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Proposed Lidl Foodstore
Crosland Moor, Huddersfield

Travel Plan

December 2023

PROPOSED LIDL FOODSTORE
CROSLAND MOOR
HUDDERSFIELD

LIDL GREAT BRITAIN LTD

TRAVEL PLAN

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Appendix TP2	Huddersfield Bus Network Map

1.0 INTRODUCTION

1.1 This Travel Plan (TP) forms part of a full planning application submitted by Lidl Great Britain Ltd (Lidl) for the 'erection of a foodstore (Use Class E) with associated access, parking, servicing area and landscaping' on land at the former St Luke's Hospital site, Blackmoorfoot Road, Crosland Moor, Huddersfield.

1.2 The site is located within the residential area of Crosland Moor, approximately 2.1 kilometres to the south-west of Huddersfield town centre. The proposed development site is previously developed land and is bound to north-west by Blackmoorfoot Road, by Turnstone Way to the north-east and a recently developed residential estate to the south. The site location is shown in Figure 1.1 below.

Figure 1.1: Site Location

1.3 The proposed Lidl foodstore will have a gross internal floor area (gfa) of 2,000m^2, with a retail floor area of 1,331m^2. There will be a car park with 93 spaces, 74 of which will be standard spaces, 6 of which will be for disabled users, 9 of which will be for "Parent & Child" users, 2 of which will be electric vehicle charging points and 2 of which will be motorcycle spaces. The proposed site layout plan is attached at **Appendix TP1.**

1.4 Access to the proposed Lidl foodstore will be provided from a priority-controlled T-junction with Turnstone Way along the north-eastern boundary of the site. Although not currently in use the bellmouth of the site access junction is currently located some 40 metres to the south-east of the Turnstone Way / Blackmoorfoot Road junction. As part of the proposals this will be relocated some 10 metres to the

north, still some 30 metres away from the junction with Blackmoorfoot Road. The form of this junction as a simple T-junction has been assessed within the accompanying Transport Assessment (TA) and has been found to be appropriate for the scale of the development proposals.

1.5 Pedestrian access to the site will be provided via footways adjacent to the vehicular access with Turnstone Way. Access for cyclists will be provided on-carriageway via the proposed vehicular access to the store on Turnstone Way.

1.6 This TP has been prepared for Lidl, predominantly for staff at the store, but also for customers where applicable. The implementation of this TP will help to make this development an attractive place to work offering realistic and attractive alternatives to the private car for trips to the site.

1.7 A TA has been prepared by Bryan G Hall and should be read alongside this TP. The TA demonstrates that the development proposals accord with relevant national and local transport planning policy and that they will not have a significant residual traffic impact on the operation of the local highway network.

Travel Plan Objectives

1.8 In order to assist Lidl with its commitment to minimising the number and length of car trips associated with the store, and encouraging alternative and more sustainable means of travel, Lidl has identified the following objectives:

- To reduce the impact of the site on local congestion and localised parking issues (should they arise);
- To reduce the environmental impact of site-related travel, and promote the company's commitment to environmental values;
- To reduce the need for unnecessary car travel through the promotion of suitable and reliable alternatives to the private car; and
- To raise awareness amongst staff and customers of the detrimental impacts of car use in order to encourage the use of alternatives.

1.9 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. As such this TP will be updated by the Travel Plan Coordinator (TPC) to implement revised measures and to incorporate best practice following a review of the findings from the annual travel surveys.

1.10 Following this introduction, the TP is set out as follows:

Table 1.1
Travel Plan Report Structure

Section	Title	Description
2.0	Relevant Planning and Transport Policy	This section sets out the relevant national and local policies for the site
3.0	Sustainable Transport	This section describes the accessibility of the site in terms of the sustainable modes of transport.
4.0	Travel Plan Coordinator	This section identifies the role of the Travel Plan Coordinator.
5.0	Targets and Monitoring	This section sets out the targets and associated forms of monitoring.
6.0	Travel Plan Measures	This section highlights the package of TP measures and the initial action plan.

2.0 RELEVANT PLANNING AND TRANSPORT POLICY

National Policy

National Planning Policy Framework (NPPF)

2.1 The NPPF sets out the Government's planning policies and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 10 and 11).

2.2 In relation to transport, the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 103). This can help to reduce congestion and emissions, improve air quality and public health. It is noted that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this needs to be taken into account.

2.3 This TP sets out the sustainable nature of the site in terms of access to and from the surrounding residential areas on foot, by bicycle and those locations further afield which are accessible by public transport.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

2.4 This guidance was released in March 2014 by the Department for Transport to bring together planning practice guidance for England in an accessible and usable way.

2.5 This guidance states that TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be appropriate. TPs should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

2.6 It goes on to suggest that all TPs should evaluate and consider:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the development via all modes of transport; and
- Consideration of public transport services.

Local Policy

2.7 This TP has also been prepared in line with local guidance. Kirklees lies within the West Yorkshire Combined Authority (WYCA) region, which comprises of five district local highway and traffic authorities in the West Yorkshire area; Bradford, Calderdale, Kirklees, Leeds and Wakefield.

West Yorkshire Local Transport Plan 2011 to 2026

2.8 The Local Transport Plan (LTP) sets out the authority's strategy, implementation plan and targets for improving transport in West Yorkshire. The LTP also sets out how the local transport system (including road, bus, rail, freight, walking and cycling networks) will be maintained, operated and improved over a period of time.

Kirklees Local Plan

2.9 The Kirklees Local Plan was adopted on 27th February 2019 and is now the statutory development plan for Kirklees, superseding the old Unitary Development Plan. It covers the period from 2013 to 2031 and sets out the necessary development policies, along with the quantum and location of development in Kirklees within this period.

2.10 Policy LP20 of the Kirklees Local Plan sets out that new development will be located 'to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car'. The council outline their support for 'demand management measures which discourage single occupancy car travel within new development'. More specifically the policy sets out that a Travel Plan setting 'targets and monitoring arrangements' and including 'agreed and defined outcomes related to a package of specified measures' to 'ensure sustainable travel patterns' is a requirement for all major planning applications, and will be determined on a case by case basis where development falls below this threshold.

2.11 Policy LP21 of the Kirklees Local Plan outlines that 'Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users'. The Policy sets out a number of requirements all proposals must follow. These have been reflected in the site design for the store and where appropriate will be referred to throughout this TP. These requirements include the provision of 'new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles' and the provision of 'on-site safe, secure and convenient cycle parking/storage facilities'.

2.12 This TP has been prepared in line with national and local policies and will reflect TP best practice.

3.0 SUSTAINABLE TRANSPORT

3.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised. The site is well located with regard to adjacent residential areas by sustainable modes of transport, as described further below.

Pedestrian Accessibility

3.2 With regard pedestrian provision at new development, the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (April 2015) describes how approximately 80% of all journeys under 1 mile are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to make journeys on foot as long as it is safe, comfortable, and the environment is attractive.

3.3 Further relevant guidance is set out within the CIHT document 'Guidelines for Providing for Journeys on Foot' (2000), which summarises suggested acceptable walking distances to and from development for commuting / school and for other journeys, including retail and shopping.

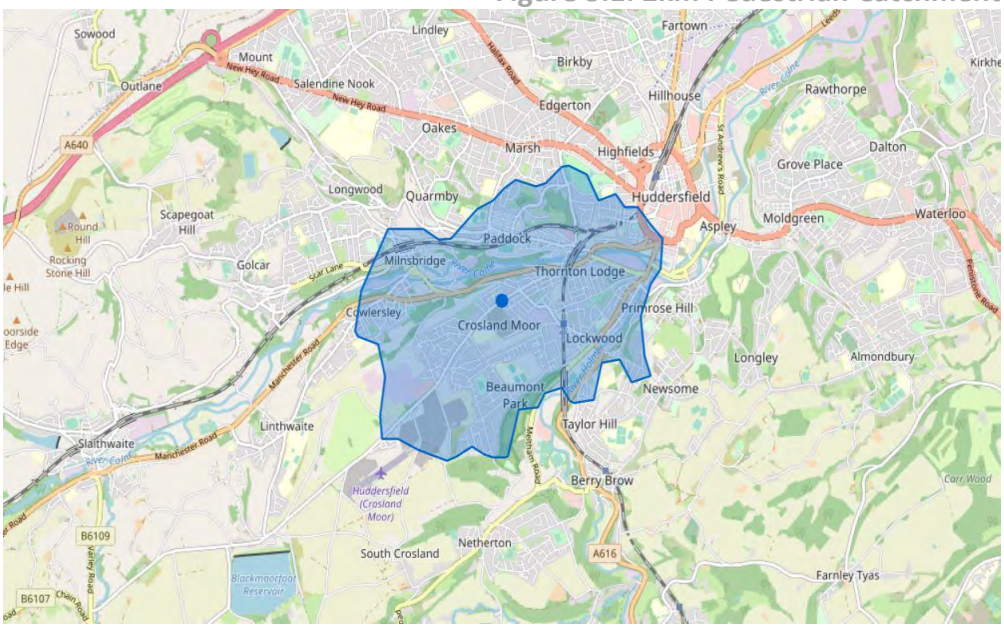
Table 3.1
CIHT Recommended Walking Distances

Maximum Distance	Trip Purpose	
	Commuting	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred	2,000 metres	1,200 metres

3.4 As can be seen above, the preferred maximum walking distance for 'other journeys' is 1,200 metres; whilst for commuting the preferred maximum walking distance is 2,000 metres. A number of surrounding residential areas are located within the preferred maximum walking distance of 2 kilometres from the proposed Lidl food store, including Thornton Lodge and Lockwood. Lockwood Railway station is also

within this catchment area. A 2-kilometre pedestrian isochrone is illustrated in Figure 3.1 (prepared using Iso4app).

Figure 3.1: 2km Pedestrian Catchment



3.5 As can be seen on the isochrone provided above, there are a large number of surrounding residential areas within the preferred maximum walking distance for commuting to the development site, including Thornton Lodge, Lockwood and Cowlersley. This represents a significant residential area from where future customers and staff can realistically choose to walk to the site instead of travelling by private car.

3.6 The proposed development site is easily accessed by pedestrians, with access into the site provided directly via footways adjacent to the proposed vehicular access with Turnstone Way, leading into the store car park and to the storefront.

3.7 The footways on Turnstone Way and Blackmoorfoot Road lead to the wider network of footways in the area. Dropped kerbs and tactile paving are in place across all minor arm crossing points along Blackmoorfoot Road, aiding the safety of pedestrians visiting the store and ensuring there are no effective barriers to travelling on foot.

3.8 The nearest designated pedestrian crossing facility across Blackmoorfoot Road is located approximately 60 metres to the north-west of the junction with Turnstone Way. This crossing point takes the form of a zebra crossing and as such gives priority to pedestrians wishing to cross over Blackmoorfoot Road. This crossing point allows

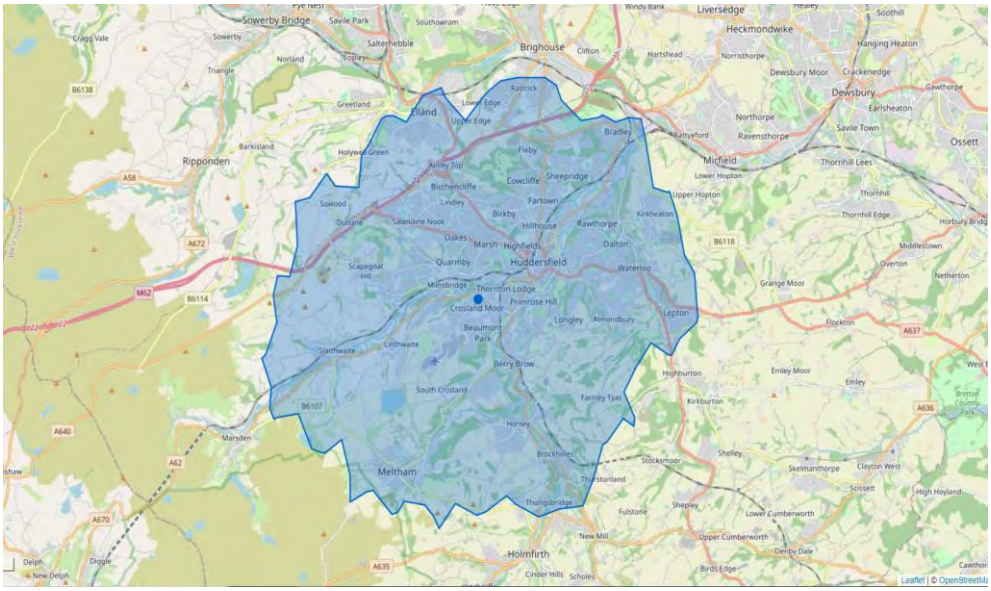
customers and staff at the store a safe way to cross the carriageway, and it is also noted that this is on the desire line between the eastbound bus stop and the site.

Cycle

3.9 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 - July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

3.10 An 8-kilometre cycling isochrone is illustrated in Figure 3.2 below (prepared using Iso4app).

Figure 3.2: 8km Cycle Catchment



3.11 The above plan in Figure 3.2 shows that there is a significant residential catchment that can access the site within a convenient 8 kilometre cycling distance, this includes the full extent of Huddersfield and other areas including Meltham, Bradley and Honley. These areas combined provide a significant residential catchment area within a reasonable cycling distance of the site, from where future staff and customers can reasonably be expected to cycle to the site.

3.12 Huddersfield town centre also marks the beginning of the National Cycle Network (NCN) Route 69. Locally this provides a link towards Bradley and Dewsbury, and

more regionally this provides a link to Bradford and Leeds. This route is fully signed and provides a mixture of on and off-road cycling routes, providing a useful cycle route for any staff or customers travelling from further afield.

Public Transport

Bus

3.13 With regard to public transport provision at new development, the CIHT publication 'Buses in Urban Developments' (January 2018) recommends that sites be designed to enable access to public transport services and ensure that these are located within reasonable walking distances, as shown in Table 3.2. The guidance also notes that these standard distances should not be applied uniformly without regard to the specific characteristics of the particular location or route.

Table 3.2
CIHT Recommended Walking Distance for Bus Stops

Trip Purpose	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town / city centres	250 metres

3.14 Blackmoorfoot Road is an operational bus route, with bus stops located at regular intervals along its length. Bus stops are located on Blackmoorfoot Road some 40 metres to the west of the junction with Turnstone Way for westbound services, and some 90 metres to the east of the Turnstone Way junction for eastbound services. Both bus stops benefit from a flagpole, shelter and timetable information.

3.15 The bus stop for westbound services can be accessed by walking north from the site via Turnstone Way and onto Blackmoorfoot Road, with the bus stop located along the site's frontage with Blackmoorfoot Road. The bus stop for eastbound services is located approximately 90 metres to the north-east of the Turnstone Way / Blackmoorfoot Road junction and can be accessed using the footways along Blackmoorfoot Road and using the existing zebra crossing to safely cross the carriageway.

3.16 The stops on Blackmoorfoot Road are served by service numbers 328 and 393. A summary of these services is provided in Table 3.3 below.

Table 3.3
Summary of Existing Bus Services

Route Number	Operator	Route Description	Frequency			
			Weekday	Weekday Evening	Saturday	Sunday
328	First Bus	Balmoral Avenue – Huddersfield Bus Station - Bradley	12 mins	30 mins	12 mins	30 mins
393	Stotts Coaches	Huddersfield Bus Station - Blackmoorfoot	Hourly	-	Hourly	-

3.17 It can be seen that the bus stops on Blackmoorfoot Road are served by up to 6 buses in each direction every hour, which averages out at 1 bus every 10 minutes. These buses provide services towards Blackmoorfoot, Huddersfield town centre and Bradley.

3.18 The Huddersfield Bus Network map is attached at **Appendix TP2** and shows the route that the above services take. The map also provides further information on routes and frequencies of all other bus routes within the wider Huddersfield area, as well as providing useful information on public transport ticketing options and contact information for the various public transport providers.

Rail

3.19 Lockwood Railway Station is located some 900 metres walking distance to the south-east of the site. It is considered that this is within a reasonable walking distance of the site to promote combined walking/rail journeys to the site, and also convenient to promote combined cycle/rail journeys. Lockwood railway station provides an hourly service 7 days a week between Huddersfield and Sheffield, the service also stops at local towns such as Honley, Shepley and Penistone.

3.20 Huddersfield Railway Station is located approximately 2.5 kilometres to the north-east of the site and provides a wider range of services in comparison to Lockwood. Huddersfield provides direct services to major towns and cities such as Liverpool, Manchester, Leeds, Sheffield and Newcastle.

Summary

3.21 The development is considered to be well located to encourage journeys by all modes of sustainable transport. The proposed site is within a convenient walking distance of suburbs of Huddersfield such as Lockwood, Thornton Lodge and Crossland Moor, providing a real opportunity for future staff and customers living in this area to walk to the site. There is a significant residential catchment located within a convenient cycle distance of the site, including the entirety of Huddersfield. Existing bus stops on Blackmoorfoot Road are conveniently located very close to the site to provide a very good opportunity for travel to and from the site by bus.

4.0 TRAVEL PLAN COORDINATOR

4.1 Lidl will designate a TPC for the store. The TPC will initiate contact with KC within three months of approval of the TP. Given, the size of the store and the anticipated number of staff, a full time TPC is not considered to be a requirement. However, it is recognised that at the commencement of TP delivery there is likely to be an increased demand for the TPCs time. As such, the TPC will be given sufficient time to complete the duties required of them at each stage of TP implementation. The TPC will work proactively with senior management at the store to maximise the potential for the TP to reduce the reliance on the private car, particularly amongst staff.

4.2 The TPC will work in partnership with KC and use the resources available to ensure that the TP is effective as it can be. If the TPC changes, KC will be provided with the updated contact details.

4.3 The TPC is responsible for the management, implementation and monitoring of this TP. Key responsibilities of the role are summarised below:

- To promote and guide the development of the TP;
- To ensure partnership working between the developer, the managers, the staff at the store and KC;
- To ensure that the TP, and records relating to it, are kept up to date and accurate;
- To undertake annual surveys in a timely manner, for a period of 5 years;
- To update the TP as and when necessary, implementing new TP measures and best practice where appropriate; and
- Providing an outline of the features and benefits of the TP to all new staff, delivered as part of the induction.

4.4 Lidl are fully supportive of encouraging their staff and customers to consider the way they travel, having demonstrated their commitment to travel planning through the preparation and development of this TP. They will support the TPC in the implementation, maintenance and monitoring of this TP in store. The TPC will work proactively with senior management to maximise the potential for the TP to reduce the reliance on the private car amongst staff and customers.

5.0 TARGETS AND OBJECTIVES

5.1 One of the major indicators by which the success of the TP will be measured is through the delivery of a modal shift towards the sustainable modes of transport. Baseline modal split proportions will first be identified before realistic targets can be set and used to measure any shift in travel patterns.

5.2 The baseline modal split proportions will be identified following the first staff travel survey. Staff surveys will ideally be undertaken within three months of store opening and then annually for a period of 5 years.

5.3 Modal split targets will be established within one month of survey completion and agreed with KC via a monitoring report. It is standard practice to aim for a 10% reduction in staff travelling to work as part of single occupancy vehicle journeys over a 5-year period with a subsequent increase in the use of sustainable modes.

5.4 When annual surveys are undertaken, progress towards modal shift targets will be measured and an increase in using sustainable modes of travel will be reviewed and compared to the baseline modal split data. The TPC will aim to achieve at least a 50% response rate, with the survey period ending once KC have approved the response rate. Feedback from staff can also be captured by their awareness, understanding and engagement with the TP.

5.5 In the absence of any existing baseline survey data, the presumed modal split for the store has been derived from National Statistics Census 2011 data for Method of Travel to Work – Daytime population, for the Middle Super Output Area (MSOA) of Kirklees 047, which includes the site. This provides a percentage breakdown by different modes of transport used to travel to/from work by people employed inside this area. These percentages can then be applied to the site to establish baseline figures.

Table 5.1
National Statistics Census 2011 Ward Data – Kirklees 047 MSOA
Method of Journey to Work

Modal Split	Percentage Split
Train	0%
Bus, Minibus or Coach	7%
Powered Two-Wheelers	0%
Driving a Car/Van	72%
Passenger in a Car/Van	7%
Taxi	0%
Bicycle	1%
On Foot	13%
Total	**100%**

5.6 The above modal splits demonstrate the likely mode split for staff travelling to work at the store. The results show that the majority (79%) of people within the MSOA travel to work by car (72% as a driver and 7% as a passenger), 13% of people within this MSOA travel to work on foot, 7% travel by bus and 1% by bicycle.

5.7 Initial modal split targets have been based on census data for Kirklees 047. These targets will be refined and agreed with KC on collection of baseline travel surveys.

Table 5.2
National Statistics Census 2011 Ward Data – Kirklees 047 MSOA
Method of Journey to Work, Initial Modal Split Targets

Modal Split	Percentage Split	Target Modal Split
Train	0%	0%
Bus, Minibus or Coach	7%	10% (+3)
Powered Two-Wheelers	0%	0%
Driving a Car/Van	72%	65% (-7)
Passenger in a Car/Van	7%	6%
Taxi	0%	0%
Bicycle	1%	3% (+2)
On Foot	12%	14% (+2)
Total	**100%**	**100%**

5.8 The initial modal split targets have been based on a 10% reduction in those driving a car/van. Table 5.2 shows a reduction from 72% to 65%. Targets for travel by walking, bicycle and bus have therefore been increased to reflect these changes, these figures represent significant percentage increases in use of sustainable modes.

Objectives

5.9 In addition to the modal split targets, the objectives of this TP will be actively pursued as the TP is implemented, as detailed below:

- To reduce the impact of the site on local congestion and localised parking issues (should they arise);
- To reduce the environmental impact of site-related travel, and promote the company's commitment to environmental values;
- To reduce the need for unnecessary car travel through the promotion of suitable and reliable alternatives to the private car; and

- To raise awareness amongst staff and customers of the detrimental impacts of car use in order to encourage the use of alternatives.

5.10 This TP will initially seek to achieve these targets through measures described in Chapter 6.0. The main indicator of progress towards the targets will be the results of the travel surveys, along with other indicators such as participation in travel events promoted by the TPC. The targets will be agreed with KC following the baseline surveys and adjusted accordingly.

6.0 TRAVEL PLAN MEASURES

6.1 It is acknowledged that no single measure will meet the needs of all staff or customers, as such a package of measures has been prepared so that staff can pick and choose the most appropriate measures for their circumstances. Given the location of the site within large surrounding residential areas, the measures outlined below focus initially on promoting access to these surrounding residential areas.

6.2 The uptake of any measures will be monitored and reviewed to ensure that they remain appropriate. The measures should not be considered fixed, nor are they an exhaustive list. Measures will be adapted to reflect national and local initiatives, guidance and best practice.

Measure 1
Site Design

Lockers will be provided for staff in store. This will offer staff an area to store any equipment/clothing used for travel and is likely to overcome any barriers in terms of encouraging walking and cycling to work.

The site will benefit from cycle parking in the form of 5 Sheffield Stands. This will provide staff and customers with a convenient location to secure their bicycle during their shift or visit to the store.

Two electric vehicle charging points are also to be provided in the store car park, allowing staff and customers the opportunity to charge their vehicles while at work or shopping.

Pedestrian routes throughout the site will be well lit, signed and marked with crossing facilities provided as appropriate to provide good pedestrian permeability. This presents significant potential for staff and customers to travel to the store; on foot, by bike and by using public transport.

To ensure the facilities provided by Lidl as part of the store's construction are both well used and regularly maintained an on-site audit will take place by the TPC.

Measure 2
Sustainable Travel Board

All staff will be provided with sustainable travel information. This will be provided in the form of a dedicated notice board located in a prominent location in staff areas, or a travel folder accessible to staff. Information on the following will be provided as a minimum:

- Latest government advice regards walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of West Yorkshire Car Share scheme – https://liftshare.com/uk/community/wy
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);
- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week/National Liftshare Week

The TPC will ensure that the information is kept up to date and will work with KC to access the most appropriate information and timetables and ensure that any local campaigns are well advertised internally at the store.

Measure 3
Advice on personal safety

Walking is an important mode of sustainable travel not only as a discrete journey, but it is critical as part of other journeys by public transport, it is expected many of the staff walk for at least as part of their daily journeys. Providing advice on personal safety could help relieve safety concerns for staff choosing to walk to the site as part of their journey. Details of this will be provided on the travel board. If staff do have safety concerns, they can be discussed with the TPC.

Measure 4
Participate in National and Local events

A range of initiatives promoting national and local sustainable travel which the store could take part in such as; Bike Week/Walk to Work Week/National Liftshare Week are available. Staff at the Lidl store will also be encouraged to use

a Cycle to Work scheme, offering staff financial support in buying a bike and accessories. The TPC will source materials from organisers to promote these schemes to staff.

Measure 5
Liaising with External Bodies

The TPC will take responsibility for liaising with external bodies including KC, West Yorkshire Combined Authority and public transport operators to investigate the potential for improvements to facilities and services and to ensure that issues raised by staff and customers are relayed back to those concerned.

Measure 6
Discounted Public Transport Tickets

Many bus/rail companies offer monthly or annual tickets at a discounted price (as compared with daily tickets). The TPC will investigate the potential for discounted public transport tickets/passes and season ticket loan agreements such as the MCard offered by West Yorkshire Combined Authority.

Measure 7
Staff Induction

All new staff members will be given personalised sustainable travel information and made aware of the TP as part of their induction. This should include an outline of the TP and its main features and contact details for the TPC.

Measure 8
Sustainable Travel Assistant

A 'Sustainable Travel Assistant' will be identified within the store. The Assistant and TPC will convene bi-monthly and communicate regularly to ensure the TP is implemented to maximum effect.

Measure 9
Encouraging Car Sharing

Car sharing is an effective way to reduce the number of single occupancy trips made by staff. The identification of staff with similar work and travel patterns is an essential element for a successful car-sharing scheme.

However, given the number of staff at the store at any one time, it is likely that informal car share matches will be made within the store where appropriate. Informal car share arrangements will be encouraged in store by sharing information on the benefits of car sharing as well as a sign up sheet.

Consideration will be given to staff wishing to car share when shifts patterns are arranged. If possible, shift patterns will be adjusted to allow members of staff to work the same shifts as others who wish to car share.

Measure 10
Guaranteed Ride Home

All staff will be able to take advantage of a Guaranteed Ride Home in an emergency should they require it. This would give peace of mind to those choosing to car share in the event that they needed to leave work for personal reasons. The scheme would be administered by the Store Manager to ensure that no abuse of the system occurs.

Measure 11
Taxi phone for customer use

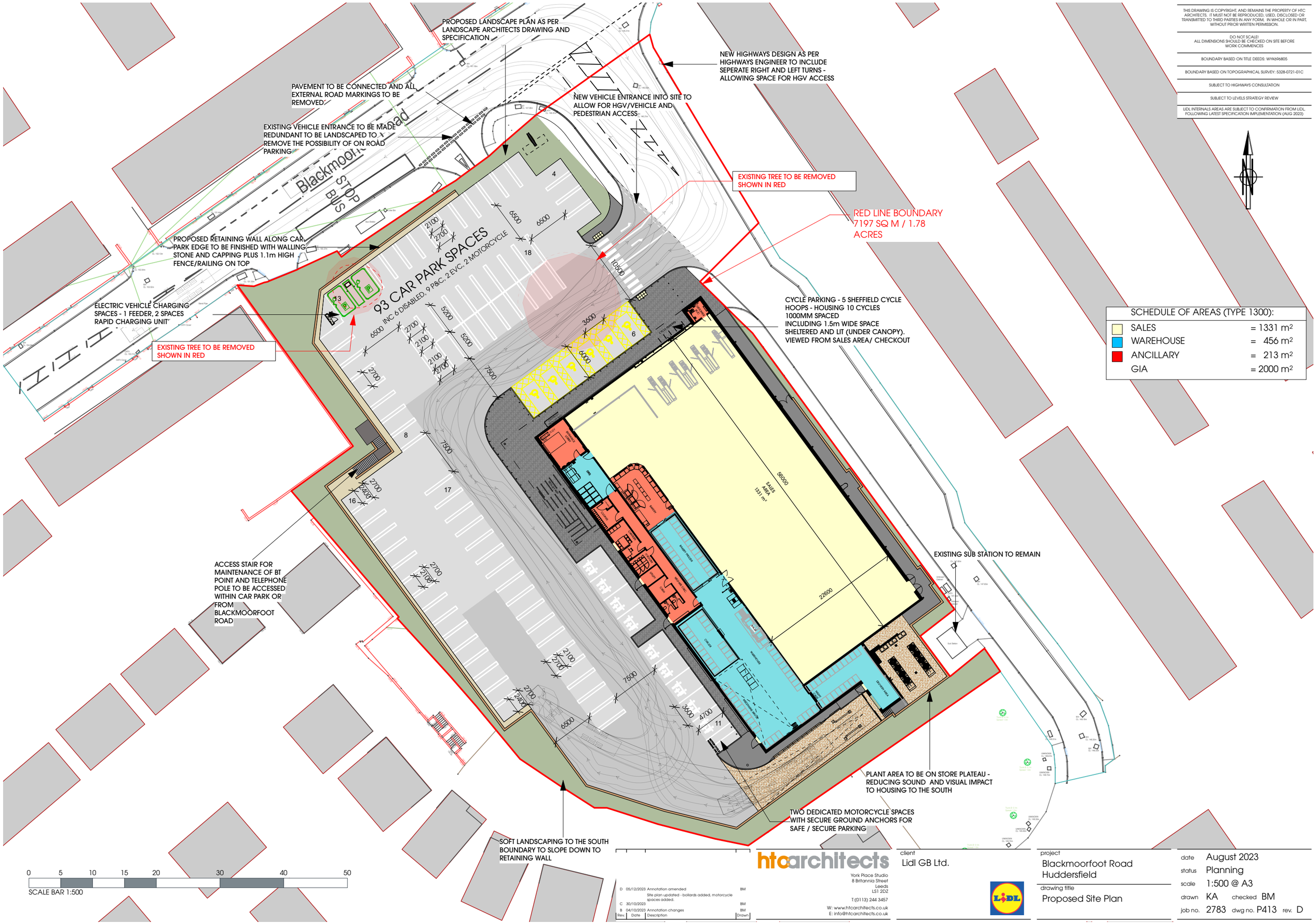
A free taxi phone is available in the Lidl store for customers, this is particularly useful for those customers who have travelled to the store on foot but having completed their shopping would rather travel home by taxi.

6.3 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 6.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking the action.

Table 6.1 Initial Action Plan

Action	Date	Progress / Responsibility
Appoint TPC	Within three months of approval of the TP	Lidl
Prepare on site audit	As the Travel Plan is implemented	TPC
Liaise with KC and WYCA regarding bus, train posters, leaflets and timetable information	As the Travel Plan is implemented	TPC
Prepare bespoke Travel Board or Travel Folder	As the Travel Plan is implemented	TPC
Prepare staff induction pack	As the Travel Plan is implemented	TPC and Lidl
Provide advice on Personal Safety	As the Travel Plan is implemented	TPC
Identify and work collaboratively with the Sustainable Travel Assistant	As the Travel Plan is implemented	TPC and Lidl
Prepare survey in line with KC guidance	Prior to undertaking travel surveys	TPC
Carry out Travel Surveys	Annually for a period of 5 years (once it is considered that 'normal' travel patterns have resumed)	TPC
Review TP and Action Plan in conjunction with KC	Following each travel survey	TPC and KC

APPENDIX TP 1



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ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

BOUNDARY BASED ON TITLE DEEDS: WYK696805

BOUNDARY BASED ON TOPOGRAPHICAL SURVEY: 5328-0721-01C

SUBJECT TO HIGHWAYS CONSULTATION

SUBJECT TO LEVELS STRATEGY REVIEW

LIDL INTERNALS AREAS ARE SUBJECT TO CONFIRMATION FROM LIDL FOLLOWING LATEST SPECIFICATION IMPLEMENTATION (AUG 2023).

SCHEDULE OF AREAS (TYPE 1300):

	SALES	= 1331 m²
	WAREHOUSE	= 456 m²
	ANCILLARY	= 213 m²
	GIA	= 2000 m²

Rev.	Date	Description	Drawn
D	05/12/2023	Annotation amended Site plan updated - bollards added, motorcycle spaces added.	BM
C	30/10/2023		BM
B	04/10/2023	Annotation changes	BM

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project
Blackmoorfoot Road
Huddersfield

drawing title
Proposed Site Plan

date	August 2023		
status	Planning		
scale	1:500 @ A3		
drawn	KA	checked	BM
job no.	2783	dwg no. P413	rev. D

APPENDIX TP 2

First Huddersfield

Huddersfield Network Map

Frequent Services

- 181.183.184.185
- 200
- 301.302
- 306
- 307
- 308 Holme Valley Connection
- 310 Holme Valley Connection
- 314.316 Holme Valley Connection
- 324 Holme Valley Connection
- 327
- 328
- 342
- 356
- 358
- 363.X63
- 370.371
- 372
- 398
- Zest 503
- 549

Terminus point

Other First services

Bus runs in the direction of arrow

Certain journeys only

Huddersfield Town Centre

Digital cartography by Pindar Creative 21.9.21
www.pindarcreative.co.uk

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