade event	Evening Entertainment Event	Outdoor Event Space
Walk / Cycle	2.0%	3.0%	5.0%
Bus	3.0%	4.0%	4.0%
Rail	5.0%	11.0%	6.0%
Coach	0.0%	2.0%	0.0%
Taxi / private	5.0%	20.0%	5.0%
Vehicle Driver / Passenger	85.0%	60.0%	80%
Total	100.0%	100.0%	100.0%

It is anticipated that more ambitious targets will likely be set in the future as the Travel Plan progresses and monitoring is undertaken to determine actual mode shares. Targets would be to reduce the car driver mode share over the longer term. Appropriate adjustments to the targets will be identified by the Travel Plan Coordinator and agreed by the Travel Plan Steering Group as part of the annual monitoring and review process.

6.2 Monitoring

The mode share of staff and visitors will be measured through travel surveys. In addition to encouraging modal shift, the Travel Plan also aims to increase awareness of the environmental implications of different travel choices. Awareness is more difficult to monitor, but one indicator will be the overall response rate to the travel surveys from staff and visitors. Another indicator will be the general response to the introduction of the Travel Plan, measured on a qualitative basis by the feedback as the strategy evolves.

6.2.1 Travel Plan Monitoring Framework

Monitoring of the Travel Plan will indicate how well it is performing at meeting the targets that are set throughout the life of the plan. Monitoring will also assist in refining Travel Plan measures and establishing new targets, as appropriate. As such, the Travel Plan becomes a continuous and on-going process of monitoring and review, rather than a one-off event.

To facilitate this, a key action is the agreement of a Travel Plan Monitoring Framework, assigning persons responsible for tasks that need to be carried out as part of the monitoring exercise. This will be coordinated by the Travel Plan Coordinator with input from the Steering Group.

The TPC will be responsible for ensuring monitoring associated with the site is undertaken and reporting the results to the Travel Plan Steering Group. The Travel Plan Monitoring Framework for the development will include the following:

Monitoring framework	
Annual Travel surveys for staff and visitors	✓
Snapshot surveys to assess the use of cycle parking and electric vehicle charging points	✓
Record comments made by staff and visitors on the Travel Plan	✓
Record uptake of promoted Travel Plan measures (where possible)	✓

Further detail regarding the monitoring will be identified as part of the Monitoring Framework. This will provide separate detail of the monitoring to be undertaken for the Venue and Museum, Library and Art Gallery, identifying the person responsible and the timescale for undertaking the monitoring.

6.2.2 Travel Surveys

Travel surveys will form a key component of the monitoring framework. The site assessment and transport audit assists in informing the contents needed in this survey. In general, travel surveys should be kept relatively straightforward and aim to identify how and when staff and visitors are travelling, where they travel from, what alternative sustainable modes of transport they would consider, and what measures will be implemented to encourage sustainable travel.

- **Staff travel surveys:** there are more measures aimed at staff and staff will be travelling to the site on a regular basis, therefore the Travel Plan may be more likely to influence staff travel patterns. The regularity with which the travel surveys will be undertaken will be agreed as part of the Monitoring Framework. It is suggested that surveys are undertaken annually as part of the West Yorkshire Travel Plan Network. These surveys are relatively basic in terms of asking where people travel from and how. It may therefore be appropriate to undertake more detailed surveys on a less frequent basis to ask people's views on why people use certain modes and what alternative modes they would consider. In order to obtain meaningful and representative travel data, the survey response rate must be as high as possible. The TPC will set out an action plan in the monitoring framework to encourage a higher response rate, i.e. online surveys, email, face-to-face interaction, promotion via senior leadership team.
- **Visitor travel surveys:** it may be more difficult to obtain travel data for occasional visitors to the development. Visitors to the Museum, Art Gallery and Library can be asked brief questionnaires on arrival to the development. For targeted events, visitors to the Venue could also be asked brief questionnaires on arrival or at the time of booking tickets. The Venue TPC, in coordination with the main TPC, will set out an action plan for visitor surveys

The TPC will assess the effects of the various initiatives annually, based on the travel survey results. The purpose of the monitoring is to:

- provide a running assessment of how staff and visitors travel to the site
- assess performance against the aims and targets of the Travel Plan
- demonstrate continued support at all levels, and
- guide implementation of revised targets or further travel initiatives, as necessary.

6.2.3 Surveys of Cycle and Electric Vehicle Parking

To reflect possible variation in the level of cycle use through the year (for example, associated with seasonal weather conditions), the use of cycle parking by both staff and visitors to the site will be surveyed on a regular basis, suggest 2 or 3 times per year. This will enable average and maximum use of cycle parking to be identified through the year. Cycle parking on the site can be increased if the monitoring indicates there is sufficient demand. Appropriate locations and quantity of additional cycle parking will be agreed by the Steering Group, having regard to the monitoring results.

A similar exercise can be undertaken for electric vehicle charging points. If surveys indicate additional demand for charging points, these can be installed as required.

6.2.4 Annual Monitoring Report

An Annual Monitoring Report will be prepared by the Travel Plan Coordinators and discussed with the Steering Group, before being submitted to Kirklees Council. Travel Plans are active documents which must be reviewed on a regular basis to ensure they reflect current opportunities and local circumstances.

The Annual Monitoring Report will present monitoring information, including travel survey results, and will compare this against the targets set out in the Travel Plan. If the Annual Monitoring Report indicates that the Travel Plan targets are not being met, it will be the responsibility of the Travel Plan Coordinators to identify an Action Plan for the following 12 months. The Action Plan will contain a programme of measures and

tasks such that the Travel Plan targets are achieved, alongside the person(s) responsible and timescale for delivery. The Action Plan will be submitted with the Annual Monitoring Report for agreement by the Travel Plan Steering Group.

6.3 Mitigation

If the Travel Plan targets are not met, appropriate mitigation measures will be identified by the Steering Group. The measures will depend on which targets are not being met. It may be that physical measures can be implemented, incentives introduced, or improved promotion of the Travel Plan is required such as further promotional events to raise awareness of the Travel Plan and wider benefits of traveling by sustainable modes.

7. Communication Strategy

The effective communication of the Travel Plan will be essential to its success. Promotion and marketing of the measures including general information, progression, benefits and achievements require successful dissemination to staff and visitors. To do so the following options for the communication of the plan have been considered:

Communication Medium	
Travel Plan Webpage	✓
Travel Information Board / Screen (On-site)	✓
Travel Information Pack	✓
Newsletter	✓

7.1 Travel Plan Website

Travel Plan webpages should be developed for the KCH scheme, and be included on websites, for example, these could include the Cultural Heart scheme's website, the Council's website and the Venue operator's website as appropriate. This should be made available to external users so both staff and visitors can access relevant and up-to-date sustainable travel information at all times.

The travel plan webpage will provide travel information and key highlights of the Travel Plan. It will specifically emphasise how the scheme can be accessed by public transport, as well as walking and cycling. Directions and information for visitors travelling by car will be given least prominence.

7.2 Travel Information Boards / Screen

Travel information boards / screens should be provided at appropriate locations to provide travel information bulletins for both staff and visitors.

It is suggested that information boards or screens are provided at appropriate locations within the site, within each building. It will provide up-to-date information about the Travel Plan for staff and visitors. The board / screen should include the following:

- Information about the Travel Plan and its aims and objectives
- Public transport links, including bus / rail timetables, service destinations, and details of safe pedestrian routes between the site and bus stops, the rail station and the nearest taxi rank
- Telephone numbers of local taxi firms
- Contact details of the Travel Plan Coordinators
- Details of nearby cycle parking and facilities as well as cycle shops, especially if these offer discounts
- Information about any Travel Plan measures or initiatives
- Details about any Travel Plan meetings, workshops and events and information from previous events
- A message board with individual occupiers where staff can place notices (e.g. for possible car sharing opportunities or cycle equipment for sale etc).

7.3 Travel Information Pack

A Travel Information Pack will be produced by the Travel Plan Coordinator and distributed to all staff. This is a key measure to encourage sustainable travel and will contain information about the site and the local area, bus timetable information, local walking and cycling routes, information regarding car sharing schemes (if available), and details of any travel initiatives being offered.

The Travel Information Pack will also direct staff to websites or points of contacts for the following:

- Public transport – links to websites for journey planning and/or timetable information.
- Car-sharing – links to car share databases (if locally available)
- Taxi - contact details for taxi companies
- Cycling – links to Council information, Sustrans website (www.sustrans.org.uk) and the UK's national cycling organisation website (www.ctc.org.uk) which contains information about cycle routes, cycle clubs and groups, cycle training and advice for safe cycling. This will enable those who currently do not cycle to develop the knowledge and confidence to do so
- Walking – links to walking information and maps.

7.4 Newsletter

It is suggested a regular newsletter is prepared by the Travel Plan Coordinators and distributed to all staff. This could be a section added to the existing Council newsletter. It will promote sustainable travel and provide updates on the Travel Plan including, for example, details of upcoming events, promotion of travel surveys and presentation of survey results.

8. Action Plan

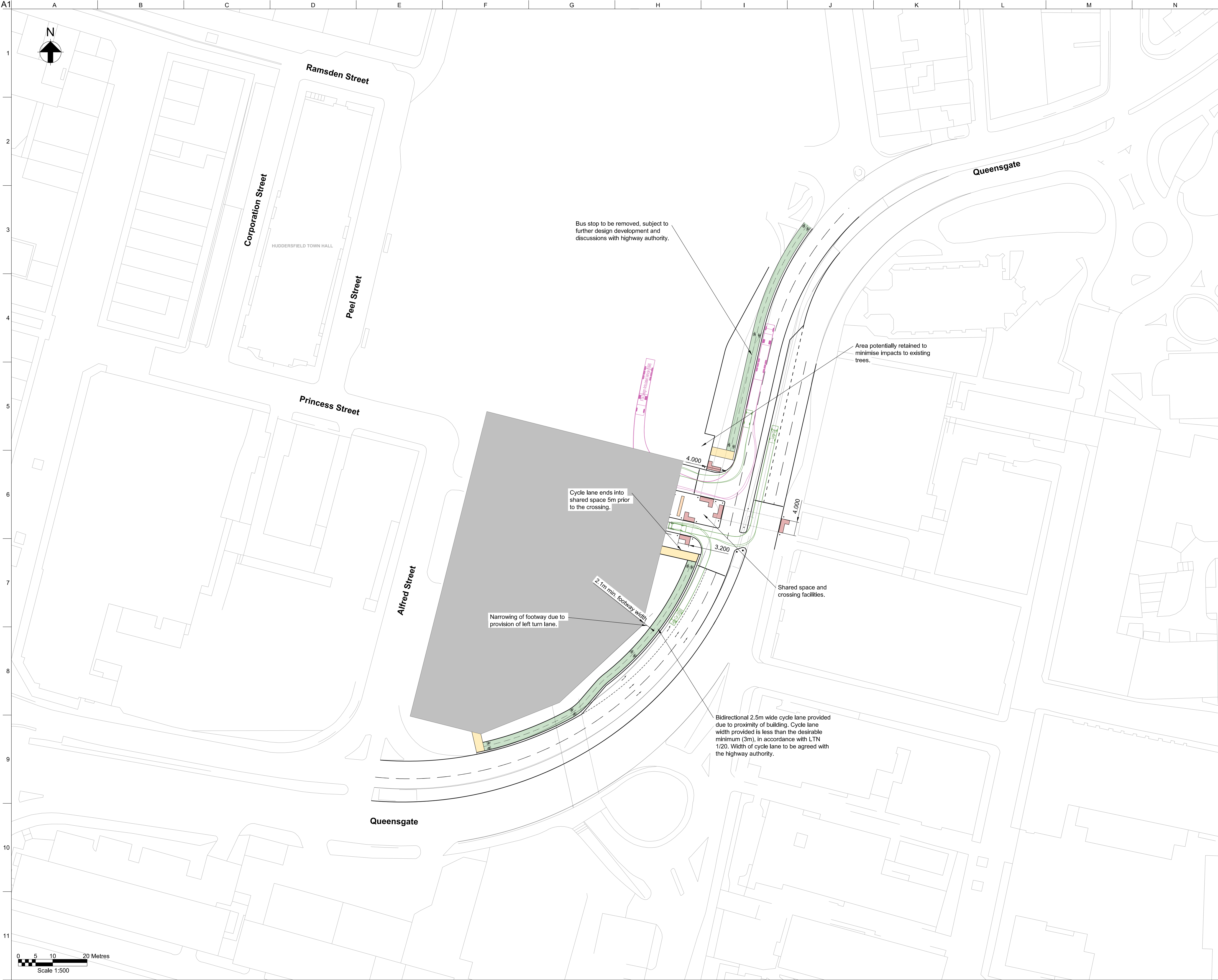
Table 7 summarises the key actions identified in this document that will enable the successful implementation of the Travel Plan.

Table 7: Key Actions for the Development of the Travel Plan

Key Action	Timescales	Responsibility
Key Actions Prior to Occupation of Proposed Development		
Appoint a main Travel Plan Coordinator	6 months prior to occupation of development	Kirklees Council / Building operators
Appoint additional individual Coordinators/Representatives for all elements of the site as agreed with the LPA	3 months prior to occupation of development	Kirklees Council / Building operators
Establish a Travel Plan webpage	3 months prior to occupation of development	Travel Plan Co-ordinator
Provide Travel Plan Information Boards / Screens	Upon occupation of the development and reviewed periodically thereafter.	Travel Plan Co-ordinator
Key Actions Post-Occupation of Proposed Development		
Establish Travel Plan Steering Group	Within 1 month of occupation	Travel Plan Co-ordinator
Further meetings of Travel Plan Steering Group	Annually	Travel Plan Co-ordinator / Steering Group
Establish individual Working Groups such as for Bicycle User Group	Within 3 months of occupation	Travel Plan Co-ordinator
Review the site audit, updating as necessary	Annually	Travel Plan Co-ordinator
Produce Travel Plan Monitoring Framework, for agreement at the first meeting(s) of the Travel Plan Steering Group	Within 3 months of occupation and annually thereafter	Travel Plan Co-ordinator
Undertake detailed staff travel surveys	Annually	Travel Plan Co-ordinator
Undertake visitor travel surveys	Targeted events, regularly	Travel Plan Co-ordinator
Undertake cycle and electric vehicle parking surveys	Every 6 months	Travel Plan Co-ordinator
Prepare and submit Annual Monitoring Report and Action Plan.	Annually, within one month of completion of monitoring surveys	Travel Plan Co-ordinator / Steering Group
Produce a Travel Information Pack	Within 3 months of occupation of the development and reviewed periodically thereafter.	Travel Plan Co-ordinator

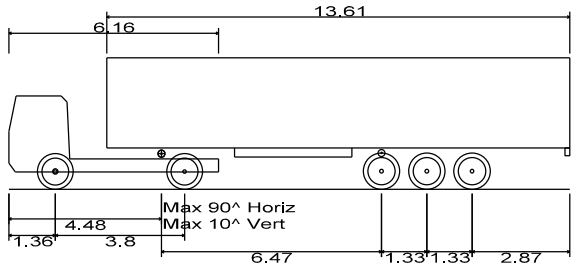
Drawings

Drawing 1: CDT430201-ARP-XX-XX-SK-C-000006 Car Park Access
Drawing 2: CDT430201-ARP-XX-XX-SK-C-000002 Ramsden Street - Taxis

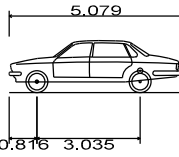


- Notes:
- Cycle and pedestrian facilities are shared from 5m prior to crossings. Suitability of shared space is subject to discussions with Kirklees Council.
 - Proposed signalised junction layout is subject to further design development and agreements with the local highway authority.
 - FTA Design Articulated vehicle tracked at 5mph with steering lock on.
 - Large Car tracked at 5mph with steering lock on.

Vehicle Specifications:



FTA Design Articulated Vehicle (1998)
Overall Length 13.61m
Overall Width 2.55m
Overall Body Height 3.87m
Min Body Ground Clearance 0.515m
Max Track Width 2.47m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 6.550m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m

Key:

- Existing layout
- Proposed kerbline
- Car swept path
- HGV swept path
- Internal building layout by others

P02	09/09/22	PM	ID	AJ
Updated entry location				
P01	02/09/22	PM	ID	AJ
Issued for Coordination				
Rev	Date	By	Chkd	Appd

ARUP

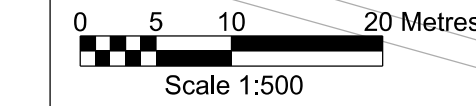
Admiral House, Rose Wharf,
78 East Street, Leeds, LS9 8EE
Tel +44(0)113 242 8498 Fax +44(0)113 242 8573
www.arup.com

Client
Kirklees Council

Project Title
Kirklees Cultural Heart

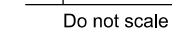
Drawing Title
Queensgate Junction
Combined Exit

Scale at A1	1:500
Role	Civil - Highways
Suitability	- S1 - Fit for co-ordination
Arup Job No	Rev
284642	P02
Name	
CDT430201-ARP-XX-XX-SK-C-000006	



Do not scale

© Arup



1. Dimensions in metres.
4. This option is indicative and not a final design.
5. Utility information shown is based on SEP 2020 Utility Survey S20124-U.

— Existing layout
— Proposed kerbline

P02	22/09/22	SM	ID	CW
Issued for Coordination				
P01	18/08/22	SM	ID	CW
Issued for Coordination				
Rev	Date	By	Chkd	Appd

ARUP

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Client

Kirklees Council

Project Title

Kirklees Cultural Heart

Drawing Title

Taxi Ranking Sketch - Option A
Corporation Street

Scale at A1 1:100

Role	Civil - Highways
------	------------------

Suitability - S1 - Fit for co-ordination

Arup Job No

284642

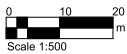
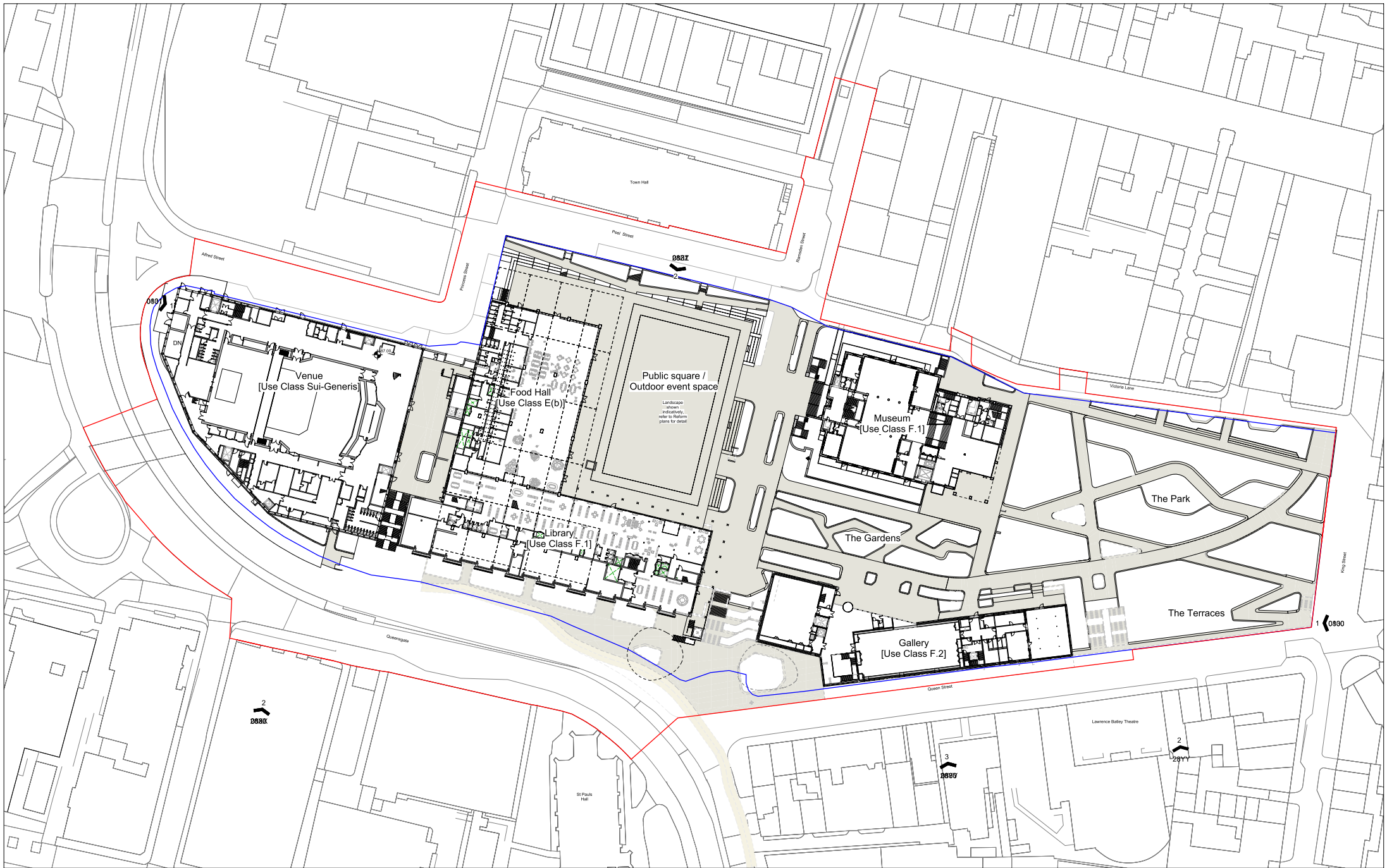
Name _____

CDT430201-ARP-XX-XX-SK-C-000002

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Appendices

Appendix A: Proposed Development



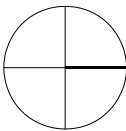
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Legend

Site Ownership Boundary

Planning Boundary discussed at meeting on 18/08/22



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Rev	Status
P01	S1 Issued for Coordination

Date	Job/Drawing No	Revision
13.09.22	CDT430201-FCB-XX-00-DR-A-02-SK0184	P01

Kirklees Cultural Heart
Huddersfield Masterplan - Proposed Planning Boundary

Scale	As indicated@A1	Drawn	London Studio	FCBS project no
Date	15.07.22	Checked	AW Group	CDT430201

Do not scale

All dimensions to be checked on site

Huddersfield Masterplan - Accommodation Schedule

CDT430201-FCB-XX-XX-SH-A-020910 P03 27/09/2022

THIS SCHEDULE IS FOR DESIGN INTENT PURPOSES ONLY TO AID THE PLANNING APPLICATION

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AREAS

Areas as noted are subject to change due to ongoing co-ordination. Areas noted are measured and calculated generally in accordance with RICS code of measuring. Construction tolerances, work and design by others may affect the areas.
FCBS do not take responsibility for areas measured and noted and anticipate T&TCost to measure their own areas as part of their cost planning

COORDINATION

The design has been coordinated upto planning submission (Mid stage RIBA Stage 3 level). As the design develops further coordination might result in loss of area or a change in area.

MASTERPLAN

	GEA m2	GEA ft2	GIA m2	GIA ft2	GEA : GIA
TOTAL (incl. Tunnel access - not incl. 3rd Party areas)	43,892	472,447	39,852	428,965	91%

LIBRARY		Existing used		New build		Total Proposed				
Level	Storeys	GEA m2	GIA m2	GEA m2	GIA m2	GEA m2	ft2	GIA m2	ft2	GEA : GIA
B	-2	0	0	0	0	0	0	0	0	
LG	-1	1,022	891	282	246	1,304	14,036	1,137	12,239	87%
UG	0	1,297	1,214	999	899	2,296	24,714	2,113	22,744	92%
L01	1	667	462	749	621	1,416	15,242	1,083	11,657	76%
L02	2	0	0	498	435	498	5,360	435	4,682	87%
Roof		0	0	23	17	23	247.5697	17	183	
TOTALS		2,986	2,567	2,551	2,217	5,537	59,600	4,784	51,505	86%

MUSEUM		Existing used		New build		Total Proposed				
Level	Storeys	GEA m2	GIA m2	GEA m2	GIA m2	GEA m2	ft2	GIA m2	ft2	GEA : GIA
LG(north)	-2	0	0	718	606	718	7,728	606	6,523	
LG(south)	-1	971	915	117	109	1,088	11,711	1,024	11,022	94%
UG	0	975	917	576	515	1,551	16,695	1,432	15,414	92%
L01	1	971	903	605	518	1,576	16,964	1,421	15,296	90%
L02	2	866	727	605	516	1,471	15,834	1,243	13,380	85%
TOTALS		3,783	3,462	2,622	2,264	6,404	68,932	5,726	61,634	89%

MSCP		Existing used		New Build		Total Proposed					
Level	Storeys	GEA m2	GIA m2	GEA m2	GIA m2	GEA m2	ft2	GIA m2	ft2	GEA : GIA	No. spaces
B1	-3			4,410	4,311	4,410	46,403	4,311	47,469	98%	119
LG	-2			4,356	4,214	4,356	45,359	4,214	46,888	97%	87
Parking Mezz	-1			3,438	3,305	3,438	35,575	3,305	37,006	96%	144
UG	0			60	56	60	603	56	646	93%	
TOTALS		0	0	12,265	11,886	12,265	127,940	11,886	132,008	97%	350

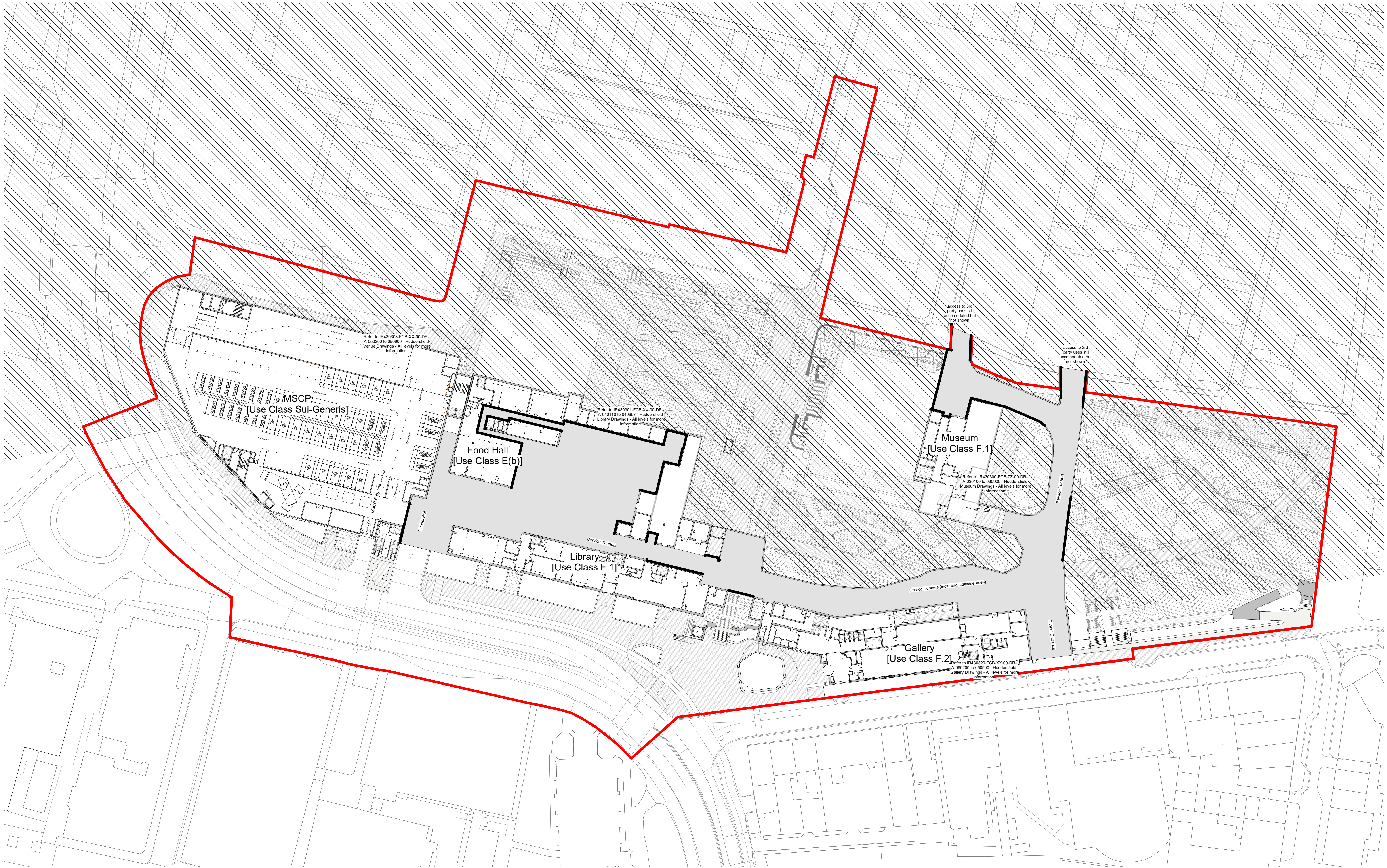
Plus 6 motorbike spaces

TUNNELS + Site wide Accommodation		Existing used		New build		Total Proposed						
Level	Note	GEA m2	GIA m2	GEA m2	GIA m2	GEA m2		ft2	GIA m2		ft2	GEA : GIA
LG	These figures include 121.09m2 GEA + 109.09 GIA of 3rd Party access tunnel under Vic lane, outside of ownership boundary but inside planning boundary	4516	4293	88	68	4605		49563	4361		46944	
UG	Areas also include existing substation areas on the LG to the south of the Food Hall	21	18	0	0	21		229	18		193	
TOTALS		4,537	4,311	88	68	4,626		49,791	4,379		47,137	

FOODHALL		Existing used		Total Proposed				
Level	Storeys	GEA m2	GIA m2	GEA m2	ft2	GIA m2	ft2	GEA : GIA
B	-2	0	0					
LG	-1	840	737	840	9,042	737	7,933	88%
UG	0	1,742	1,642	1,742	18,751	1,642	17,674	94%
L01	1	0	0	0	0	0	0	
L02	2							
TOTALS		2,581	2,379	2,581	27,792	2,379	25,607	92%

GALLERY		New build		Total Proposed					
Level	Storeys	GEA m2	GIA m2		GEA m2	ft2	GIA m2	ft2	GEA : GIA
B	-2	0	0		0	0	0	0	
LG	-1	1,561	1267		1,561	13,638	1267	13,638	81%
UG	0	1,680	1317		1,680	14,176	1317	14,176	78%
L01	1	435	376		435	4,047	376	4,047	86%
L02 (roof)	2	44	33		44	355	33	355	
TOTALS		3,721	2,993		3,721	32,216	2,993	32,216	80%

VENUE		New build		Total Proposed					
Level	Storeys	GEA m2	GIA m2	GEA m2	ft2	GIA m2	ft2	GEA : GIA	
B1	-2	0	0	0	0	0	0		
LGF	-1	39	35	39	377	35	420	90%	
Parking Mezz	-1	87	72	87	775	72	936	83%	
UGF	0	3,751	3,605	3,751	38,804	3,605	40,375	96%	
L01	1	2,233	2,099	2,233	22,593	2,099	24,036	94%	
L02	2	1,349	1,202	1,349	12,938	1,202	14,521	89%	
L03	3	1,215	624	1,215	6,717	624	13,078	51%	
Roof	4	84	66	84	710	66	904	79%	
TOTALS		8,758	7,705	8,758	82,914	7,705	94,270	88%	



Notes:

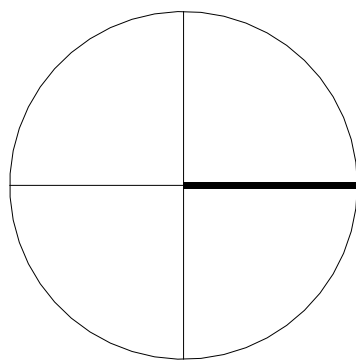
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Legend

Planning Site Boundary

Existing Service tunnels and site wide accommodation

- Add updated landscape dwg



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Rev	Status
P01	S2 Draft Planning Issue
P02	S1 Issued for Coordination

DRAFT

Date
12.09.22
27.09.22

Job/Drawing No
CDT430201-FCB-XX-LG-DR-A-020200

Kirklees Cultural Heart
Huddersfield Masterplan - Proposed Lower Ground Floor Plan

Revision
P02

Status
S1

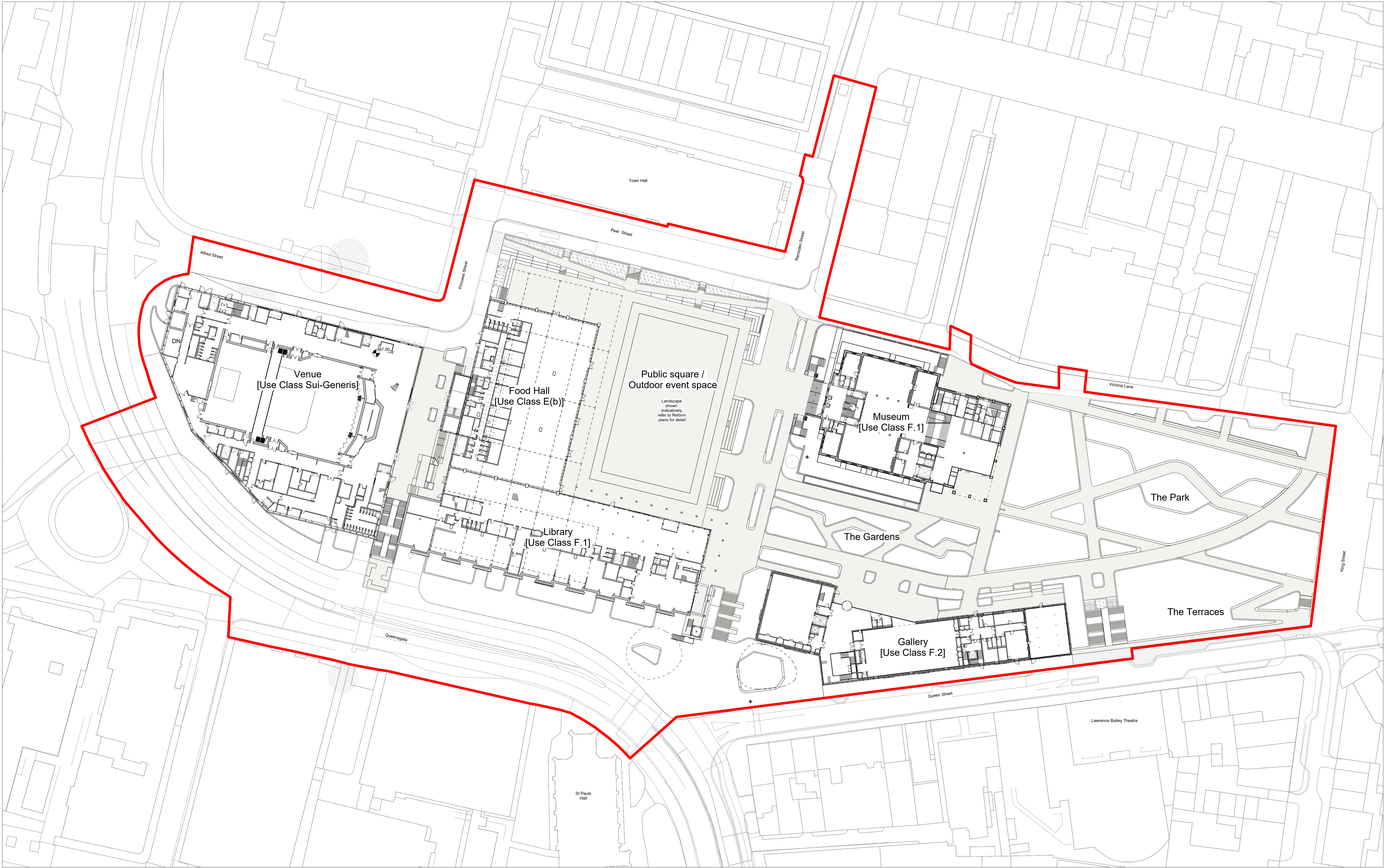
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Date 15.07.22

Drawn London Studio
Checked AW Group

FCBS project no
CDT430201

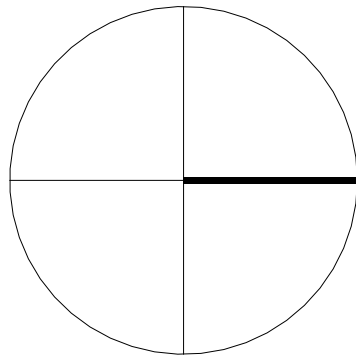
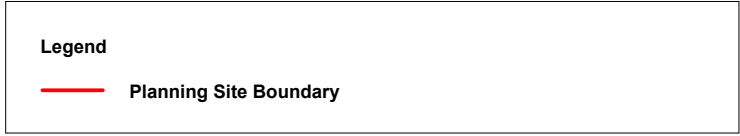
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Rev	Status
P01	S2 Draft Planning Issue
P02	S1 Issued for Coordination

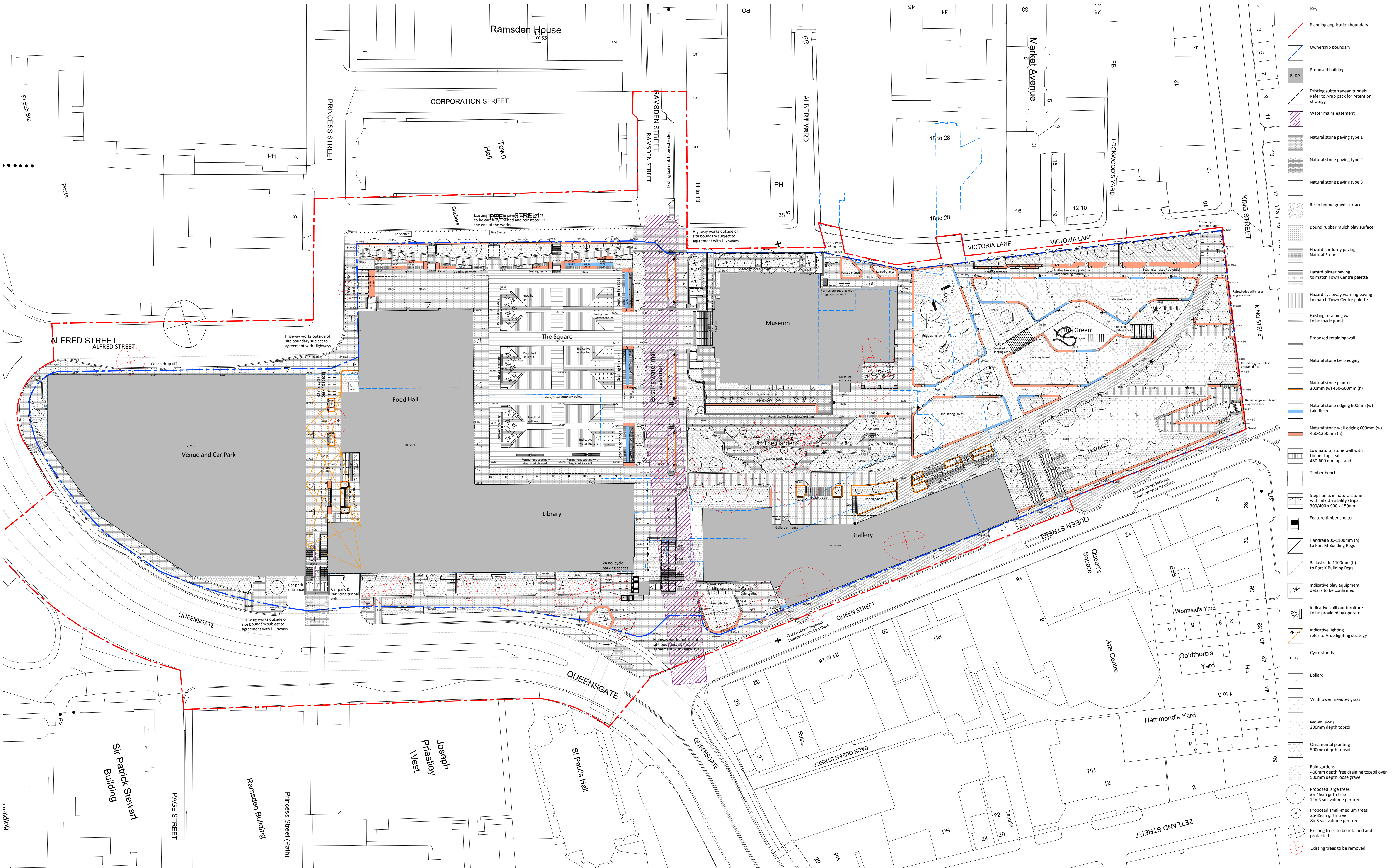
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Job/Drawing No	Revision
CDT430201-FCB-XX-00-DR-A-020201	P02
Kirklees Cultural Heart	
Huddersfield Masterplan - Proposed Upper Ground Floor Plan	
Status	
S1	

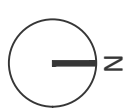
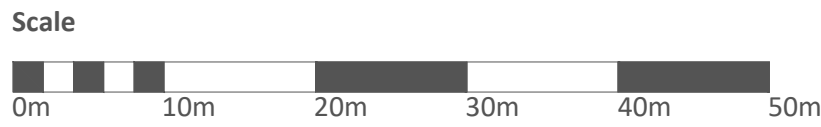
Scale	As indicated@A1	Drawn	London Studio	FCBS project no
Date	15.07.22	Checked	AW Group	CDT430201

Do not scale All dimensions to be checked on site

- Add landscape dwg



- Notes**
- All dimensions in mm, unless otherwise stated.
 - Scaling from drawing if printed incorrectly may lead to errors.
 - All information outside red line boundary shown for contextual purpose only.
 - All hatch patterns are indicative only unless stated otherwise.
 - Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.



Date	Description of revision
27.09.22	Issued for planning
09.09.22	Drawing updated and issued for coordination
02.09.22	Drawing updated and issued for coordination
15.07.22	Landscape general arrangement update for costing

Drawn	Checked	Approved	Revision
M5	HT	GD	P06
M5	HT	GD	P05
M5	HT	GD	P04
OC	HT	GD	P03

Paper size
A1

Drawing status
FOR INFORMATION

Drawing number
CDT430201-RFM-XX-00-DR-LD-000002

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Scale
1:500

Project
KIRKLEES CULTURAL HEART
RF21-914

Client
KIRKLEES COUNCIL

Revision
P06

Document title
LANDSCAPE MASTERPLAN

- Key**
- Planning application boundary
 - Ownership boundary
 - Proposed building
 - Existing subterranean tunnels. Refer to Arup pack for retention strategy
 - Water mains easement
 - Natural stone paving type 1
 - Natural stone paving type 2
 - Natural stone paving type 3
 - Resin bound gravel surface
 - Bound rubber mulch play surface
 - Hazard corduroy paving Natural Stone
 - Hazard blister paving to match Town Centre palette
 - Hazard cycleway warning paving to match Town Centre palette
 - Existing retaining wall to be made good
 - Proposed retaining wall
 - Natural stone kerb edging
 - Natural stone planter 300mm (w) 450-600mm (h)
 - Natural stone edging 600mm (w) Laid flush
 - Natural stone wall edging 600mm (w) 450-1350mm (h)
 - Low natural stone wall with timber top seat 450-600 mm upstand
 - Timber bench
 - Steps units in natural stone with inlaid visibility strips 300/400 x 900 x 150mm
 - Feature timber shelter
 - Handrail 900-1100mm (h) to Part M Building Regs
 - Ballustrade 1100mm (h) to Part K Building Regs
 - Indicative play equipment details to be confirmed
 - Indicative spill out furniture to be provided by operator
 - Indicative lighting refer to Arup lighting strategy
 - Cycle stands
 - Bollard
 - Wildflower meadow grass
 - Mown lawns 300mm depth topsoil
 - Ornamental planting 500mm depth topsoil
 - Rain gardens 400mm depth free draining topsoil over 500mm depth loose gravel
 - Proposed large trees 35-45cm girth tree 12m³ soil volume per tree
 - Proposed small-medium trees 25-35cm girth tree 8m³ soil volume per tree
 - Existing trees to be retained and protected
 - Existing trees to be removed

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