

PCS Property Solutions Ltd.

Land at Barnsley Road,
Grange Moor, Wakefield

Travel Plan



Control Sheet

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	Prepared by		Luke Young	Redacted	15/02/2023	
	Checked by		Simon Burkinshaw	Redacted	17/02/2023	
	Approved by		Karen Smith	Redacted	20/02/2023	
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Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Census 2011 data from Nomis has been used to predict modal split of travel to work journeys.

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by PCS Property Solutions Ltd to prepare a Travel Plan in connection with their proposals for the redevelopment of the Grange Moor Coachworks site. The site location is shown at **Figure 1**, below.

Figure 1 – Location of Site

[GoogleMyMaps]



- 1.2 This Travel Plan should be read in conjunction with the Transport Assessment, reference 151716-001-02, which has also been prepared in support of the proposals.
- 1.3 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time bound programme of implementation.
- 1.4 This Travel Plan details the sustainable travel opportunities that exist in the vicinity of the site, as well as those that are incorporated into the development, and the measures to be implemented to encourage future employees to utilise these modes of transport.
- 1.5 Its primary aim is to positively influence the travel patterns and behaviours of future employees of the industrial unit to reduce reliance on the use of private cars in travelling to work, and in carrying out their work duties, through the encouragement of greater use of public transport and other sustainable modes of travel.

2. The Development

2.1 Overview

- 2.1.1 The site is located just off the Grange Moor Roundabout, approximately 700m from the village of Grange Moor. The site is currently occupied by Grange Moor Coachworks, GMC Café and Pyramid Structures and consists of two sheds, a small office building, a café converted from a container and a large outdoor storage area to the west and south of the buildings.
- 2.1.2 The site is located on the Barnsley Road (A637) and is accessed by two access points. The current site layout is shown in **Figure 2**.

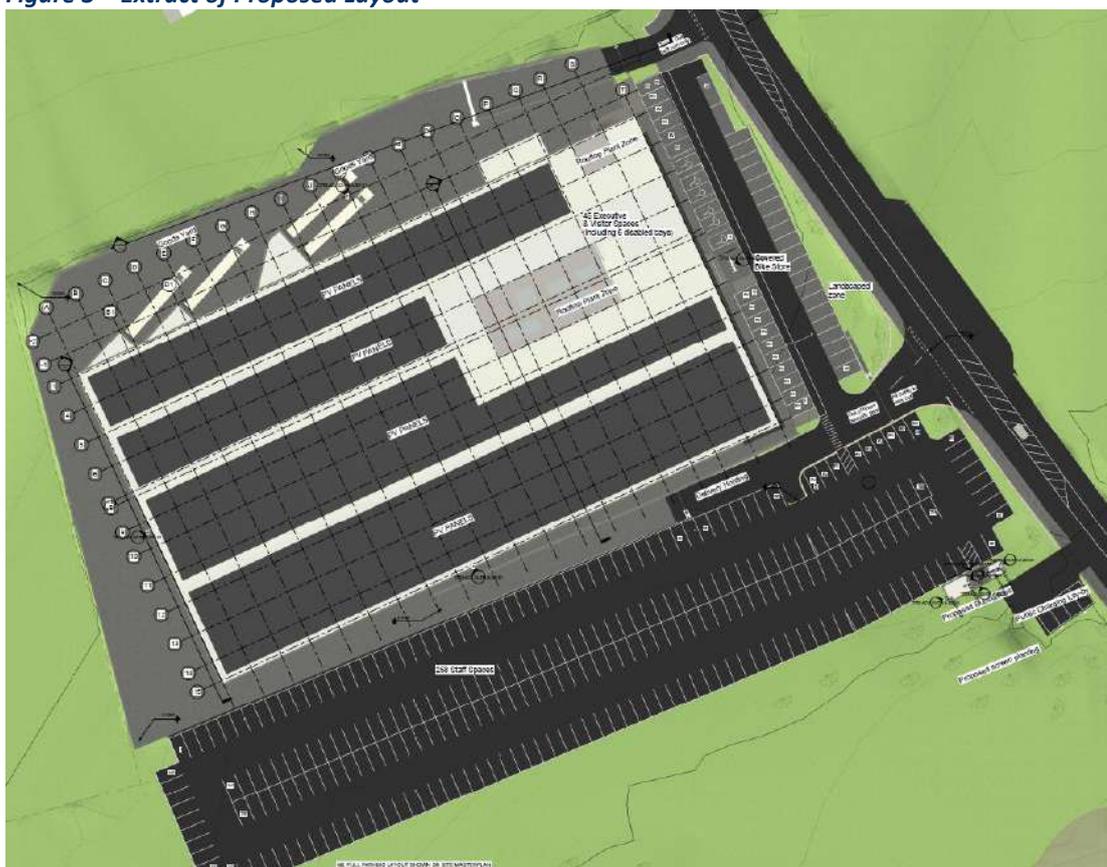
Figure 2 – Current Site Layout

[GoogleMyMaps]



- 2.1.3 The development proposals comprise of the replacement of the existing use of the site with an industrial unit, with a footprint of circa 90,000sqft along with associated car parking, service area and landscaping. The proposed use of the site is for warehousing and assembly of products. **Figure 3** shows an extract of the proposed layout, with the full plan at **Appendix A**.

Figure 3 – Extract of Proposed Layout



2.2 Parking Provision

2.2.1 On-site parking and operation space has been assessed in relation to guidance provided by Kirklees Council. Policy LP22 of the February 2019 Local Plan outlines the parking standards and states:

- car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
- *new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking*

2.2.2 The proposed development is proposed to have 258 staff spaces, 45 executive and visitor spaces and six disabled spaces. To be included within the staff and visitor spaces, there will be 25 spaces available for electric vehicles. There will also be a covered bike store, which will house 12 cycles for both staff and visitors.

2.2.3 The development will also provide a separate access point, to the south-east of the site for the provision of a public charging lay-by, where four additional spaces will be available.

2.2.4 The number of spaces being made available to both staff and visitors is justified due to the limited public transport network available within the immediate vicinity of the site.

2.2.5 The existing Transport Accessibility Index (AI) has been calculated for the site, as set out in BREEAM Technical Manual SD5079: BREEAM UK New Construction 2022 6.0. The compliant public transport nodes from the site are:

- Node 1: Bus Stop on Wakefield Road (200m)
- Node 2: Bus Stop on Barnsley Road (300m)
- Node 3: Bus Stop on Liley Lane (400m)

2.2.6 The average number of services stopping at the nodes during the operating hours of the site for a typical day, based on BREEAM Table 7.2 (08.00-19.00) has been calculated for the available services at the compliant nodes. Using these parameters, the accessibility index calculator provides an AI of 2.65, which is a low AI. A copy of the AI calculation is contained at **Appendix B**.

3. Objectives and Targets

3.1 Objectives

- 3.1.1 The overall aim of this Travel Plan is to “reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable travel”.
- 3.1.2 To assist with this it is particularly important that employees are made aware of the sustainable transport alternatives that are available and of aspects of the site’s infrastructure that have been designed to assist and encourage their use in order that positive benefit can be taken from these and so that the number of trips made by public transport, cycle or walking are increased.
- 3.1.3 By monitoring the effectiveness of the initial measures contained within the Travel Plan these shall evolve over time to ensure that targets set for modal shift are met.
- 3.1.4 The Travel Plan will remain an evolving document that will grow and develop with time. The Travel Plan will be updated at the time of each review to include the results of the travel surveys. Any alterations to agreed targets and measures contained within the Travel Plan should be agreed with Harborough District Council and Leicestershire County Council, as appropriate, prior to implementation.
- 3.1.5 The main objectives of a Travel Plan are as follows:
- To maximise the accessibility of the site by means other than the private car/single person car journey.
 - To encourage all staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey.
 - To make staff aware of the benefits to be derived from the Travel Plan.
 - To minimise the level of vehicular traffic generated by the site.
 - To enable the development to protect and enhance the environment.
- 3.1.6 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions but also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.

3.2 Multimodal Assessment

- 3.2.1 Patterns for travel to work in the Kirklees 046 Middle Super Output Area (MSOA) have been identified within the England and Wales Census, using the 2011 Census dataset ‘WU03EW – Location of usual residence and place of work by method of travel to work.’ The working from home category has been excluded from the dataset.
- 3.2.2 **Table 1**, overleaf, summarises the data.

Table 1 – Location of usual residence and place of work by method of travel – Kirklees046

Method of Travel to Work	% of journeys
Underground, Metro, Light Rail, Tram	0.0%
Train	1.5%
Bus, Minibus or Coach	16.7%
Taxi	0.5%
Motorcycle, Scooter or Moped	0.8%
Driving a Car or Van	64.3%
Passenger in a Car or Van	7.9%
Bicycle	0.2%
On Foot	8.0%
Other Method of Travel to Work	0.2%

3.2.3 From Table 1, the most popular form of travel for people who work in Kirklees 046 is by using a car with 64.3% of journeys being completed in 2011. Of these 64.3% of journeys, 56.4% of journeys where single occupancy (64.3%-7.9%).

3.3 Targets

3.3.1 In 2011, it has been estimated that 56.4% of journeys to work in Kirklees 046 MSOA are made by a single car occupant. The initial target is to reduce the number of journeys carried out as a single car occupant by 10%. A total of 1,308 journeys are undertaken to get to work in Kirklees 046, therefore, the aim is achieve 51% of all journeys to be carried out as a single car occupant, within 5 years of initial occupation, with a resultant increase in travel by sustainable travel.

3.3.2 It is considered that the suggested target, based on Census data, will be refined once the site is occupied and baseline surveys have been undertaken.

4. Travel Plan Co-ordinator

- 4.1 PCS Property Solutions Ltd (the occupier of the unit) will appoint a Travel Plan Coordinator (TPC) three months prior to their occupation. The details of the TPC will be passed to the appropriate department at Kirklees Council and any other relevant bodies.
- 4.2 The TPC will have responsibility for the implementation and management of the Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives for all staff members and visitors for a period of five years from first occupation of the development.
- 4.3 The TPC's role will include:
- Preparing a Travel Information Pack for issue to all employees upon their engagement;
 - Undertaking a baseline travel survey within three months of occupation and providing an updated Travel Plan to the council within two months;
 - Undertaking annual travel surveys over a period of 5 years following the baseline survey and supply Monitoring Reports to the council within three months of each survey;
 - Raise awareness of the Travel Plan amongst employees;
 - Ensuring that travel information provided to employees is up-to-date;
 - Offering personal travel planning to employees as required; and,
 - Investigate further sustainable travel incentives such as discounts and offers with cycle shops, taxi firms etc.
 - Being the point of contact for the Council(s) and other relevant bodies.
 - Promoting national sustainable travel events e.g. Walk to Work Day, Cycle to Work Day etc.
- 4.4 The Staff Travel Surveys shall be conducted generally in accordance with the example questionnaire contained at **Appendix C** of this Travel Plan. The results of the surveys will be considered by the TPC, the Council and other relevant bodies and appropriate updates will be made to the Travel Plan.
- 4.5 If, however, previously agreed targets are not met the TPC will put forward to the Council and other relevant bodies a new set of measures for the coming year which will be designed to bring the level of single person car journeys back on track.

5. Accessibility by Sustainable Modes and Measures

5.1 Overview

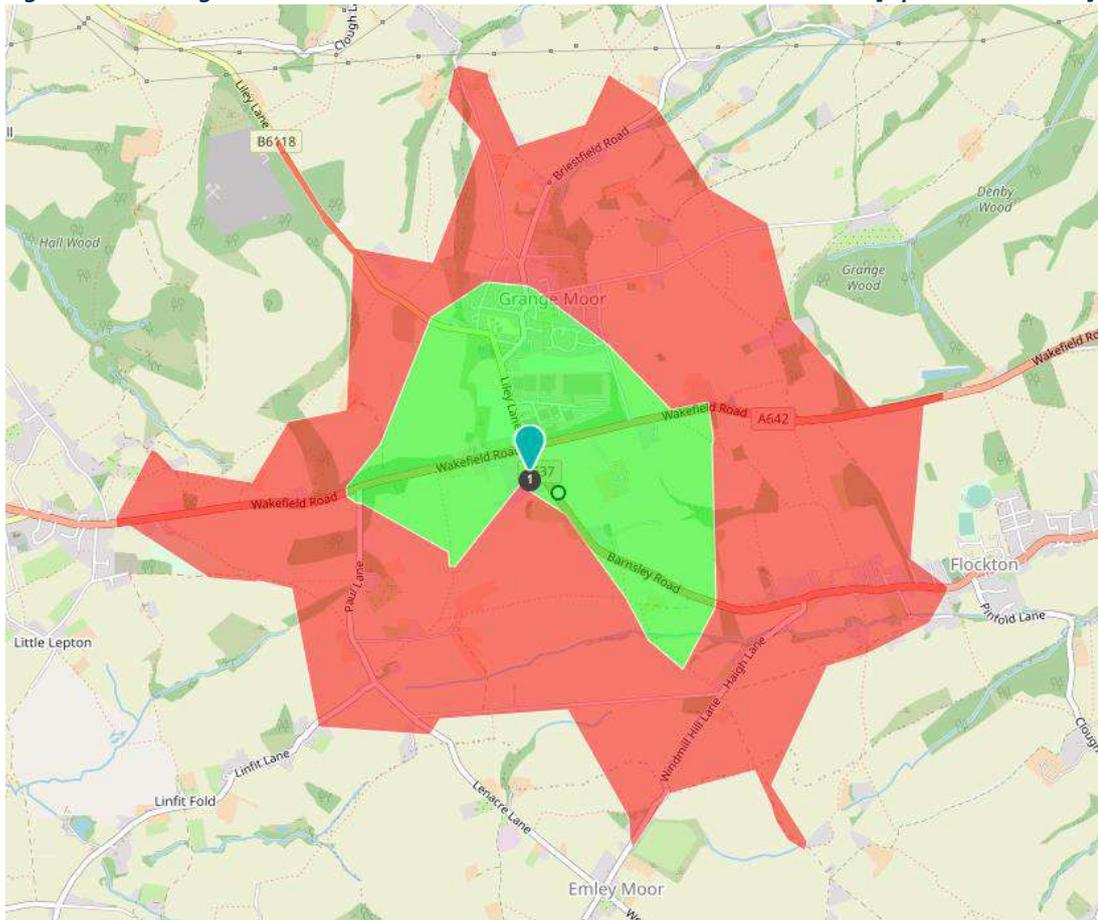
- 5.1.1 The site is located on the outskirts of the villages of Grange Moor and Flockton and staff do have access to sustainable transport options, including walking, cycling and public transport. The location of the site is shown in Figure 1.
- 5.1.2 Information on travel by foot, cycle, public transport, taxi, car sharing and motorcycle is detailed in this section, along with measures to encourage their use and discourage the use of single occupancy car use. The measures included in this section are summarised within the Action Plan at **Appendix D**.
- 5.1.3 Information on all modes of travel will be provided to staff and displayed in a communal staff area.

5.2 Accessibility by Walking

- 5.2.1 Walking is the most common form of travel in Britain and has the potential to replace short car trips, particularly those under 2km.
- 5.2.2 It is important to consider the routes that would be taken to get to these locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:
- “Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 5.2.3 The IHT publication 'Providing for Journeys on Foot' also identifies suggested acceptable walking distances for commuting, school and sightseeing as follows with times based on a walking speed of 1.4m/s.
- Desirable 500m – 6 minute walk
 - Acceptable 1000m – 12 minute walk
 - Preferred Maximum 2000m – 24 minute walk
- 5.2.4 **Figure 4** identifies the 1km and 2km walking isochrone from the site, which indicates areas which should be easily accessible to the site on foot.

Figure 4 – Walking Isochrone

[OpenRouteService]



5.2.5 Figure 4 illustrates that the location of the proposed industrial unit is in a relatively rural location, with the villages of Grange Moor to the North and Flockton to the east, just within a preferred maximum walking distance to the site.

5.2.6 The industrial site may provide some employment opportunities to those in Grange Moor and Flockton who may be able to walk to work.

5.2.7 In terms of amenities available to the staff at the industrial unit, they are limited within an acceptable walking distance. The few amenities include:

- Blacksmith Arms (Pub and Restaurant)
- Garda Italian
- Premier Stores Grange Moor
- The Grange (Restaurant)
- Grange Moor Fisheries

5.2.8 While there are facilities within an acceptable walking distance, it is important to consider the quality of the pedestrian infrastructure when determining the accessibility. The A637 (Barnsley Road) – the location of the proposed site – is a 50mph road with a footpath located on one side of the road and has street-lighting. The A642 (Wakefield Road) is another 50mph road with a footpath again located on one side and street-lighting is available. Finally, Liley Lane is a 50mph road, which changes to 30mph, approximately 300m from the roundabout and has a footpath and street lighting present. Therefore, the surrounding pedestrian infrastructure has been provided to enable people to walk to work.

5.2.9 It has been demonstrated that staff who live locally will be able to walk to work, due to the provision of pedestrian infrastructure and other staff will be able to utilise local amenities and services.

Measures

5.2.10 Pedestrian links will be provided from the site to connect with the existing infrastructure, providing direct and convenient routes to/from the development.

5.2.11 There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active employees take 27% fewer days off and a 20 minute-walk per day could cut the risk of premature death by a third and also;

- Improve an individual's mood;
- Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
- Reduces the pollution that would be generated by driving or using public transport;
- It's free! Therefore considerably cheaper than driving.

5.2.12 During training, staff will be made away of the information regarding walking and that further information is available from various websites, including <https://www.nhs.uk/live-well/exercise/walking-for-health/>, <https://www.walkingforhealth.org.uk/>.

5.2.13 Nationwide events such as Walk to Work Day will be promoted to members of staff who will be encouraged to take part and information will be shared in staff communal areas.

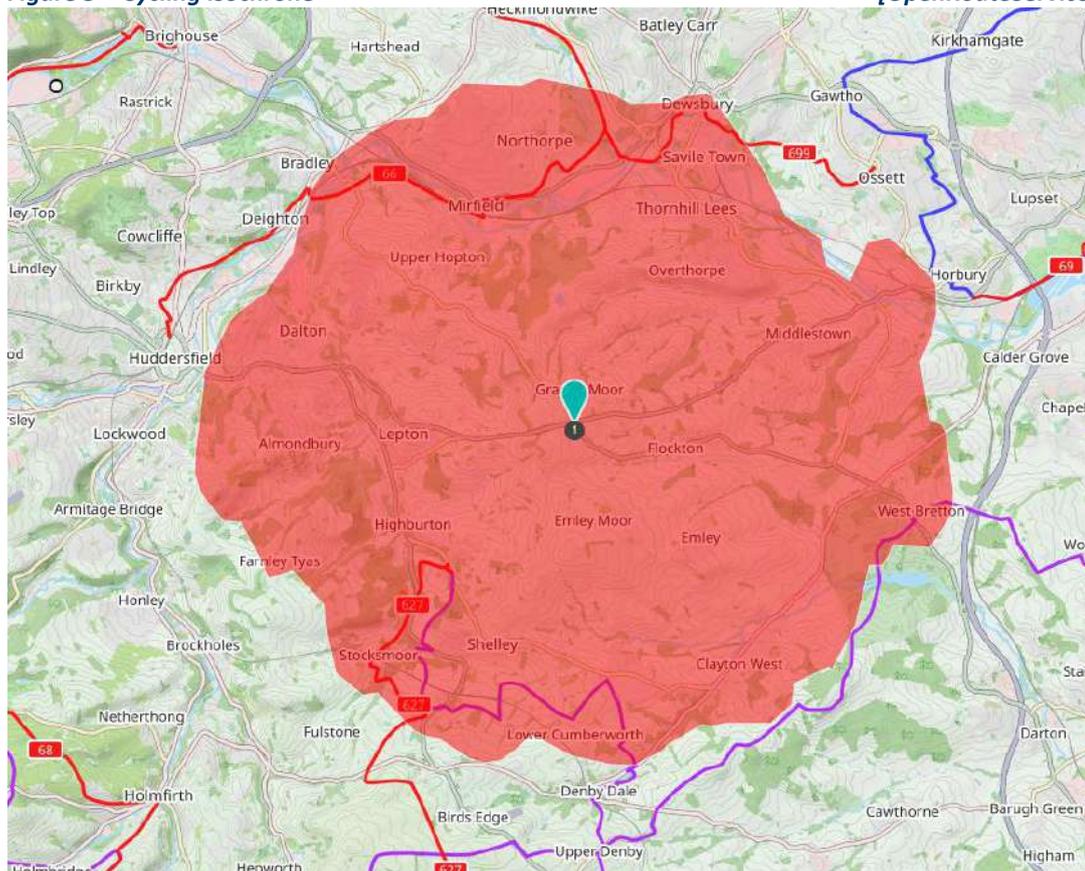
5.3 Accessibility by Cycle

5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”

5.3.2 **Figure 5**, identifies destinations that lie within 8km (5 miles) of the site access.

Figure 5 – Cycling Isochrone [OpenRouteService]



5.3.3 The cycling isochrone shows that a large catchment of residential are contained within the isochrone. As with walking, it is considered that the quality of the available cycling infrastructure is an important factor when it comes to accessibility. While there is no dedicated cycling infrastructure, the roads are relatively wide, allowing both cars and cyclists to share the road safely.

Measures

5.3.4 The development will provide a secure a covered bike store, available to both staff and visitors.

5.3.5 The benefits to health and wellbeing that can be gained from cycling will be promoted during training to staff. Nationwide events such as Cycle to Work Day will also be promoted.

5.3.6 Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device. This information will be shared in staff communal areas.

5.3.7 Details of local shops that sell cycle and accessories as well as carrying out servicing and repairs will be provided to staff. The possibility of these shops providing offers or discounts on bicycles, equipment and clothing to encourage the use of cycles will be investigated.

5.4 Accessibility by Public Transport

Bus Services

5.4.1 The nearest bus stops are located on Wakefield, around 200m from the centre of the site. Further bus stops are located approximately 400m from the site on Liley Lane. The location of the bus stops in relation to the site are shown in **Figure 6**, below.

Figure 6 – Bus Stop Locations

[GoogleMyMaps]



5.4.2 Details of the infrastructure provided from these stops are found in **Table 2**.

Table 2 – Bus Stop Information

Bus Stop Location	Bus Stop Information	
Wakefield Road Barnsley Road	Reference	→ 45020681
	Direction of travel	→ Westbound
	Distance from site	→ ~200m
	Facilities	→ Shelter with pole and timetable information
	Services	→ 231, K98, X41
Wakefield Road Blacksmith Arms	Reference	→ 45020680
	Direction of travel	→ Eastbound
	Distance from site	→ ~200m
	Facilities	→ Pole with timetable information
	Services	→ 231, K98
Barnsley Road Crows Nest	Reference	→ 45025865
	Direction of travel	→ Southbound
	Distance from site	→ ~300m
	Facilities	→ Pole with timetable information
	Services	→ 231
Barnsley Road Crows Nest	Reference	→ 45020689
	Direction of travel	→ Northbound
	Distance from site	→ ~300m
	Facilities	→ Pole with timetable information
	Services	→ 231,
Liley Lane Jubilee Way	Reference	→ 45020299
	Direction of travel	→ Southbound
	Distance from site	→ ~400m
	Facilities	→ Shelter with pole and timetable information
	Services	→ 231, K78, K98, X41
Liley Lane Jubilee Way	Reference	→ 45025298
	Direction of travel	→ Northbound
	Distance from site	→ ~400m
	Facilities	→ Pole with timetable information
	Services	→ 230, 230A, 231, K78, K98, X41

5.4.3 **Table 3** shows a summary of the bus services available from the above stops.

Table 3 – Bus Service Information

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
230/ 230A	Dewsbury – Thornhill – Grange Moor	60 minutes	No Service	No Service
231	Wakefield – Huddersfield	60 minutes	120 minutes	120 minutes
K78	Grange Moor – King James’s School	1AM/ 1PM Service	No Service	No Service
K98	Upper Heaton – King James’s School	1 PM Service	No Service	No Service
X41	Huddersfield – Middlestown	90 minutes	No Service	No Service

- 5.4.4 There are local buses which do serve Grange Moor and do allow for onward connections to be made in Wakefield (~36 minutes), Huddersfield (~28 minutes) and Dewsbury (~34 minutes), allowing staff to travel from further afield by sustainable modes.
- 5.4.5 While the bus stops that are available on the Wakefield Road to the North of the site, are closer than those on Barnsley Road, staff may choose to avail of these stops for service 231. The Barnsley Road bus stops allow staff to avoid negotiating the busy roundabout to get to the eastbound bus stop, as there is no formal pedestrian crossing present.
- 5.4.6 However, some problems may arise for staff who work early or late shifts at the industrial unit as there would be no other alternative than using a private car to travel to work, if they live outside the preferred maximum walking and/ or cycling distance.

Rail Services

- 5.4.7 The nearest train station is located in Mirfield, approximately 4 miles (~6.5km) away from the proposed site, which can therefore be considered within an acceptable cycling distance.
- 5.4.8 The station is served by Northern and TransPennine Express with both companies offering hourly services to Leeds and Huddersfield. The station is also served by Grand Central which offers direct services to London, via Wakefield, Pontefract and Doncaster.
- 5.4.9 The services available from Mirfield allow a wider area to be reached, but there are no local bus services which connect Mirfield and Grange Moor directly; staff would have to travel either to Dewsbury or Huddersfield first.

Measures

- 5.4.10 The TPC will organise the issue of bus Taster Tickets for all staff to encourage their use.
- 5.4.11 Information on travel by bus can be found at <https://www.arrivabus.co.uk/yorkshire>; <https://southpenninect.co.uk/> and <https://www.traveline.info/>. These websites provide journey planners, timetables and ticket information.
- 5.4.12 The local bus and rail service information will be displayed in a staff communal area in order to make the information clear to staff.
- 5.4.13 Further information on train information can be found at <https://www.northernrailway.co.uk/>; <https://www.tpexpress.co.uk/>; and <https://www.grandcentralrail.com/>

5.5 Accessibility by Taxi

- 5.5.1 Taxis can provide a convenient mode of transport for those who do not drive or only need a limited use of vehicle. A variety of different taxi firms operate in the local area, which can either be booked online or by phone.

Measures

5.5.2 Details of local taxi firm information should be made available to staff.

5.6 Car Sharing

5.6.1 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic, congestion, CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations within the local community
- Journeys may be quicker where drivers are allowed to use dual occupancy car lanes.

Measures

5.6.2 Liftshare operate a nationwide car share scheme which will be promoted to staff. Further details can be found at <https://liftshare.com/uk>

5.6.3 The Travel Plan Coordinator will assist staff with finding a lift share partner. Members of staff who do decide to car share will be given a preferential car parking space at the site.

5.7 Motorcycling and Mopeds

5.7.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

5.7.2 In addition, the physical size of on-site parking requirements for motorcycles and mopeds are less, so releasing more spaces for operational use.

5.7.3 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

5.8 Reducing the Need to Travel to Work

5.8.1 It may be possible for the occupier to permit some degree of “home working”. This of course will be dependent on the particular circumstances of the employee and realistically may not be appropriate in many cases. However, if “home working” were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual.

5.9 *Other Measures*

- 5.9.1 Whilst car travel will be a first choice for many staff members and visitors it must be acknowledged that the cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to minimise car travel and share trips.
- 5.9.2 The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:
- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
 - The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence.
 - The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact.
- 5.9.3 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.
- 5.9.4 The Travel Plan Coordinator will be available to provide personalised travel planning for each member of staff, if required.

6. Marketing and Communication Strategy

- 6.1 Sanderson Associates Consulting Engineers will provide PCS Property Solutions Ltd with a copy of this Travel Plan when approved.
- 6.2 The TPC will be provided with a budget by the occupier for travel plan measures and for monitoring the Travel Plan, for five years from first occupation of the development.
- 6.3 A Staff Travel Information Pack will be prepared and a copy of this will be provided to members of staff as part of the induction process. The Travel Information Pack will include information on sustainable travel options in the vicinity of the site. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 6.4 It will be the responsibility of the TPC to prepare annual newsletters that will be provided to members of staff which will provide an update following each travel survey and give the latest information on travel options. The Council may also be able to provide posters, leaflets and timetables for distribution.
- 6.5 The TPC will promote sustainable travel events, such as Walk to Work Day, in order to encourage participation. Travel information will also be displayed on noticeboards in staff areas and on the company website. Internet forums such as a Facebook page, a development intranet etc. will be investigated to encourage staff to interact and share and discuss travel arrangements.

7. Monitoring and Reporting

- 7.1 Initial travel surveys will be undertaken by the TPC within three months of occupation. Following this, travel surveys will be repeated annually for the lifetime of the plan.
- 7.2 Results of the initial travel surveys will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan. The Travel Plan shall be monitored and reviewed on an annual basis after its initial implementation and a written analysis will be issued to the Council within three months of the completion of the annual travel surveys as shown in **Table 4**. Monitoring and surveys will continue annually with formal reporting to the Council continuing throughout the occupation of the units to which this travel plan relates

Table 4 – Annual Monitoring Timetable

When		What
Month	Week	
1	1	Issue travel survey questionnaires.
2	5	Travel survey forms returned – commence analysis.
	7	Complete analysis of surveys and commence preparation of draft Annual Monitoring Report and Action Plan and summary document.
	8	Finalise draft Annual Monitoring Report and Action Plan and summary document for discussion with Council.
3	9	Issue Annual Monitoring Report, Action Plan and summary document to Council.

- 7.3 As part of the annual review the TPC will also produce an annual action plan detailing measures to be undertaken for the following 12 month period over the life span of the Travel Plan. The measures should be designed to meet the travel plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required. An example of an Action Plan can be found at Appendix E.
- 7.4 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement.
- 7.5 It is acknowledged that a monitoring fee will be payable to Kirklees Council for their involvement in the monitoring of the Travel Plan over its lifetime.

8. Summary and Conclusions

- 8.1 This Travel Plan sets out a series of measures which aim to encourage changes in the travel patterns of staff to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 8.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 8.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn, the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 8.4 PCS Property Solutions Ltd. are committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 8.5 This Travel Plan will be further developed in conjunction with Kirklees Council once the development is operational and specific travel needs are identified.



Appendix A

Proposed Site Layout

Only figured dimensions should be used.
 Scaled dimensions should be checked with the Architect.
 This drawing together with the design, is the property and copyright
 of the Architect and must not be reproduced without written
 permission.
 Satellite imagery from Google shown indicatively for
 context purposes only.



Replacement turbine to be no larger than existing

rev | description | date | auth | date

DO NOT SCALE OFF THIS DRAWING



Client: PCS PROPERTY SOLUTIONS LTD.

Project: LAND AT GRANGE MOOR

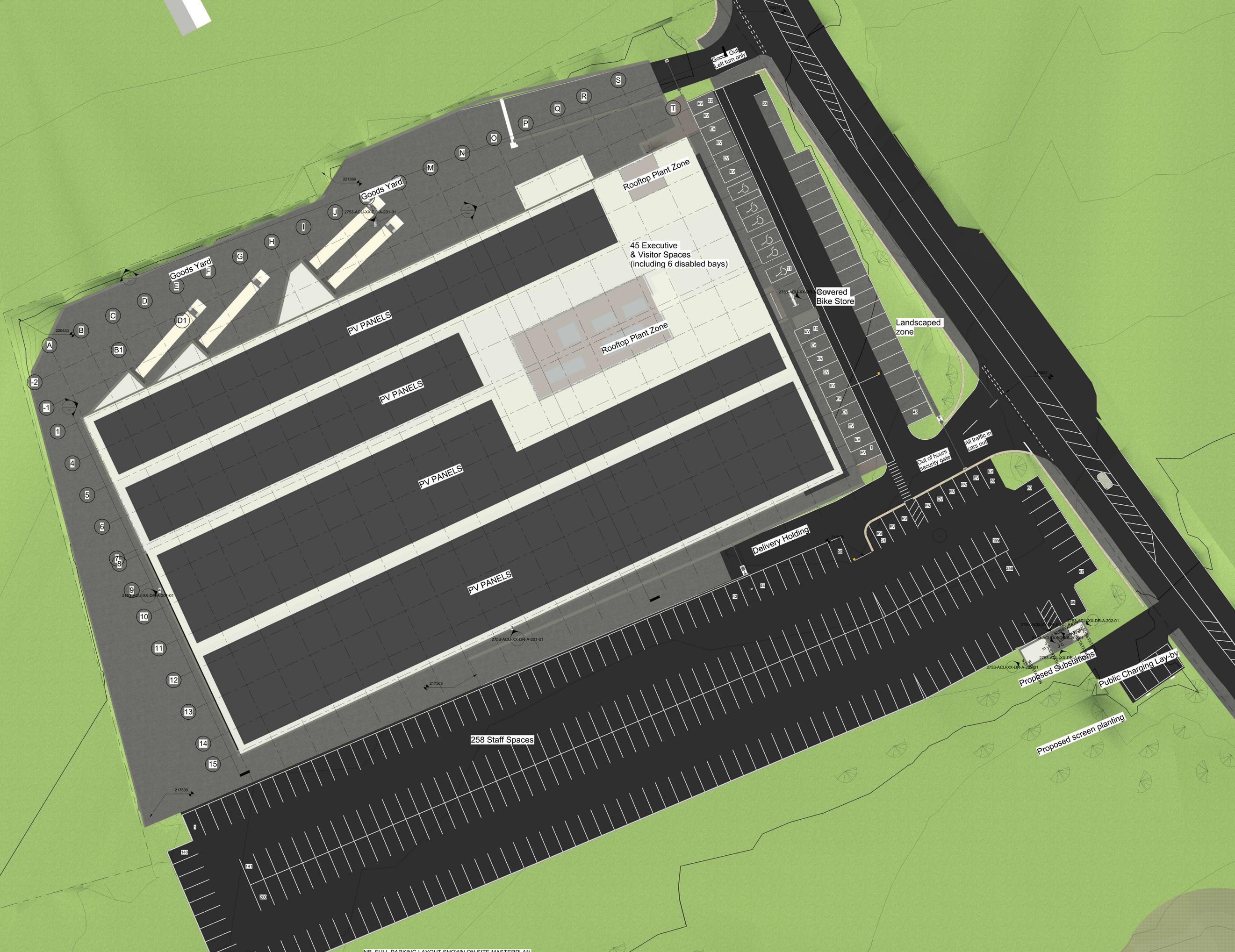
Description: PROPOSED MASTERPLAN

Drawing No: P2753-ACU-XX-DR-A-102-01 Rev No:

Scale: 1:500 @ A0 Date Drawn: FEB'23 Drawn By: JF Authorised By: JC

Purpose of Issue: Planning Building Regs Tender Contributor Comment IFC

Only figured dimensions should be used.
Scaled dimensions should be checked with the Architect.
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of the Architect and must not be reproduced without written
permission



NB. FULL PARKING LAYOUT SHOWN ON SITE MASTERPLAN

NO SCALE OFF THIS DRAWING



PCS PROPERTY SOLUTIONS LTD.

LAND AT GRANGE MOOR

PROPOSED BLOCK LAYOUT

Drawing No:	P2753-ACU-XX-DR-A-101-01	Rev No:	
Scale:	1:200 @ A0	Date Drawn:	FEB/23
Drawn By:	JF	Authorised By:	JC

Purpose of Issue: Planning, Building Regs, Tender, Contributor, Comment, Info



Appendix B

Accessibility Index Calculations

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type ▼
 No. nodes required ▼

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	200									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1	0.55	0.09							

NODE 2

Public transport type	Bus									
Distance to node (m)	300									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1									

NODE 3

Public transport type	Bus									
Distance to node (m)	400									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	1	0.45	0.36	0.55	0.09					

Accessibility Index	2.65
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Appendix C

Example Staff Survey Questionnaire

Travel Survey Questionnaire

This Travel Survey Questionnaire will allow a picture to be built up of the way members of staff choose to travel to/from work. From this, the Travel Plan can be developed and adapted to the specific needs of staff members.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips
- Increase use of active and public transport

Which will benefit all people by:

- Improving health and well-being
- Reducing congestion and pollution
- Improving the environment in which we live

Therefore, it would be appreciated if you could take the time to complete this short survey. You can be assured that none of the information provided will be passed to third parties.

About You...

→ Please give your home postcode (to identify area only)

.....

→ Do you work: Full time or Part time?

If part time, how many days a week do you work?.....

→ Please give the times you normally arrive at, and leave, work

.....

→ Do you have any mobility difficulty which affects your transport choices? Yes No

About Your Travel...

→ Please tick your current *main* mode of travel to/from work.

- | | | | |
|---|--|--|-------------------------------------|
| <input type="checkbox"/> Car driver alone | <input type="checkbox"/> Car share as driver | <input type="checkbox"/> Car share as passenger | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Bus | <input type="checkbox"/> Train | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> Work from home | <input type="checkbox"/> Other – please specify..... | |

→ If you drive to work on your own, would you be willing to try more environmentally-friendly options such as walking, cycling, public transport or car sharing some of the time (when this is appropriate)?

Yes No

→ Are there are particular barriers which make it difficult for you to use these more environmentally-friendly options? Yes No If so, what are they?

Thank you for completing this survey!

Please now return it to the Travel Plan Co-ordinator, [NAME](#), at [EMAIL](#) or [ADDRESS](#)



Appendix D

Action Plan

Action Plan of Measures

Objective	Target	Measure	Timescale	Responsibility
Maximise the accessibility of the site by means other than the private car/single person car journey		Provide safe pedestrian and cycle links from the site entrance(s)/cycle parking to connect with existing infrastructure including linking to public transport	Prior to occupation	Developer
		Provide details of local taxi firms	Ongoing, in Travel Information Pack and communal areas	TPC
Minimise level of vehicular traffic generated by the site	Reduce the proportion of vehicle occupants from 56.4% to 51.0%	Promote carsharing and provide assistance with matching partners	Upon occupation of the development	TPC
		Investigate providing preferential car parking for those carsharing	Upon occupation of the development	TPC
To encourage staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey	Increase the proportion of those travelling by active transport	Promote the benefits to health and wellbeing	Ongoing, in Travel Information Pack and communal areas	TPC
		Incentive scheme including discounts on sportswear/trainers	In place prior to occupation and ongoing	TPC
		Provision of shower and change facilities for staff	Prior to occupation	Developer
		Promote nationwide events such as Walk to Work Day & Cycle to Work Day	As the events occur	TPC
		Provide details of journey planners and local cycle shops	Ongoing, in Travel Information Pack and communal areas	TPC
		Provision of cycle parking	Prior to occupation	Developer
	Increase the proportion of those travelling by public transport	Promote location of bus stops and websites for information including tickets and journey planners	Ongoing, in Travel Information Pack and communal areas	TPC
Make all users aware of the benefits of the Travel Plan		Appoint a Travel Plan Co-ordinator (TPC)	Upon staff employment/occupation	Management
		Provide electronic Travel Information Pack to staff	Prior to occupying the development	TPC
		Display travel information in communal areas	Prior to occupying the development and update annually/as necessary	TPC



FAIRHURST

 Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD

 01924 844080

 mail@sandersonassociates.co.uk

 www.sandersonassociates.co.uk

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