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Contents

1. Introduction.....	1
1.1 Objective and purpose.....	1
1.2 Content of this Travel Plan.....	1
2. Management.....	2
2.1 Travel Plan Coordinator.....	2
2.2 Lifespan.....	2
2.3 Liaison with Kirklees Council.....	2
2.4 Travel Plan target.....	2
2.5 Monitoring and reporting.....	2
3. Existing site and transport context.....	4
3.1 Site location.....	4
3.2 Pedestrian access.....	5
3.3 Cycle access.....	7
3.4 Public transport.....	9
3.5 Local highway network.....	10
4. Proposed development and Travel Plan measures.....	11
4.1 Development proposals.....	11
4.1 Communication strategy.....	11
4.2 Pedestrian access.....	11
4.3 Cycle access and cycle parking.....	12
4.4 Public transport access.....	12
4.5 Vehicle access and parking.....	12
5. Summary of actions and measures.....	13

Travel Plan v1.1

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1. Introduction

Civic Engineers has been commissioned by Connect and Collaborate Living to produce this Travel Plan to accompany a planning application for a residential development in Newsome, Huddersfield.

The proposals are for a residential development of 78 homes, comprised of 41 new dwellings and 37 apartments. The development will include 37 over 55s apartments, 8 supported living apartments, 27 houses, and 6 cottage flats . More details of the development proposals are given at Section 4.

1.1 Objective and purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and through encouraging walking, cycling, and public transport use.

This Travel Plan is aimed at people living at the development.

The objectives of the Travel Plan are to:

- Reduce the number of trips made by single occupancy private vehicle.
- Encourage residents to travel by sustainable modes.

1.2 Content of this Travel Plan

Section 2 sets out how the Travel Plan will be managed.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development to support sustainable journeys. It also suggests ongoing measures which should be implemented as people move in to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Travel Plan.

2. Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 2, found in Section 5.

2.1 Travel Plan Coordinator

A Travel Plan Coordinator will be appointed prior to first occupation, this role will be carried out by a member of site management as part of their duties. The responsibilities of the Travel Plan Coordinator will be:

- Delivering the actions in Table 2: Travel Plan Actions and measures in Table 3: Travel Plan Measures which have 'Travel Plan Coordinator' in the responsibility column
- Communicating the Travel Plan and travel options to residents
- Carrying out surveys and reporting on findings to Kirklees Council
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and
- Acting as a point of contact for residents requiring travel information.

2.2 Lifespan

The Travel Plan will continue as a formal process for 5 years after first occupation, after which the responsibility for monitoring and reporting will cease. The Travel Plan Coordinator will remain in role until 5 years after first occupation.

2.3 Liaison with Kirklees Council

This Travel Plan will be submitted to Kirklees Council (KC) as part of the planning application process. After first occupation the Travel Plan Coordinator will liaise regularly with KC to discuss survey findings and best practice.

2.4 Travel Plan target

The following targets have been set for the development:

- For no more than 50% of residents to travel to work by car in an average week.

The target has been based on travel to work data from the 2011 Census¹, which shows that 60% of people in work travel there by car. Although this data is old, the 2021 Census was carried out during national lockdowns when some people were furloughed or working from home and therefore may not give a mode split that would be replicated today. Once a baseline travel survey has been carried out this target should be adjusted if necessary.

2.5 Monitoring and reporting

Annual travel surveys

Surveys will be carried out within three months of first occupation and in year 1, 3, and 5 thereafter. It is important to carry out the surveys in the same month of the year so that the impact of weather on mode choice does not affect the results too much.

For a clearer understanding of travel to work patterns, questions should be asked about how many days residents leave their house to travel to work as well as asking how they travel there. Questions

¹ 2011 Census data, QS701EW - Method of travel to work for MSOA Kirklees 048.

could also be asked about other modes of transport used as not everyone travels to work by the same mode every day. This will give a fuller picture of travel patterns, for example, someone who works from home for three days but cycles to their workplace on two days would count as two cycle trips and someone who drives to work five days a week would count as five car trips. By just asking what mode people travel to work by each of these would be counted as one and therefore not be representative of the travel patterns as it would appear there were more cycle trips.

The survey period is an opportunity to communicate the Travel Plan to residents to ensure they know about the range of travel options available for getting to and from the development and to gather feedback, e.g. the desire for more information or cycle parking.

Survey questionnaires will be emailed to residents, a prize can be offered to encourage participation.

Monitoring will include collecting information quarterly on the use of cycle parking spaces.

Annual monitoring reports

After the surveys, a Monitoring Report will be produced and sent to KC for discussion. This will contain:

- Survey methodology and results
- Performance against targets
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Review of car parking and cycle parking use.
- Action plan for next 12 months with steps to be taken if the target was not achieved.

3. Existing site and transport context

3.1 Site location

The site is located off Ruth Street in Newsome, to the south of Huddersfield. It is bound by Ruth Street to the southeast, Hart Street to the northeast, and by woodland to the west. The site location is shown in Figure 1.

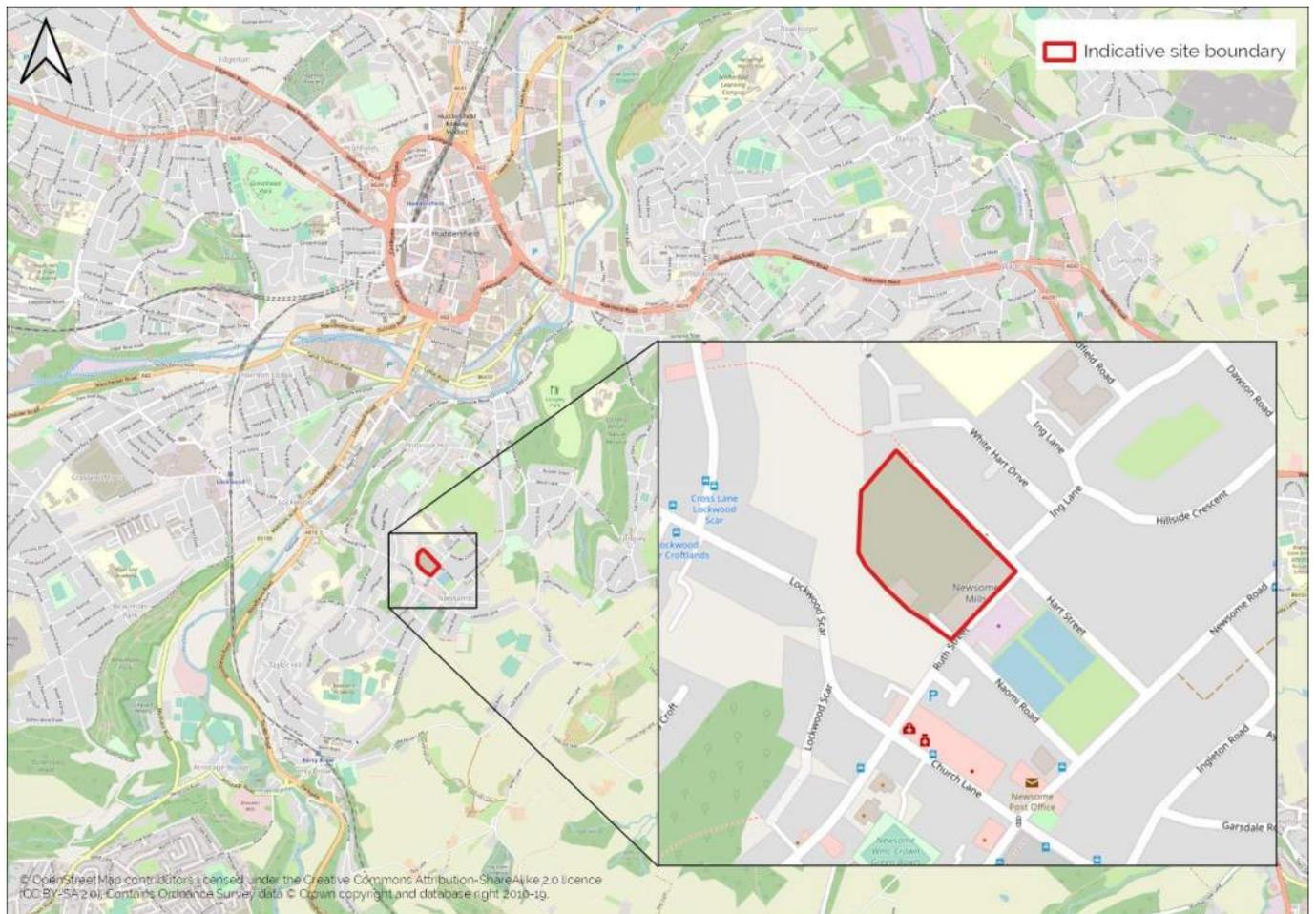


Figure 1: Site Location

3.2 Pedestrian access

Ruth Street has footways on both sides of the carriageway, at the junction with Hart Street there is a dropped kerb to facilitate the crossing of Ruth Street but none on Hart Street for crossing here. To the south of Ruth Street, Hart Street has footways on both sides, to the north there is no footway on the western side of the street. North of the junction with Ing Lane there are no footways and Hart Street is closed to motor vehicles by the use of boulders in the highway. This section of Hart Street is a Public Right of Way (ref: HUD-185-10), providing a connection north to White Hart Drive for non-motorised users (walking, wheeling, scooting, cycling) only. The terrain is quite steep in the area and some of the footpaths from Newsome to the surrounding areas have steps on them meaning they are not accessible to all. Pedestrian facilities in the area are shown in Figure 2.

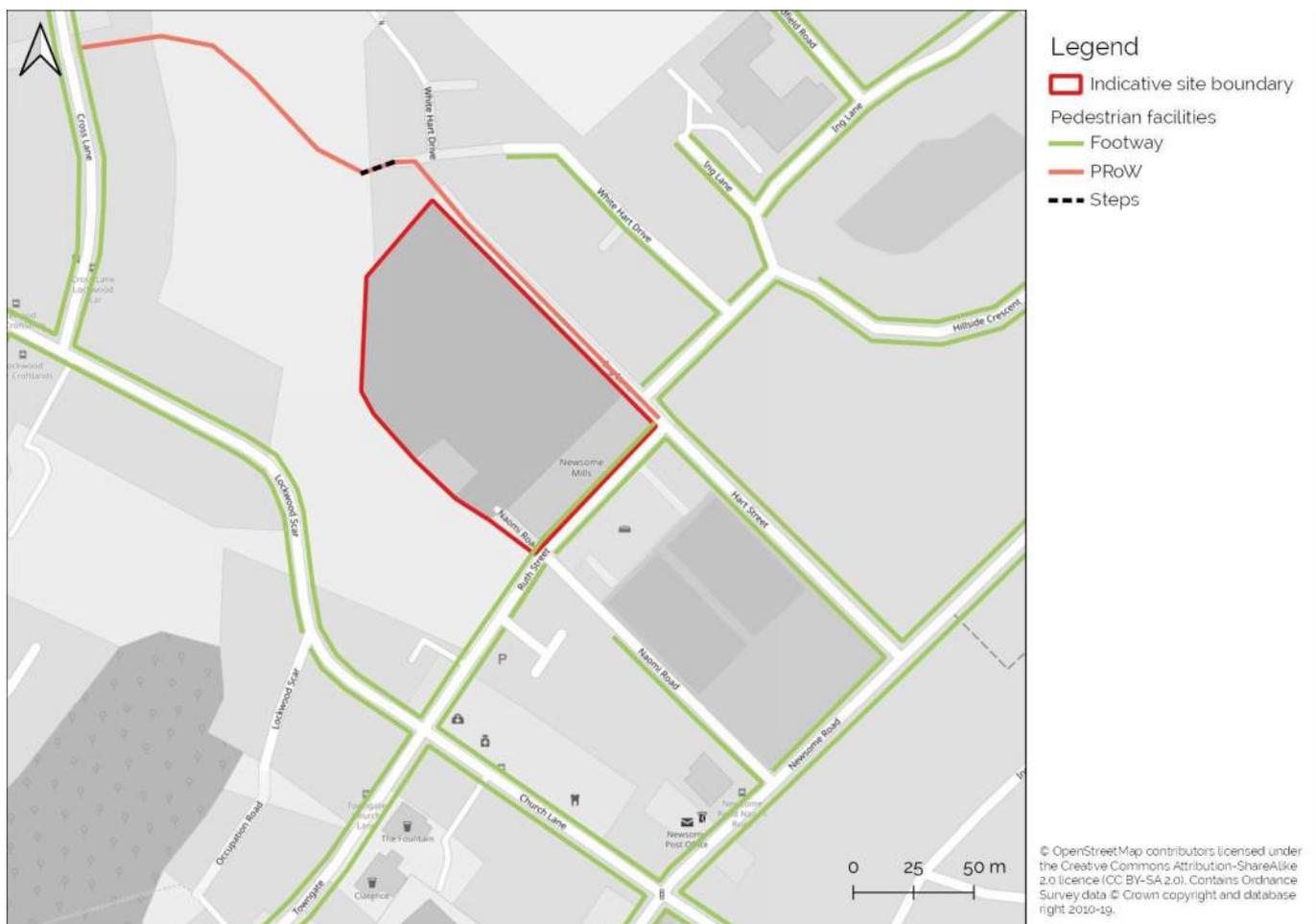


Figure 2: Pedestrian facilities

For commuting or trips to school a walking distance of 500m is considered desirable, 1km is acceptable, and 2km a preferred maximum². These distances are shown in Figure 3.

² Guidelines for Providing for Journeys on Foot, IHT 2000.

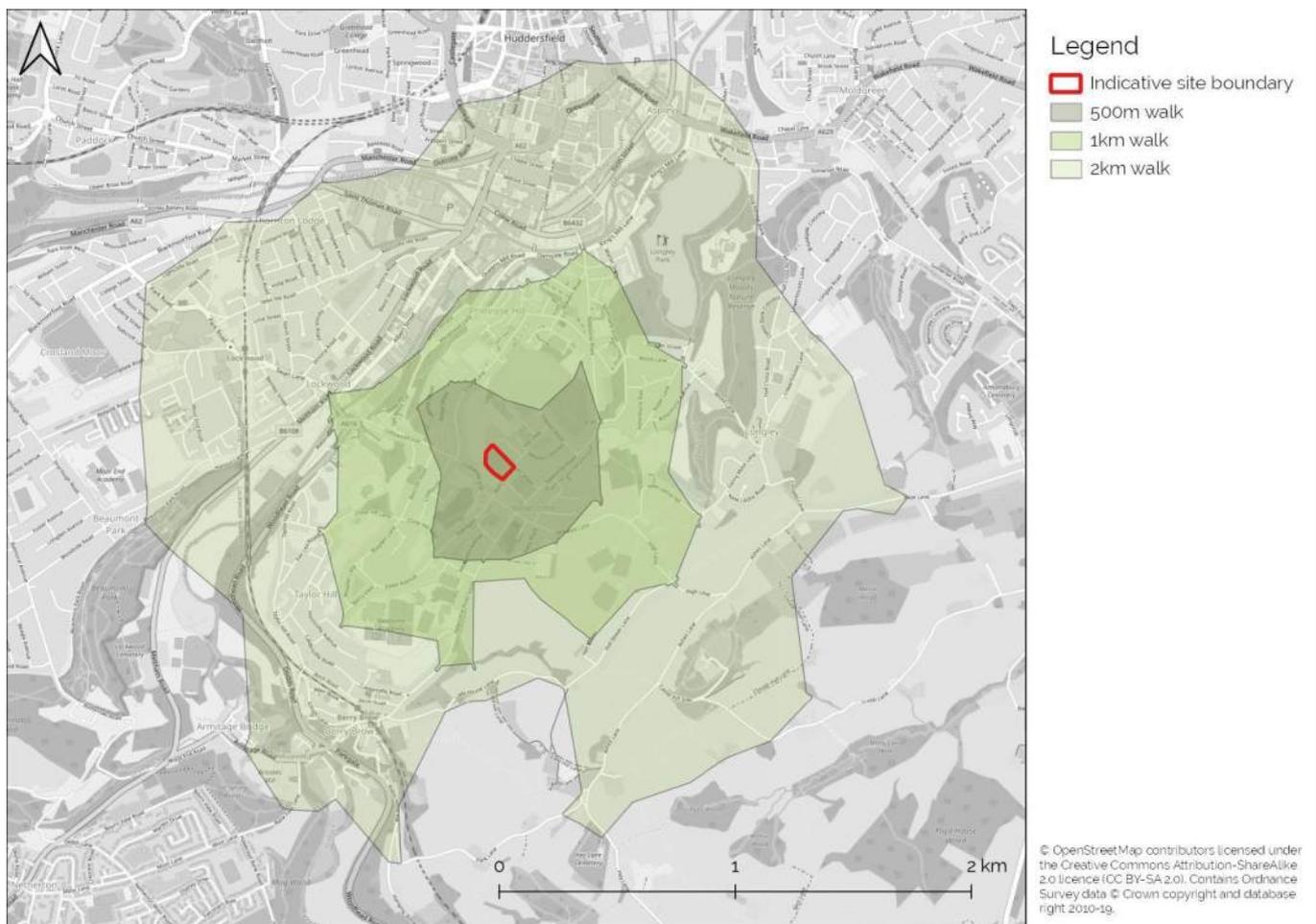


Figure 3: Walking isodistances

Around a 150m to the south of the site is Newsome village where there are local shops, a health centre, and bus stops. Within 500m of the site is Hillside Primary School, and around 1km from the site are Newsome Junior School, Newsome Academy, Castle Hill School, and Huddersfield town centre.

3.3 Cycle access

The nearest cycleways to the site are the riverside way path along the banks of the River Holme and the parallel signed route on the other side of the river along Albert Street, both of which lead to Huddersfield town centre. Lockwood Scar, High Lane, and Newsome Road are all advisory cycle routes that connect the neighbourhood to the wider area. It should be noted that although there are cycle routes nearby, the routes to these are over steep terrain.

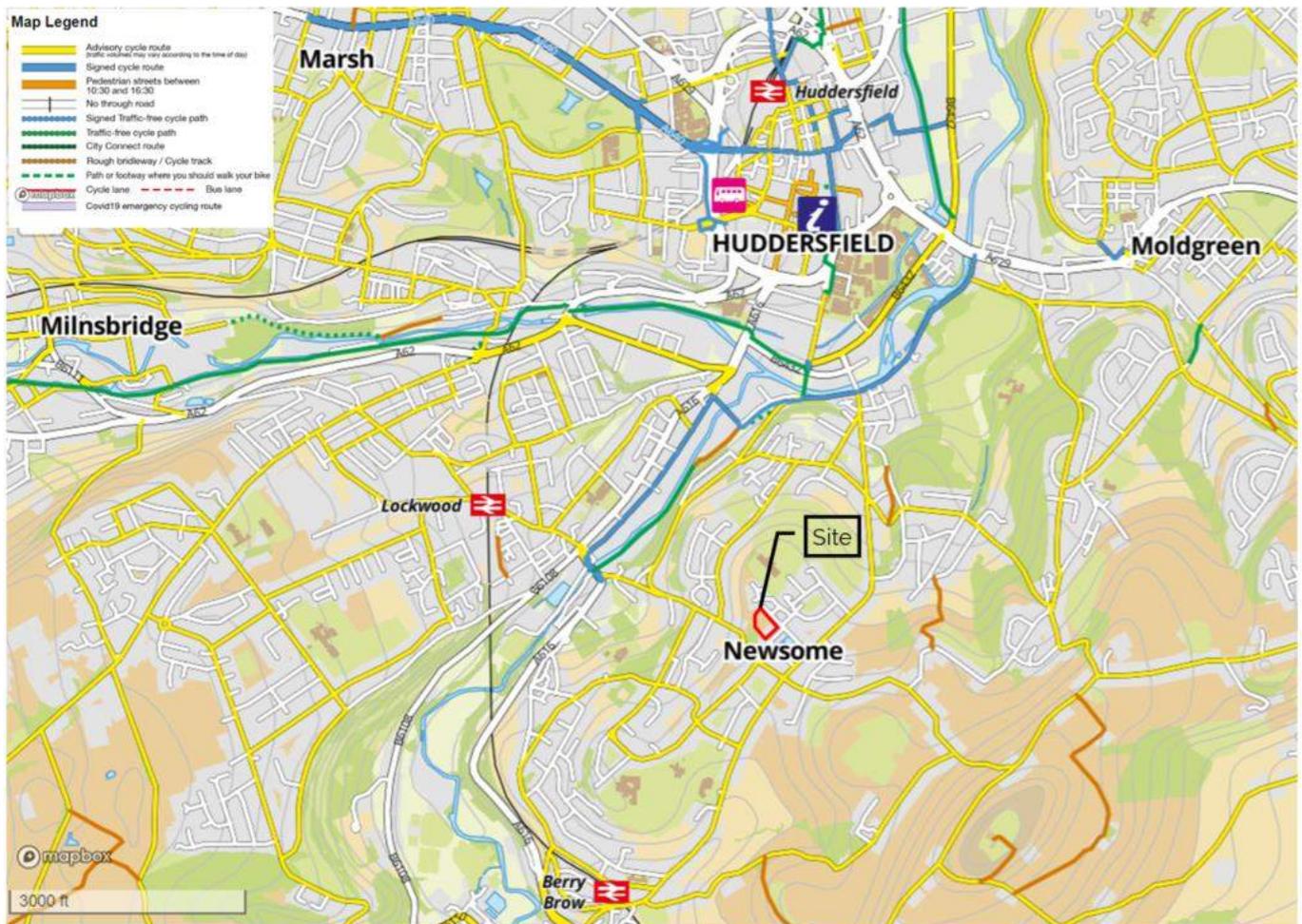


Figure 4: Extract from West Yorkshire interactive cycle map

8km is considered a distance that people would be willing to cycle for a commute, this distance is shown in Figure 4 and covers all of Huddersfield and the surrounding area.

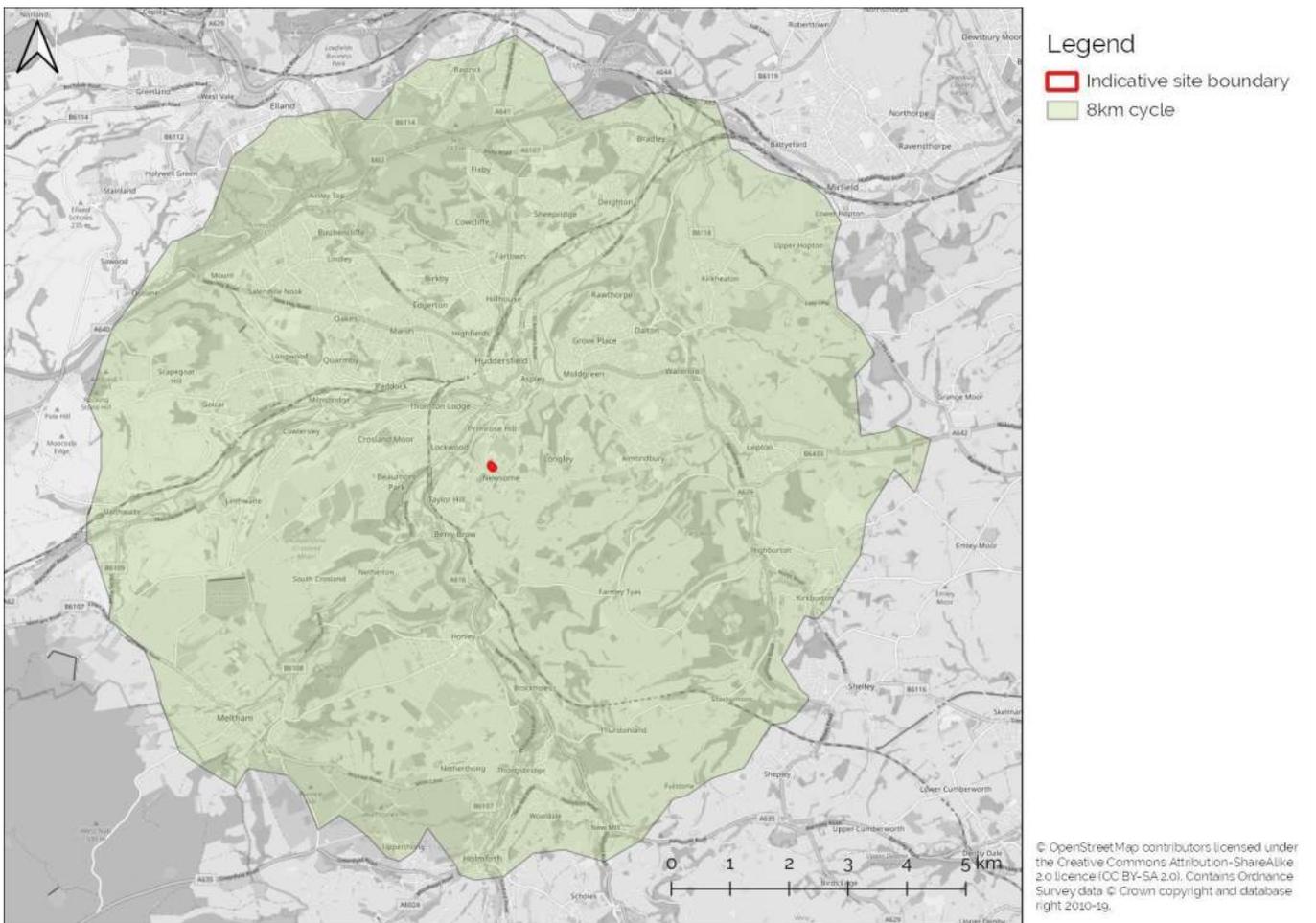


Figure 5: Cycle isodistance

3.4 Public transport

The site is accessible by public transport, with bus stops nearby and train stations within 1.5km of the site. The locations of the nearest stops and stations are shown in Figure 6.

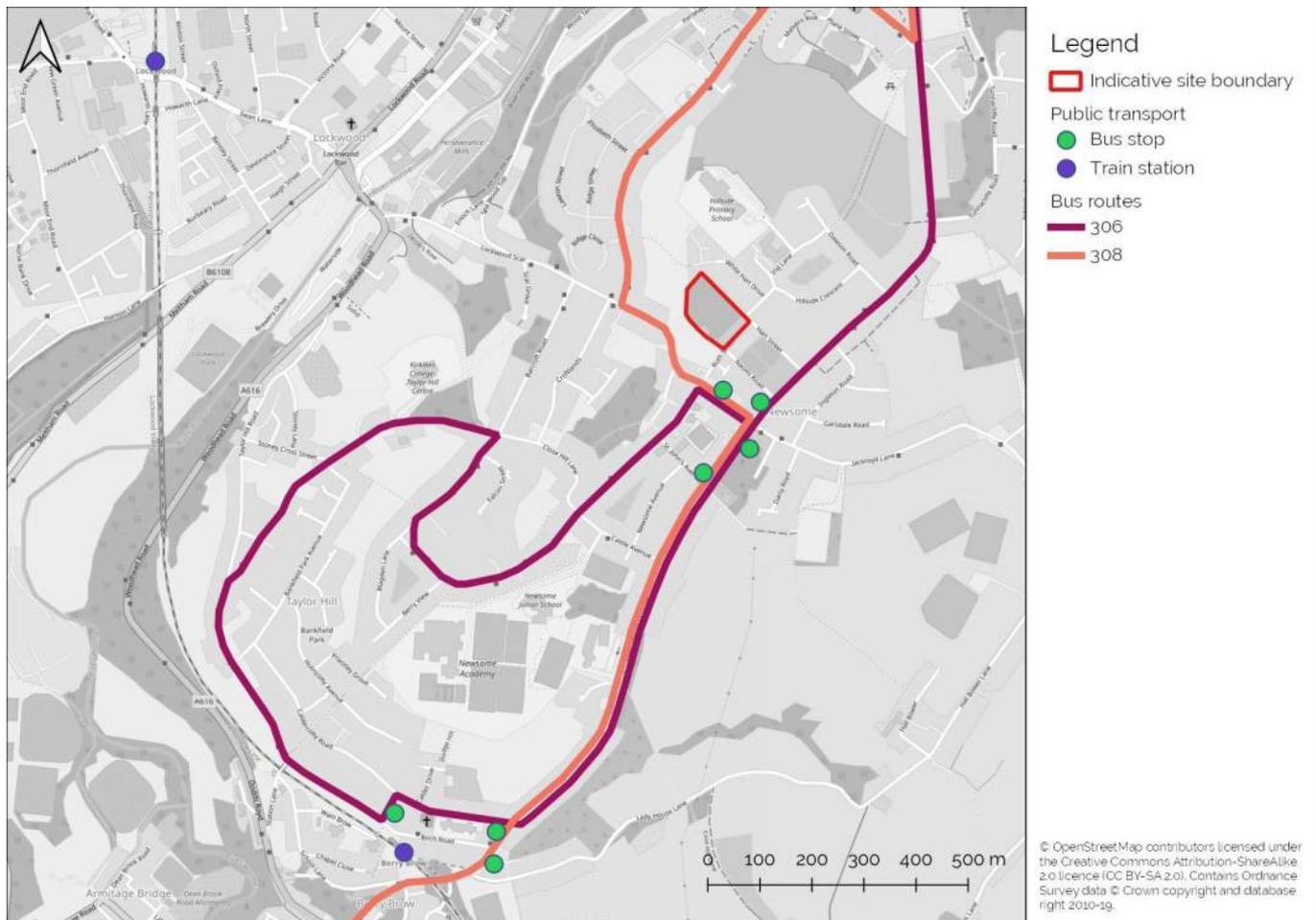


Figure 6: Public transport

Bus access

Near to the site there are bus stops on Church Lane and Newsome Road. These are all within 250m of the site entrance. Buses that serve these stops are the numbers 306 and 308 which provide services to Huddersfield town centre. The 308 also provides access to Holmfirth.

Table 1: Bus services and frequencies (as of 6 April 2023)

Service number	Route	Peak Frequency (buses per hour)		
		Mon-Fri	Sat	Sun
306	Huddersfield – Taylor Hill Circular	3	3	1
308	Huddersfield - Holmfirth	2	2	1
Number of services to Huddersfield per hour		5	5	2

Both services use the stops on Church Street and the 306 also stops on Newsome Road for buses to Huddersfield. Combined there are five services an hour to Huddersfield town centre Monday to Saturday and two an hour on Sunday.

Train access

The two stations nearest the site are Lockwood and Berry Brow, both are on the same line and are 1.4km from the site. The buses 306 and 308 both have stops near Berry Brow station. Trains provide services between Huddersfield and Sheffield at a frequency of one per hour, Monday to Sunday with shorter operating hours on Sundays. Lockwood Station has cycle stands with space for 10 cycles and CCTV coverage. Berry Brow has no cycle facilities.

For more frequent services and destinations nationwide, Huddersfield Station is 2.7km from the site. Any of the bus services listed above can be used to get to Huddersfield Bus Station which is around 400m from the train station.

3.5 Local highway network

The streets in the immediate vicinity of the site are Hart Street, Ruth Street, Ing Lane and Naomi Road. They are all local access streets and the only parking or waiting restrictions are on Ing Lane north of the junction with Hillside Crescent where there is a single yellow line with restrictions from 8am-5pm Mon-Fri. Hart Street to the north of Ing Lane is closed to motorised traffic with the use of bollards in the highway.

The carriageway is approximately 7.5m wide on Ruth Street and Hart Street. Ing Lane has a carriageway width of approximately 5.5m. Parking is accommodated on both streets, it can be observed on google streetview on both sides of Ruth Street and on one side of Ing Lane. All have footways on both sides of the street. Naomi Road has a carriageway of around 4.5m wide and has no footways at its northern end.

For connections to the strategic road network the A616 can be reached via Ruth Street and Lockwood Scar. To the south the A616 provides connections for routes to Holmfirth. To the north the A616 provides access to Huddersfield town centre or to the ring road from which connections can be made to the A629 eastbound for journeys to the east and south, A629 westbound to junction 24 on the M62, or the A640 westbound to junction 23 on the M62.

4. Proposed development and Travel Plan measures

4.1 Development proposals

The development will be managed by Collaborate Living and the development proposals can be summarised as follows:

- 78 dwellings consisting of 41 new dwellings and 37 apartments
- 42 cycle parking spaces
- 58 car parking spaces, including 19 accessible spaces
- Associated landscaping.

4.1 Communication strategy

It is important that residents understand their travel options and that there is a Travel Plan Coordinator to help with any travel queries. These options must be communicated and promoted to residents.

Suggested Travel Plan communication strategy:

- Travel information pack (physical or digital) will be issued to residents when they move in to provide information on the sustainable travel options available to them
- There will be ongoing communication about the sustainable travel options through resident newsletters

The travel information pack provided to residents should include a map showing the local area and nearby amenities, the health benefits of active travel, where to find information about cycle routes and cycling resources, public transport information and journey planning, and the contact details of the TPC.

4.2 Pedestrian access

The development has been designed to provide a pleasant environment for people to live in and walk through. The primary pedestrian accesses will be from the south of the site. There are two pedestrian only entrances off Ruth Street, the historic entrance to the mill and garden opposite Naomi Street and another between the Mill building and the Weavers apartments. There is also a pedestrian access along the south-eastern side of Hart Street. The existing pedestrian connection from Hart Street to White Hart Drive to the north of the site (PROW HUD-185-10) will be retained and improved. Within the site there is a network of pedestrian paths connecting between the blocks in a traffic free environment.

Measures to support journeys by foot:

- Permeability through the site and pedestrian connections to the surrounding area
- Pedestrian priority style design to encourage pedestrian activity and low vehicle speeds
- Promotion of walking as a healthy mode of transport for local trips in the residents' travel information pack

4.3 Cycle access and cycle parking

The main cycle access to the site is at the historic Mill entrance, though cycling through the proposed development should be comfortable for all abilities due to the low volume of traffic. On the ground floor of the mill, accessible from the entrance lobby, is the cycle store. The store will only be accessible to residents through a locked door. Space for 42 cycles is provided on Sheffield stands, this is a provision of one spaces for every house and one for every five flats.

Measures to support journeys by cycle:

- Ample secure internal cycle parking for residents
- Cycle maintenance stand
- Promotion of cycling within the residents' travel information pack

4.4 Public transport access

Bus stops are located within 250m of the site on Church Lane and Newsome Road. The pedestrian entrances on Ruth Street provide convenient access to the walking routes to these stops along Ruth Street and Naomi Road.

Measures to support journeys by public transport:

- Provision of public transport information in the residents' travel information pack, including stop locations, timetable information and journey planning

4.5 Vehicle access and parking

There is one vehicle entrance to the site on Hart Street, the internal roads will be adopted by KC. The proposals include 58 parking spaces, including 19 accessible spaces and visitor spaces, the spaces are both on-street and in the mill building. Parking will be unallocated because this helps to reduce demand, it means if a household does not have a car there is not an empty, unusable space.

The developer will explore the opportunity to include a car club vehicle on site in one of the on-street parking bays, which would help to further reduce the parking demand at the proposed development and provide a valuable amenity for people who don't own a car or would like to give up their car. It would provide access to a vehicle for people living at the new development who then might not need to own a second vehicle, and depending on circumstance could replace a household's only vehicle. A car club would also provide an amenity to the wider community. Enterprise car club already operate in Huddersfield which shows there is demand for the service.

Measures to reduce car use and the impact of car journeys:

- Sustainable travel modes promoted in residents travel information pack
- Local amenities located nearby in Newsome reduces the need to travel
- Exploring the opportunity to include a car club vehicle on-site.

5. Summary of actions and measures

Travel Plan actions and measures are summarised in Table 2 and Table 3, and will be in place for the lifetime of the Travel Plan.

Table 2: Summary of Travel Plan Actions.

Action	Responsibility	Timeframe
Appoint a Travel Plan Coordinator	Collaborate Living	Before first occupation
Implement Travel Plan measures	As per Table 3	As per Table 3
Carry out annual resident travel survey, with the target of less than 50% of residents travelling to work by single occupancy car.	Travel Plan Coordinator	Within 6 months of first occupation or at 60% occupation (whichever happens first) and in years 1, 3, and 5 thereafter
Produce a Monitoring Report each year to review the effectiveness of the Travel Plan.	Travel Plan Coordinator	Produce Monitoring Report to be submitted to KC within 3 months of the end of the survey period.

Table 3: Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Travel information pack provided to residents when they move in via welcome information (physical or digital). Information should include, promotion of local walking routes, links to local walking and cycling groups, cycling routes, public transport timetable and route information, car club concept and locations, and links to maps, wayfinding, and travel planning tools	Sustainable travel choice	Travel Plan Coordinator	Information available in time for occupation of first unit. Information updated every 6 months
Ongoing communication about the Travel Plan, including survey results	Sustainable travel choice	Travel Plan Coordinator	Ongoing
Permeability of site and pedestrian connections to surrounding area	Walking	Developer	Construction

Measure	To Support	Responsibility	Timeframe
Pedestrian priority design to encourage pedestrian activity and low vehicle speeds	Walking	Developer	Construction
Ample secure internal cycle parking for residents	Cycling	Developer	Construction
Cycle maintenance stand	Cycling	Operator	Before first occupation
Location of the development makes walking and cycling the first choice for access to local amenities	Sustainable travel	Developer	Site location choice
Provision of public transport information in the residents' travel information pack, including stop locations, timetable information and journey planning	Public transport use	Travel Plan Coordinator	To be included in travel information pack
Explore the opportunity to include a car club vehicle on-site and provide incentives for residents to join	Car club and reducing private car ownership and use	Developer	Before first occupation

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