

Land at 21 Thomas Street, Lindley, HD3 3JJ

Travel Plan *April 2023*

Control Sheet

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Land at 21 Thomas Street, Lindley HD3 3JJ

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Census data has been obtained from Nomis.

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Development Site Layout Plan

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Travel Survey Questionnaires

1 Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed to prepare a Travel Plan for use by Muller Property Group in support of a planning application for a proposed residential Care Home development on land at 21 Thomas Street, Lindley HD3 3JJ.
- 1.2 The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 car parking spaces with access from Brian Street. The site location is shown at **Figure 1**.

Figure 1 – Site Location



- 1.3 National Planning Policy Framework paragraph 113 requires that:
- ‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’*

1.4 Kirklees Local Plan Strategy and Policies Adopted February 2019 (Policy LP20) states that: *'Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specific measures to be implemented including an approach to lower carbon emissions where applicable.'*

1.5 This Travel Plan (TP) seeks to encourage staff and visitors at the proposed Care Home to use alternative sustainable means of travel to and from the site in such a way so as to reduce single occupancy car borne trips.

1.6 The key actions arising from this plan are:-

The TP sets out a series of measures which are designed to encourage changes in the travel patterns of the Care Home staff and visitors, from single occupancy vehicles to more sustainable forms of transport.

A Travel Plan Coordinator will be appointed by the Care Home, this will be a member of staff who has the authority to implement the actions and incentives set out in this TP. The Travel Plan Co-ordinator (TPC) will be appointed prior to the full operation of the new Care Home. The TPC will undertake the specific tasks outlined in this Travel Plan.

The TP includes targets for single occupancy vehicle journeys associated with the Care Home and sets out a communication strategy together with TP compliance and enforcement to ensure the TP is effective.

The TP includes a monitoring and review strategy, recognising that implementation of this TP is an ongoing process for the five year life of the plan.

1.7 Muller Property Group acknowledge their responsibilities to deliver a sustainable development which will contribute to reducing congestion and help the viability and attractiveness of the new Care Home.

2 The Development

2.1 Overview

2.1.1 The development is a proposed residential Care Home development on land at 21 Thomas Street, Lindley HD3 3JJ. The proposals are to redevelop the brownfield site to create a new residential Care Home (use class C2) for 60 residents, together with 20 car parking spaces with access from Brian Street.

2.1.2 Staff provision is anticipated to be 48 full time equivalent operating over three shifts to provide 24 hour care. There would be a maximum of 16 staff on site at any one time.

2.1.3 The Care Home would provide end of life care for residents and include on site amenities including:

- Communal lounge and dining areas
- On site kitchen to prepare residents meals
- Quiet lounges
- Cinema room
- Hair and nail salon
- Assisted bathrooms
- Treatment rooms
- Nurse station
- Staff and administration areas

2.1.4 The Architects development site layout plan is contained at **Appendix A**.

2.2 Access

2.2.1 The main pedestrian access to the building will be on the western elevation facing the development car park with pedestrian footpath routes within the site which connect to Brian Street.

2.2.2 Cyclist access to the site will be via the all-purpose access on Brian Street, leading to a dedicated secure communal cycle store on the west side of the building.

2.2.3 Vehicular access to the site is proposed from an improved site access located on Brian Street towards the western end of the site frontage, in the vicinity of one of the former accesses to the site. A dropped kerb pedestrian crossing will be provided at the site access bellmouth and incorporating tactile paving.

2.3 Parking

2.3.1 Cycle Parking is proposed at 1 space per 2.5 car parking spaces, with 8 long stay secure cycle parking spaces proposed within a communal external cycle storage provision. Cycle parking will only be required for staff and visitors due to the nature of the Care Home. 8 spaces equates to approximately 1 per 2 staff on duty at any one time.

2.3.2 Car parking is based on an anticipated level of provision based on staff and visitor operational requirements. Using local census information for travel to work into the local area shows 64% by car. Therefore 16 staff would require 10 car parking spaces. Visitor parking has been estimated using other local authority guidelines for C2 developments at a ratio of 1 space per 5 residents. Therefore 60 residents would require 12 spaces. Total maximum parking provision is therefore 22 spaces for staff and visitors. The development proposes a total of 20 car parking spaces which is within the maximum provision and does not represent an overprovision. The level of parking is considered operationally sustainable given the active and public transport accessibility of the site.

2.3.3 Mobility spaces are provided at 10% with two spaces provided.

2.3.4 Electric vehicle parking is proposed at 10% with 2 spaces provided and with a further 10% enabled for future retrofitting.

2.3.5 Motorcycle parking is proposed with 1 long stay space provided with a secure anchor point.

3 Travel Plan Objectives & Targets

3.1.1 Travel Plans exist to influence travel behaviour towards more sustainable methods of travel by using a mixture of increased transport opportunity, providing information, persuasion and incentive.

3.1.2 National Planning Practice Guidance defines a travel plan as:

‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’ (DCLG 2014)

3.1.3 This Travel Plan contains appropriate measures to help improve the environment by reducing the number of trips made to and from the development by the private car. Realistic targets shall be set for the reduction of car-borne trips and a shift to more sustainable modes of transport.

3.1.4 Whilst the primary purpose of the Travel Plan is to positively influence staff travel behaviour, it is considered that some initiatives can be extended to include visitor travel.

3.1.5 The main objectives of the Travel Plan are as follows:

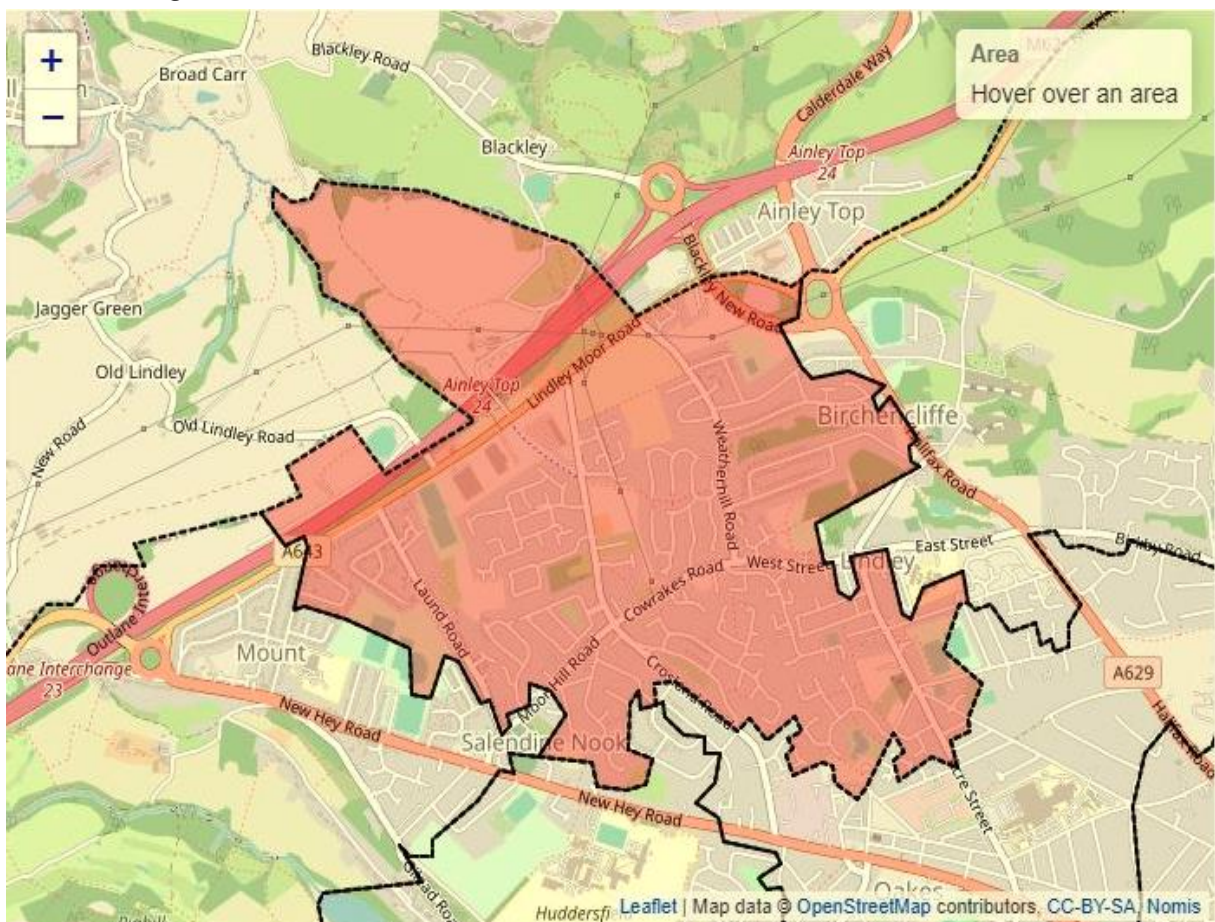
- To maximise the accessibility of the site by means other than the private car.
- To encourage staff and visitors to travel to and from the site via alternative means other than the car.
- To make staff and visitors aware of the sustainable transport alternatives that are available and of aspects of the site’s infrastructure that have been designed to assist and encourage their use.
- To minimise the level of vehicular traffic generated by the site.

3.1.6 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. The Travel Plan will be updated at the time of each annual review to include the results of the travel surveys.

3.2 Base Line Modal Split

3.2.1 2011 census data has been obtained for people traveling to work within the local ward area that the site is located (Kirklees 030). The ward area is shown at **Figure 2**.

Figure 2 – Census Ward Area – Kirklees 030



3.2.2 The census modal split is summarised at **Table 1**.

Table 1 – 2011 Census Travel to Work Modal Split; Kirklees 030

Mode of Travel	Kirklees 030	
	Number	%
Underground, metro, light rail or tram	0	0.0%
Train	7	1.0%
Bus, minibus or coach	77	10.8%
Taxi	9	1.3%
Motorcycle, scooter or moped	6	0.8%
Driving a car or van	455	64.1%
Passenger in a car or van	41	5.8%
Bicycle	6	0.8%
On foot	109	15.4%
Other method of travel to work	0	0.0%
Total	710	100.0%

3.2.3 The Census data indicates that 64.1% of people travel by car or van with 58.3% by single occupancy vehicles (64.1%-5.8%). Travel by walking, cycling and public transport accounts for 28% of trips.

3.3 **Travel Plan Targets**

3.3.1 The Travel Plan shall aim to reduce staff single occupancy vehicle trips by 10% over a five year period. As a result of reducing the number of trips made to and from the development by private car, the objectives of easing congestion on the local network together with its associated environmental benefits will be achieved.

Table 2 – Travel Plan 5 Year Target

Objective	Target	% Change
1. To reduce the frequency and impact of car travel	1a Reduction in the proportion of singly occupied car trips by staff.	-10%
2.To increase site accessibility	2a Increase in the overall proportion of sustainable / active travel	+10%

- 3.3.2 Based on census modal travel to work, the travel plan target will be to reduce staff single occupancy car journeys from approximately 58% to 52% over 5 years from first occupation of the Care Home. The travel plan will seek to maximise sustainable and active travel by visitors where appropriate.

4 Travel Plan Coordinator

4.1 A Travel Plan Coordinator will be appointed by the Care Home, this will be a member of staff who has the authority to implement the actions and incentives set out in this Travel Plan. The Travel Plan Coordinator will be appointed prior to the first operation of the Care Home.

4.2 **Table 3** summarises the role and main responsibilities of the Travel Plan Coordinator.

Table 3 – Travel Plan Coordinator Roles and Responsibilities

Role	Responsibility	
Travel Plan Coordinator	1	Implement the Travel Plan measures to meet with Travel Plan targets.
	2	Agree funding for measures through liaison with the Operator.
	3	Obtain timetables, local routes maps and ticketing offers for both local bus and rail facilities as well walking / cycling information / maps and display within communal staff areas and on notice boards within visitor waiting areas.
	4	Liaise with all members of staff to discuss the Travel Plan, its purpose, objectives and targets. Invite staff to provide suggestions on what sustainable measures could be implemented to encourage a reduction in single occupancy car use. This could include but is not limited to the following: incentives, reserved parking for car sharers, tax exempt bicycle loan etc.
	5	Provide all staff with travel information packs containing information on timetables, promotional offers, sustainable transport links to the site and details of the car share database.
	6	Inform all staff of any alterations to the Travel Plan, any amendments to implemented measures, any significant discussions with Care Home management team and provide any feedback concerning the progress of the Travel Plan and the measures employed.
	7	Disseminate an annual staff travel survey and visitor 'snap shot survey' following the anniversary of the initial travel survey. The results should be collated and provided to the Care Home management team within 3 months of the survey.

5 Accessibility by Sustainable Travel

5.1 Overview

5.1.1 This section includes an assessment of the accessibility of the site by sustainable modes of transport, to review the opportunities that exist for staff and visitors to access the site:

- Accessibility on foot
- Accessibility by cycle
- Accessibility by bus
- Accessibility by rail
- Car/Lift Sharing and Taxi's
- Motorcycle and Mopeds
- Deliveries

5.1.2 The non-car accessibility of the site is important to provide a viable alternative to the private car when considering travel to the site.

5.2 Accessibility on Foot

5.2.1 Guidance indicates that walking is the most common form of travel and has the greatest potential to replace short car trips, particularly those under 2km.

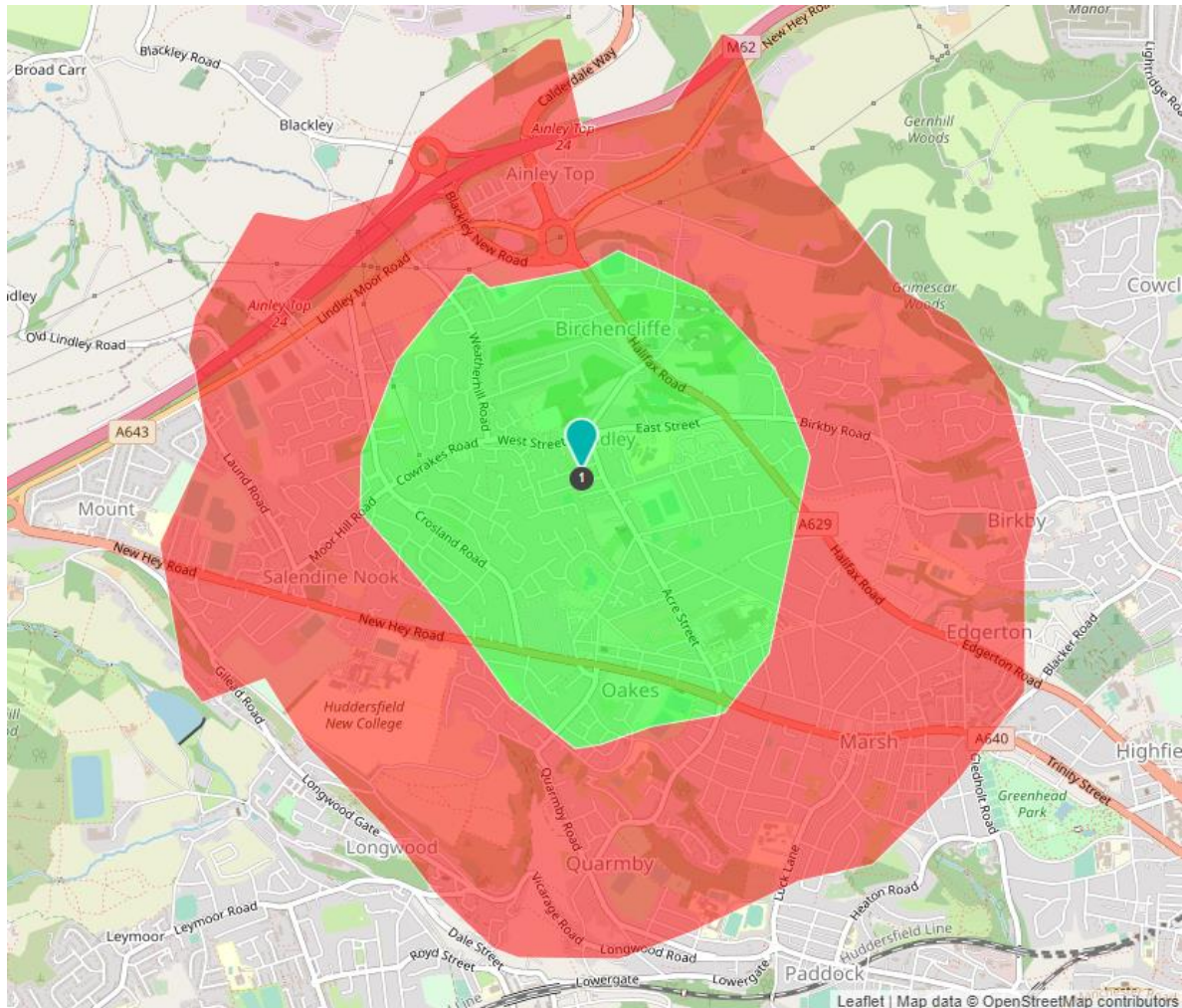
5.2.2 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"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 **Figure 3** identifies 1km / 2km walking isochrones from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

Figure 3 – Indicative walking isochrones

[Openrouteservice]



5.2.4 Within 1,000m walking distance (12.5 minutes) of the site there is:

- Bus stop on Thorncliffe Street (on site frontage)
- Bus stops on Lidget Street (145m southbound / 200m northbound)
- Bus stops on West Street (175m westbound / 215m eastbound)
- Shops on Lidget Street, including Pharmacy and Library (within 200m)
- Lindley Liberal Club and Bowls
- Daisy Lea Lane Recreation Ground
- Lindley CE Infant School
- Lindley Junior School
- Lindley Group Practice (GP Surgery)

- Huddersfield Royal Infirmary including Accident & Emergency and Acre Mills Outpatients, including associated car parks
- Residential areas including:
 - Lindley
 - Birchencliffe
 - Oakes

5.2.5 Within 2,000m walking distance (25 minutes) of the site there is:

- Huddersfield New College
- Residential areas including
 - Salendine Nook
 - Marsh
 - Quarmby
 - Ainley Top
 - Birkby
 - Edgerton

5.2.6 As well as considering the location of the Care Home, it is also important to consider the quality of the pedestrian infrastructure when determining accessibility. To this end, in the vicinity of the Care Home, the surrounding highway network has an extensive footway network that is street lit. There are controlled pedestrian crossings on Lidget Street and West Street and dropped kerb crossings at side road junctions. Therefore, the Care Home is well located within Lindley and with a footway network to encourage trips to/from the site on foot.

5.2.7 Walking Initiatives:

- The Travel Plan Coordinator will inform staff and visitors of the facilities that are accessible on foot to try and discourage unnecessary vehicle traffic around the area.
- The Travel Plan Coordinator will encourage employees to sign up to a 'WalkBUDI' scheme to offer journey matching services, particularly for those who may feel vulnerable travelling alone.

- Where possible staff will be recruited from the local area making it easy to use alternative modes of transport to the private car.
- Ensure footpaths on site are lit and well maintained and that any defects on local streets are reported to the Highway Authority.
- The Travel Plan Coordinator will review on a regular basis the level of staff walking to work and consult with employees to establish measures to encourage this activity.
- Information on walking routes as well as information about 'walk to work' day can be found at www.walk4life.info and www.walkit.com
- Information on national and local walking scheme and the health benefits of walking can be found at www.walkingforhealth.org.uk

5.3 **Accessibility by Cycle**

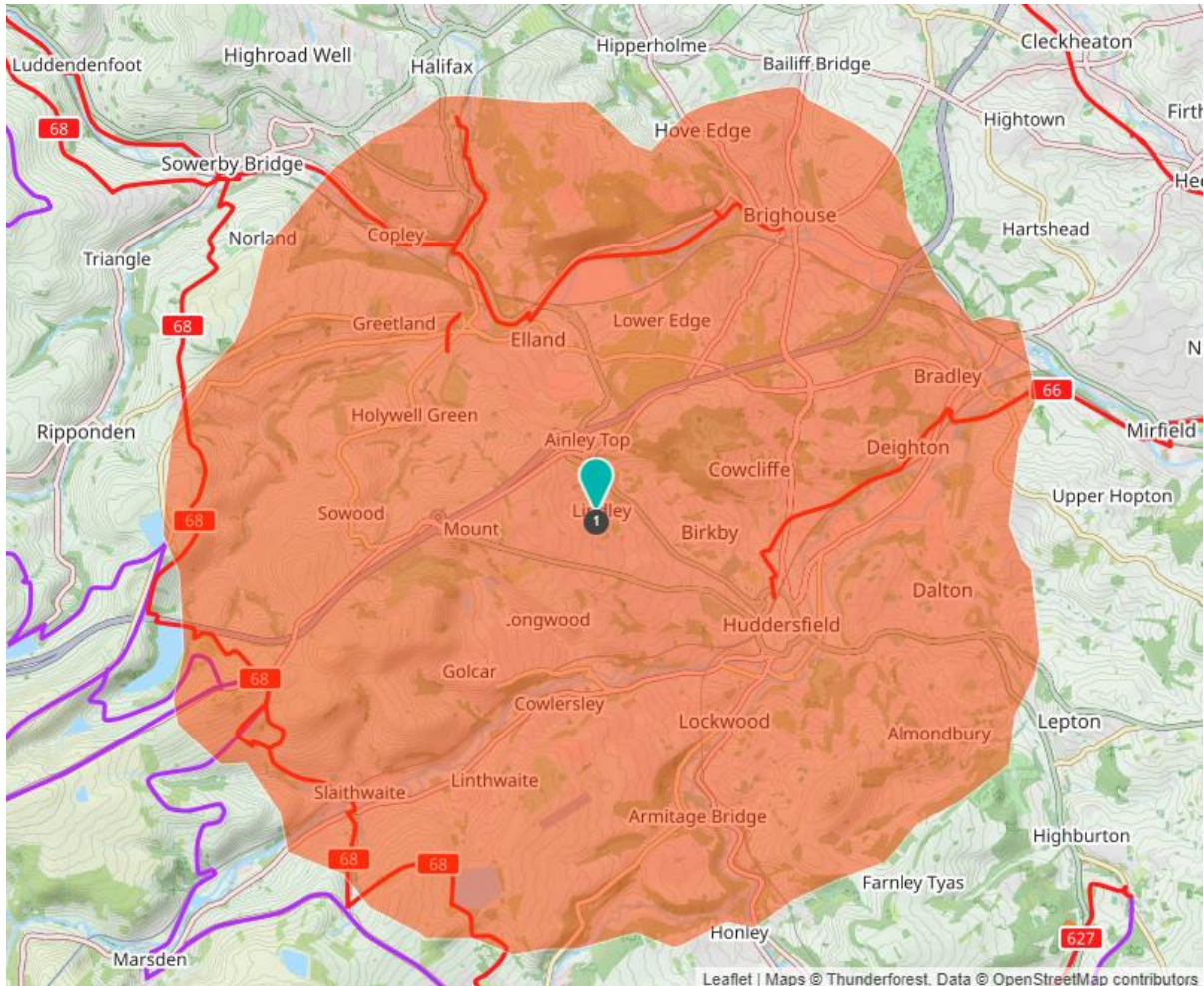
5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"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 4** indicates destinations that lie within an 8km cycling isochrone of the site. Again it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 4 – Indicative Cycle isochrones

[Openrouteservice]

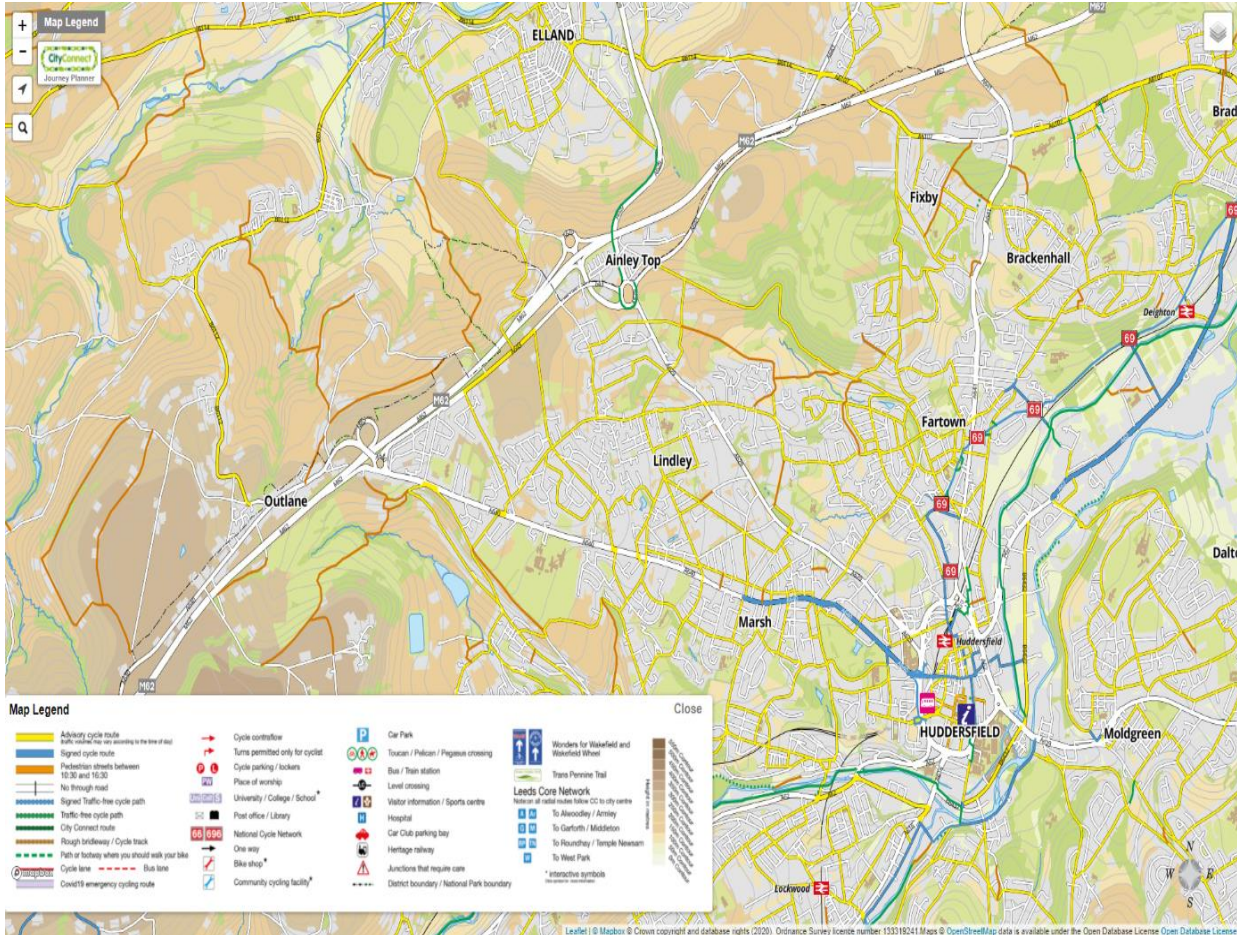


5.3.3 Within 8km cycle distance of the Care Home is:

- Huddersfield Town Centre and Train Station
- Brighouse Town Centre
- Elland Town Centre

5.3.4 Again the quality of the cycle network surrounding the site will influence cycle accessibility. **Figure 5** is an extract from the West Yorkshire Interactive Cycle Map and shows extensive advisory cycle routes throughout the local area. **Figure 6** is a detail of the cycle map which identifies that the A640 New Hey Road has cycle lanes for the extent of the majority of the practice catchment area that it passes through. Therefore, the Care Home is well located within the practice catchment area and with a cycle network to encourage trips to/from the site by cycle.

Figure 5 – Extract from West Yorkshire Interactive Cycle Map



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Figure 6 – Extract from West Yorkshire Interactive Cycle Map



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5.3.5 Cycling Initiatives:

- The Travel Plan Coordinator will promote the health events such as ‘national bike week’ as well as environmental and other benefits associated with cycle use.
- Secure cycle parking facilities are provided close to the building entrance.
- Changing rooms, shower facilities and lockers will be provided for staff.
- Cycle route information will be clearly displayed within the building for staff and visitors, to encourage the use of local routes.
- Consult with the Highway Authority regarding any defects on the local network and any potential improvements.

- The Travel Plan Coordinator will review on a regular basis the level of staff cycling to work, as well as encouraging the health, environmental and other benefits associated with cycle use.
- The Travel Plan Coordinator will review cycle parking at the site regularly and should further cycle parking facilities be required the Travel Plan Coordinator will investigate increasing the number of cycle parking spaces.
- The Travel Plan Coordinator will investigate the potential to set up a 'BikeBUDI' scheme which offers a journey matching service, particularly for those who do not feel confident travelling alone.
- The Travel Plan Coordinator will investigate forming a Bicycle Users Group (BUG) to encourage cycling and organise promotional events.
- The Government operates a cycle to work scheme which is a tax exemption scheme introduced to promote healthier journeys to work. As part of this scheme interest-free loans for bicycles are also available. The employer will consider signing up to this scheme and making it available for all staff. Further details of the cycle to work scheme can be found at <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

5.4 Accessibility by Bus

5.4.1 The closest bus stops to the site are located on Thorncliffe Street with a northbound stop on the site frontage. Further bus stops are located on Lidget Street approximately 145m southbound / 200m northbound walking distance from the site and West Street approximately 175m westbound / 215m eastbound walking distance from the site.

5.4.2 Details of services on that service stops on Thorncliffe Street, Lidget Street and West Street are shown at **Table 4**.

Table 4 – Bus Services on Acre Street

Service	Route	Service Frequency	
		Mon to Sat Daytime (mins)	Evenings and Sundays (mins)
317	Lindley - Milnsbridge - Lockwood - Almondbury	Limited Service	-
343	Huddersfield - Marsh - Royal Infirmary - Lindley - Blackley - Elland - Barkisland - Halifax	60	-
370	Rawthorpe - Huddersfield - Lindley Circular	30 (M-F)	60
370	Huddersfield - Salendine Nook - Lindley	40	-
371	Lindley - Salendine Nook - Huddersfield - Dalton	30	60
371	Huddersfield - Salendine Nook - Lindley	Limited Service (M-F)	-
372	Almondbury - Waterloo - Huddersfield - Marsh - Royal Infirmary - Lindley	15	60 (eves) 20 (Sun)
501	Huddersfield - Marsh - Lindley - Ainley Top - Elland - West Vale - Halifax	-	60 (eves)

Blue – Frequent service operates every 15 minutes or better Monday to Saturday

Red – Regular service operates at least one bus every 2 hours, 6 days a week

Black - Infrequent service operates at certain times of the day, or days of the week, only

5.4.3 There are between 8 and 10 daytime bus services per hour Monday to Sunday at stops within 200m walking distance of the site, together with 4 evening services per hour. All services connect with Huddersfield Town Centre bus station. Therefore, there are extensive bus services available for the Care Home.

5.4.4 Further information regarding bus timetables, journey planning, tickets and passes can be found at:

<https://www.wymetro.com/>

<https://www.traveline.info/>

5.4.5 Bus Travel Initiatives:

- In order to encourage the use of the existing bus services it is proposed to prominently display route maps, timetables, plus ticket and special offer information in staff rooms and publicly accessible areas of the development.

It will be the responsibility of the Travel Plan Coordinator to make sure the information is kept up to date in order to promote the use of these services.

- Staff and visitors will also be encouraged to utilise the Yournextbus service which provides real-time information on bus services throughout the day. Further information can be found at <http://www.nextbuses.mobi/>
- The Travel Plan Coordinator shall keep in contact with local bus companies regarding ticketing promotions and this information will be passed on to employees through staff induction, welcome packs and staff notice boards. The Travel Plan Coordinator will promote the free journey planning service, which is available at: www.traveline.info

5.5 Accessibility by Rail

5.5.1 The nearest rail station to the site is at Huddersfield Town Centre approximately 2.5km east of the site. The train station is located approximately 350 metres walking distance from Huddersfield bus station and is therefore accessible with a combined bus journey with the services identified in **Table 4**. Services 370/370, 371/371 also stop on Westgate within 170m walking distance of the train station. The station is also accessible from the site by cycle and by taxi, with cycle parking and a taxi rank located at the station.

5.5.2 Further information regarding train timetables, journey planning, tickets and passes can be found at

<https://www.wymetro.com/>

<https://www.traveline.info/>

5.5.3 Train Travel Initiatives:

- In order to encourage the use of the existing rail services it is proposed to prominently display route maps, timetables, plus ticket and special offer information in staff rooms and publicly accessible areas of the development. It will be the responsibility of the Travel Plan Coordinator to make sure the information is kept up to date in order to promote the use of these services.

- The Travel Plan Coordinator shall keep in contact with local rail companies regarding ticketing promotions and this information will be passed on to employees through staff induction, welcome packs and staff notice boards.

5.6 Promotion of Car Sharing

5.6.1 The site is accessible to the local and wider highway network and the Travel Plan Coordinator will seek to introduce incentives for car sharing by employees with the intention of achieving annual increases in this activity. With a small close knit group of employees, staff would be encouraged to arrange their own car share scheme, rather than being dictated to by management although a central register/database of staff "car sharers" could be created by the TPC to assist. The Travel Plan Coordinator will ensure all staff are aware of the 'car share' database and initiatives to promote and sustain membership will be discussed with staff.

5.6.2 A list of possible destinations for shared trips shall be made available and shall be kept regularly updated. Preferential car parking spaces will be given to staff that are regular car sharers and in the case of the nominated driver becoming unavailable for any reason an agreed procedure for an individual to get home will be put in place.

5.6.3 The Travel Plan Coordinator will enter into negotiations with local taxi firms which may provide reduced rates and fares for guaranteed business. If this is linked to a list of potential "taxi sharers" this again will maximise the occupancy of the taxi whilst minimising the cost to each individual.

5.6.4 Details for licenced local taxi companies will be displayed on staff and visitor notice boards and taxi parking spaces / waiting areas will be provided within the site.

5.6.5 Existing car sharing schemes will also be promoted to further encourage car sharing. Further details of car sharing schemes can be found at;

<https://liftshare.com/uk/community/wy>

<https://liftshare.com/uk>

5.7 Motor Cycling and Mopeds

5.7.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles 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 motor cycle and mopeds are less, so releasing more space for operational use. Parking for powered two wheelers is to be provide on-site.

5.7.3 Concern is 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 obligations to proper training by a recognised training organisation or trainer before use of the vehicle.

5.7.4 Dedicated parking for motorcycles is proposed within the Care Home car park. Secure anchor points will be incorporated to enable motorbikes to be secured.

5.8 Electric Vehicle Parking Provision

5.8.1 In accordance with Kirklees Environmental Health requirements, the Care Home car park includes the provision of charging points for 2 spaces, with potential to increase this to 4 spaces.

5.9 Deliveries

5.9.1 Where deliveries are provided by an external source the ability to impose travel mode changes will not be easy. Nevertheless the Travel Plan Coordinator will liaise with the delivery companies such as office, food and medical suppliers to encourage them to delivery outside of the typical highway network peak hours.

5.10 Accessibility Summary

5.10.1 The site is highly accessible by both active and public transport. As such staff and visitors to the site will have opportunity to utilise sustainable travel options, where appropriate, which will reduce the need to travel by car.

6 Enforcement & Monitoring

6.1 *Monitoring*

6.1.1 The Travel Plan Coordinator will undertake a travel survey of staff and visitors within 3 months of first occupation of the Care Home to establish travel patterns and supply the results to the Care Home management team. Sample staff and visitor surveys are contained at **Appendix B**.

6.1.2 The Travel Plan Coordinator shall undertake an annual staff travel to work survey for a period of 5 years following first occupation as part of an annual review of the Travel Plan. The annual survey of staff travel shall include details of the monitoring process undertaken and an indication of any aspects of the operation of the unit that may have had an influence, either positive or negative, on the travel patterns of its staff. This report should also contain reference to any outside influence, such as changes in where employees reside or changes to bus services. Both of these are matters outside of the Care Home's control but may have a significant impact on the success of meeting Travel Plan targets. In this regard the annual monitoring of the plan will assist in determining reasonable and appropriate targets for modal change in the coming year.

6.1.3 In the interests of monitoring visitor travel, a sample 'snap shot' survey will be undertaken annually to coincide with the staff travel survey. The 'snap shot' survey will consider the travel habits exhibited by visitors over a weeklong period and the data will be collected by reception staff who will ask visitors how they travelled or intend to travel to the Care Home upon arrival. This data will be collated and reported within the annual review.

6.2 *Target Enforcement Measures*

6.2.1 Travel Plan targets will be monitored on an annual basis from initial occupation for a 5 year period. The targets detailed in Section 4 will be used to assess the success of the implemented measures. The results of each annual survey will be published and made available to staff and visitors.

6.2.2 Where targets have been missed a feedback process will be devised to assess how successful the initiatives have been and whether any amendments can be made. An Action Plan will be developed by the Travel Plan Co-ordinator. The Action Plan will contain a programme of proportionate measures for the next 12month period and designed to help achieve the sustainable travel targets. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

6.3 *Marketing and Communication Strategy*

6.3.1 Staff and visitors will be made aware of both the opportunities that will be available for alternative sustainable travel and of the measures included within this Travel Plan.

6.3.2 A “mail shot” will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling, car sharing arrangements.

6.3.3 The Travel Plan Coordinator contact information including a telephone number and email address will be displayed within communal staff areas and made available to visitors.

6.3.4 Sustainable travel information will be included within the Care Home literature and website.

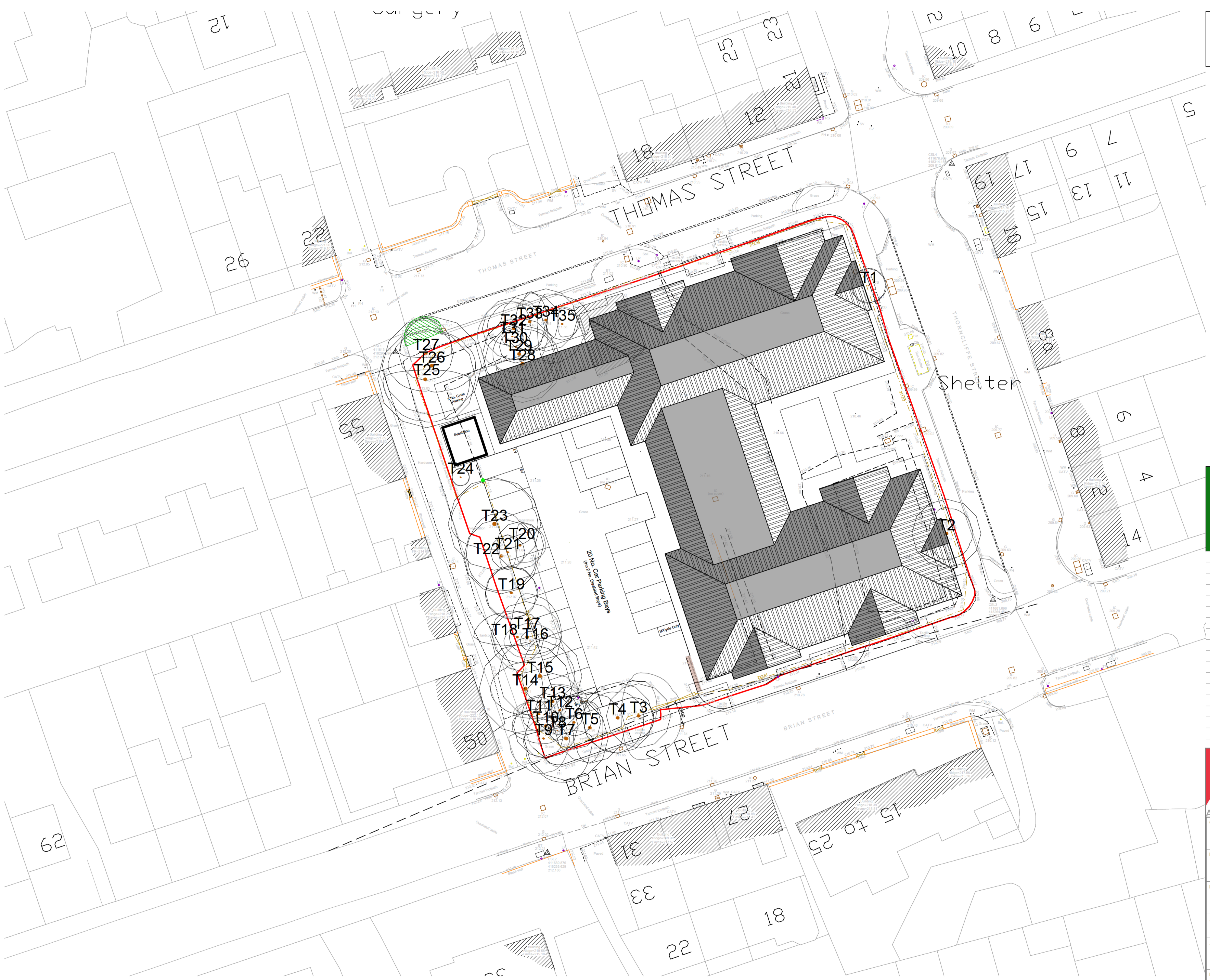
7 Summary

- 7.1 This Travel Plan sets out a series of measures which are designed to encourage staff and visitors at the Care Home to travel more sustainably as an alternative to single occupancy car journeys associated with the Care Home operation.
- 7.2 The Travel Plan includes reference to compliance and enforcement and the appointment of a Travel Plan Coordinator and together with the required annual monitoring, review and reporting over the five year life of the plan.
- 7.3 The Travel Plan will be implemented in accordance with National Planning Policy and Kirklees Local Plan Strategy and Policies to promote a sustainable development and to reduce carbon emissions.

APPENDIX A
Development Site Layout Plan



Site Area -
2500m² (0.25 hectares)



P	02/05/23	Substation added to site	CFF	JB
O	26/04/23	Bin store has been relocated and parking reduced	CM	JB
N	25/04/23	Note has been removed	CM	JB
M	25/04/23	Bin store has been relocated	CM	JB
L	25/04/23	Layout has been amended to suit the highways comments	CM	JB
K	24/04/23	Building footprint has been adjusted to accommodate the Highway comments	CM	JB
J	11/04/23	Footpath has been widened to 1200mm as required for access Consultant	CM	JB
I	03/04/23	Road width has been increased as agreed with the Highways Consultant	CM	JB
H	23/08/22	Bin store and cycle store have been amended to suit the Landscape Officers comments	CM	JB
G	21/06/22	Title block has been amended.	CM	JB
F	15/06/22	Roof Plan added to layout.	CM	JB
E	12/04/22	Layout has been revised to suit the Tree Consultants comments	CM	JB
D	30/03/22	Layout has been revised to suit the Transport Consultants comments	CM	JB
C	18/03/22	Detailed layout has been added	CM	JB
B	24/02/22	Title block has been updated.	CM	JB
A	13/01/22	Layout has been revised to accommodate the TPO	JB	JB
-	01/01/21	Original Drawing	JB	JB

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Client
Muller Property Group

Project Information
Proposed Care Home Development
21 Thomas Street, Lindley, Huddersfield HD3 3JJ

Drawing Title
Proposed Site Plan

A1 Scale: 1:200 A3 Scale:

Job Number: H.21.81 Drawing Number: (9-) 2 Revision: P

Drawing Issue: PLANNING

FOR ILLUSTRATIVE PURPOSES ONLY

APPENDIX B
Travel Survey Questionnaires



Staff Travel Questionnaire

We are committing to produce a Travel Plan. A Travel Plan is an evolving document which seeks to challenge the way in which we all travel to work and aims to encourage alternative modes of transport to single car occupancy journeys. This benefits the employee with health improvements and petrol cost savings – the organisation: with a reduced demand for car parking spaces and the associated costs and the environment in reduced air pollution and reduced traffic congestion.

Your answers and the findings of our survey will provide us with an accurate basis on which to proceed towards our aims and also gives you the opportunity to make any comments that you feel are important in relation to the way you choose to travel to work.

Minimum personal information is required and confidentiality will be maintained.

Travel Survey

1. What is your home postcode?

.....

2. What town or village do you live in?

.....

3. What is your usual place of work?

.....

4. How far do you travel to work?

up to 1 mile

over 2 miles and up to 5 miles

over 10 miles and up to 20 miles

over 1 mile and up to 2 miles

over 5 miles and up to 10 miles

over 20 miles

5. When do you normally arrive at work?

8.00-8.29am

8.30-8.59am

9.00-9.29am

9.30-10.00am

Other – please specify.....

6. When do you normally leave work?

4.00-4.29pm

4.30-4.59pm

5.00-5.29pm

5.30-6.00pm

7. Is your work

part time

full time?

If part time, please specify how many days per week you work

.....

8. Do you have any mobility difficulties which affects your transport choice?

Yes

No

9. How did you travel to work in the last 7 days? If your journey used more than one mode of transport, please show just the main part of the journey.

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Bus							
Bicycle							
Car, as driver, on your own							
Car, as driver, with other (s)							
Car, as passenger							
Foot							
Motorbike							
Train							
Home Working							
Taxi							

10. How do you travel to work if your normal form of transport is not available?

Bus

Bicycle

Car, as driver, on your own

Car as driver with other (S)

Car as passenger

Foot

Motorbike

Train

Other – please specify

Travel Survey

11. If you drive to work on your own, would you be willing to try more environmentally-friendly options such as walking, public transport or car sharing some of the time?

yes No

12. Are there are particular barriers which make it difficult for you to use these more environmentally-friendly options? What are they?

.....

13. If you are travelling directly between your home and work, how easy or difficult do you think it is to travel by the following means?

	Very Easy	Quite Easy	Quite Difficult	Very Difficult	Not Possible
Walking					
Bike					
Bus					
Train					
Car Share					

14. Which of the following would encourage you to walk or cycle to work? Please tick no more than three.

- A small incentive each day you do not drive
- Drying rooms and lockers at work
- Showers and changing rooms
- Secure bike parking
- A course to practice cycling and gain confidence in safe environment
- Another cyclist to show you a good cycling route to work
- Construction of dedicated cycle tracks – if so, please specify location
- Creation of new site entrance to make your route more convenient – if so, please specify location
- Other – please specify

15. Which of the following changes would most encourage you to use public transport to or from work? Please tick no more than three

- A small incentive each day you do not drive
- Better quality bus waiting facilities
- Readily available up to date use bus and train timetables
- Reduced cost staff pass on public transport
- Existing public transport services re-timed to better fit your work hours – if so, please specify bus or train service
- Additional bus route – if so, please specify location
- Other – please specify

16. Which of the following changes would most encourage you to car share to and from work?

- A small incentive every day you share a car
- A car share database to help you find a partner with similar work patterns
- Reserved car parking in a prime spot for car sharers
- Others – please specify

17. Do you sometimes spend a normal day working from home instead of in the office?

Yes No
 If yes, how often?

18. Would you be interested in exploring the option of working from home instead of in the office?

Yes No

MÜLLER