



# Prickleden Mill, Holmfirth

## Travel Plan

June 2023

Project number 544K

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# Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	June 2023			
Prepared by	LJO			
Checked by	AH			

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## **1.0 Introduction**

- 1.1.1 Paragon Highways have been appointed to prepare this Residential Travel Plan in support of a planning application for a residential development at a site at the former Prickleden Mill, Holmfirth in the district of Kirklees. Appendix A shows the site location in relation to the local and regional highway network.
- 1.1.2 The development will provide 61no dwellings (apartments) served off Lower Mill Lane.
- 1.1.3 The proposed site has planning approval for 46no. age restricted apartments with associated residents and visitor car parking, new bridge access plus related engineering and landscape works – Planning approval 2012 – 90738 refers.
- 1.1.4 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage a greater use of alternative measures of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage, particularly single occupancy car journeys, and increase the use of public transport, walking and cycling.
- 1.1.5 The location of the site in the town of Holmfirth lies within close proximity of transport services, local shops, schools and employment opportunities for residents of the new development site, provides the opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

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## 2.0 Objectives

2.1.1 This residential Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The Travel Plan is focused on the future occupiers of the proposed development. The specific measures will help to provide a focused and effective Travel Plan to encourage users to vary or change from their reliance on private car travel.

2.1.2 There are several objectives both at local and national level which the implementation of the Travel Plan is intended to help fulfil. These include:

- To influence travel behaviour of residents and visitors
- Reduce the number of single occupancy car trips
- To reduce the need for unnecessary journeys by residents and visitors
- Reduction in travel distances
- To help improve the health of residents
- Accommodating those journeys that need to be made by car

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### **3.0 Development Proposals**

#### **3.1.1 Proposed Development**

3.1.2 The proposals are to construct a development of 61no. apartments consisting of 59no. 2 bed roomed dwellings and 2no. 3 bed roomed units served off the Lower Mill Lane. The development will be age restricted to the over 55's.

#### **3.1.3 Access**

3.1.4 The road layout and internal network will be laid out to generally comply with the current guidance contained within the Kirklees Council Street Design Guide in terms of construction, however, the new access and internal arrangements will not be offered for adoption as this will be a gated community. A separate access to Woodhead Road will be provided, following the line of the existing vehicular access to the mills, for pedestrians and cyclists as well as the plumbing company who have rights of access along same. This route could be utilised as an emergency access if necessary. There is also an emergency pedestrian escape route proposed off Woodhead Road located at the far northwest side of the site.

3.1.5 The existing access off the Woodhead Road will be permanently closed to vehicular traffic (apart from emergency vehicles, the plumbing company and parking to the rear of Numbers 15 to 23 Woodhead Road) and be retained for general use by pedestrians and cyclists. A new vehicular access will be formed via a new bridge over the River Holme onto Lower Mill Lane. The four existing public visitor parking bays will be relocated to allow access to the bridge and the application site. This part of the access, fronting the four visitor spaces, will be offered for adoption by the LHA.

3.1.6 The new bridge will be wide enough to accommodate all anticipated vehicle movements including the private refuse collection service and a fire tender. The new bridge will also cater for pedestrians and cyclists wishing to access the proposed development via Lower Mill Lane.

#### **3.1.7 Parking Provision**

3.1.8 The Councils car parking requirements for residential developments including apartments is shown below which is an extract from the Council current residential design guide.

**20** **KEY DESIGN DRIVER**

Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1-2 bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended. The council can advise on provision for other uses. Further guidance can be found [here](#):

- 3.1.9 The parking provision for the 61no. apartments will be 78no. spaces in total with 31no. spaces on the surface level and 47no. spaces within the basement car park. This is generally in accordance with the Councils current parking guidelines.
- 3.1.10 The Councils Highway Officer has stated that 78no. spaces would fully meet the recommended standards. The development meets this requirement.
- 3.1.11 EVC points will be provided as part of the development to ensure that some of the car journeys that are necessary are made by less polluting vehicles.
- 3.1.12 As mentioned above the 4no. displaced visitor parking bays at the head of Lower Mill Lane will be replaced close to the point of access to the site. The spaces will be offered for adoption to the Local Highway Authority together with the relevant part of the access road fronting same.
- 3.1.13 Pedestrian and Cycle Provision**
- 3.1.14 It is proposed to provide 2no. footbridges over the Rover Holme as part of the development and also a section of footpath, running between the mill dam and the adjacent watercourse, to compliment the riverside walk ambitions of the Kirklees Council.
- 3.1.15 The development proposes self-storage lockers for the proposed units, which offers a facility to provide secured sheltered cycle parking for all of the units.

**3.1.16 Servicing**

- 3.1.17 The proposed layout will provide internal turning facilities to allow a Kirklees specification refuse vehicle or fire appliance to enter and exit the site in a forward gear as necessary.

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## 4.0 Travel Plans

4.1.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and potentially their visitors to choose an alternative to single occupancy car use, and to reduce the need to travel in connection with their work or for recreational, shopping or leisure purposes.

4.1.2 The TP should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle facilities, restraining car parking or providing high speed broadband to allow working from home to reduce business travel / journeys to work. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents.

### 4.1.3 The Benefits of a Travel Plan

4.1.4 The effects of travel choices on the environment, our health and quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.

4.1.5 It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using the more sustainable alternatives such as walking, cycling or public transport use in preference to single occupancy car use. The TP should encourage residents to reconsider how they make regular journeys.

4.1.6 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by potentially reducing the demand for parking spaces including visitor requirements.

4.1.7 The table on the subsequent page summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Residents / Visitors	Community / Environment
Cost savings	√	
Healthier lifestyle	√	
Improved site access	√	√
Reduce congestion	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality		√
Reduced noise		√

4.1.8 TPs produce indirect but significant benefits, such as improving the punctuality of people attending work. Residents who cycle or walk to and from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude towards residents and the local community.

#### **4.1.9 Transport Policy**

4.1.10 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Travel Plan and the project's compliance with policy objectives. Further details of the relevant policy documents are set out below.

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#### **4.1.11 National Travel Planning Guidance**

4.1.12 The research carried out by the Department for Transport and published in their report, “Smarter Choice, Changing The Way We Travel” suggests that a reduction of 10 – 15% of driver-only trips can be achieved by the provision of effective and practicable measures included within a Travel Plan. This research was based upon destination travel plans which are designed to reduce car use to a particular destination, such as a workplace, school or leisure development rather than from a residential development.

4.1.13 To address this, the Department for Transport document named Making Residential Travel Plans Work: Good Practice Guidelines has been published. This document recognises that residential travel plans differ from destination travel plans such as that residents will have more varied journey patterns with multiple destinations, whereas the latter will only deal with a single journey purpose. It also recognises that, depending on location, a residential Travel Plan might not achieve the same level of reduction in driver-only trips on its own but may do in combination with the gradual introduction of destination travel plans and travel policies elsewhere.

#### **4.1.14 National Planning Policy Framework – Promoting Sustainable Transport**

4.1.15 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Give priority first to pedestrians and cycle movements both within the scheme and the surrounding neighbourhood	Cycle parking facilities are proposed within the self-storage lockers, and a footway is proposed to aid pedestrian access into the site
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided for residents as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access includes turning areas that will allow for safe access
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

4.1.16 Paragraph 113 of the NPPF states, “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 proposals can be assessed.”

#### 4.1.17 Local Transport Plan

4.1.18 The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3 which covers the periods of 2011 to 2026. The key objectives of the LTP3 include:

- To improve access to jobs, education and other key services for everyone
- To reduce delays to the movement of people and goods
- To improve safety for all highway users
- To limit transport emissions of air pollutants, greenhouse gases and noise
- To improve the condition of the highway infrastructure

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4.1.19 The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to ensure new development guidelines for cycle parking standards. With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

4.1.20 The LTP also sets out a bus strategy in West Yorkshire and seeks to increase patronage for all categories of bus passenger, encouraging a modal shift towards sustainable travel modes and away from the car.

#### **4.1.21 Kirklees Local Plan**

4.1.22 Local transport policy is set out in the Kirklees Local Plan. Chapter 10: Transport specifically relates to transport and new developments. Relevant policy includes:

- Policy LP19: Strategic Transport Infrastructure – The Council is committed to ensuring that all new developments have safe and convenient access to the West Yorkshire Key Route Network
- Policy LP20 relates to sustainable travel and ensures that the proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity
- Policy LP21: Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users

4.1.23 It is considered that this site is generally in compliance with local, regional and national transport policies due to the sustainable location of the site with facilities for travel using modes other than single occupancy car trips.

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## **5.0 Accessibility**

### **5.1.1 Introduction**

5.1.2 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Appendix A shows the local highway network within the vicinity of the development site.

5.1.3 The developer is highly committed to providing a development that is accessible to all residents. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure to achieve this objective and provide secure, safe and convenient links to the existing network are provided in the following paragraphs.

### **5.1.4 Site Location / Local Facilities**

5.1.5 The application site is approximately triangular in shape bounded by properties fronting Woodhead Road to the north, the River Holme to the south, the former mill dam to the west and the access to the site to the east.

5.1.6 The site lies just over 400 metres west of Holmfirth town centre and some 8.5km south west of the large town of Huddersfield.

### **5.1.7 Walking**

5.1.8 The former guidance within PPG 13: Transport stated that, "Walking is the most important mode of travel at the local level and offers the greatest opportunity to replace short car trips, particularly those under 2km."

5.1.9 The catchment plan at Appendix A shows the settlements within walking distance of the site.

5.1.10 This catchment includes the whole of Holmfirth, its bus station and its local retail services, health services and amenities. The pedestrian catchment also includes parts of Upperthong and Holmbridge and the majority of the commercial areas within Holmfirth.

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5.1.11 An additional pedestrian link will be provided to the Woodhead Road utilising the current vehicular access to the site.

5.1.12 As such it can be seen that the site is well placed in relation to the public footway network. This provides residents with the opportunity to access the various local amenities in the surrounding area on foot and similarly the opportunity for residents' visitors to make their journey to the site on foot or via multi modal travel.

### **5.1.13 Cycling**

5.1.14 With regard to cycling, the former guidance within PPG 13: Transport stated that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." The plan at Appendix A shows the 5km cycle catchment area from the site.

5.1.15 This catchment includes the settlements of Brockholes, Honley, Thurstonland, New Mill, Scholes, Jackson Bridge, Hepworth, Hade Edge and Holme, as well as their numerous amenities and services. This demonstrates that there are significant levels of commercial and service centre areas within the catchment area, providing existing potential for residents and visitors to cycle to and from the development site.

5.1.16 It is acknowledged that the local topography does limit cycling opportunities for the occasional cyclist, however, to the experienced cyclist the terrain will not prevent the day-to-day commute which is usually more weather dependent.

### **5.1.17 Public Transport**

5.1.18 Opportunities to access bus services exist within Holmfirth at the bus station. The bus station has the benefit of passenger shelters. The main bus services available from the bus station are shown in Table 1 below.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
<b>H1 &amp; H2</b>	Holmfirth – Cinderhills – Scholes – Wooldale	120 mins	-
<b>H3</b>	Holmfirth – Upperthong	60 mins	-
<b>H5</b>	Holmfirth – Holmbridge	60 mins	-
<b>H6</b>	Holmfirth – Holme Valley Hospital - Brockholes	60 mins	-
<b>H7</b>	Holmfirth – Wooldale – New Mill – Hepworth/ Hade Edge	Limited Service	-
<b>308</b>	Huddersfield – Primrose Hill – Newsome – Honley - Holmfirth	30/60 mins	60 mins
<b>314</b>	Huddersfield – Brockholes – Holmfirth - Holme	60 mins	60 mins
<b>335</b>	Holmfirth – Netherthong – Meltham - Slaithwaite	60 mins	-
<b>X1</b>	Holmfirth – Shepley – Denby Dale – Skelmanthorpe – Clayton West - Wakefield	60 mins	120 mins

**Table 1 – Bus Services**

5.1.19 As can be identified from Table 1 above there are frequent bus services that provide access to many local settlements and to the major town of Huddersfield and the city of Wakefield. Therefore, it is considered that these bus services will provide a very good alternative to the private car in line with current Government guidelines.

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- 5.1.20 Brockholes Rail station is located to the northeast of the application site and is just within the recognised cycling distance for commuting. The station is on the Penistone Line and provides a regular hourly service to Sheffield, Barnsley, Penistone and Huddersfield plus many stations in between the major towns / cities.
  - 5.1.21 As can be identified from the train routes and services summarised above there are good train links available with frequent train services.
  - 5.1.22 From the above it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling around the area with opportunities for multi modal travel.

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## **6.0 Transport Impact**

### **6.1.1 Travel Questionnaire**

6.1.2 To provide a focused Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of residents' travel characteristics when they move to the site. A copy of the sample travel questionnaire is included at Appendix C.

### **6.1.3 Traffic Impact**

6.1.4 The traffic impact of the development has been fully considered as part of the revised Transport Statement.

6.1.5 The Transport Statement determined that the predicted traffic generated by the development can be easily accommodated on the local network and will not significantly add to any local congestion.

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## **7.0 Travel Plan Initiatives**

7.1.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

7.1.2 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the 'soft' management measures that will be used are then provided.

### **7.1.3 Infrastructure Improvements**

#### **7.1.4 Proposed Improvements to Increase Pedestrian Usage**

7.1.5 The site layout will provide safe and convenient access for pedestrians to link to the footways and public footpaths. Appropriate levels of lighting will also be provided along pedestrian routes within the site.

#### **7.1.6 Proposed Improvements to Increase Cycle Usage**

7.1.7 Safe and convenient access through the site for cyclists will be provided. Links to the local highway network to provide access for pedestrians and cyclists is also proposed.

7.1.8 Cycle parking will be available within the self-storage lockers for each apartment.

#### **7.1.9 'Soft' Measures**

7.1.10 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as personalised travel plans and travel information packs.

7.1.11 Travel information and initiatives will be promoted to all residents. This will be achievable via the Travel Information Welcome Pack and thereafter by producing posters, leaflets and newsletters. This activity will need to be coordinated properly by a nominated company or individual.

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**7.1.12 Travel Plan Co-ordinator**

- 7.1.13 To deliver the 'soft' measures it will be necessary for a Travel Plan Coordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the marketing of the residential units and will continue for up to 5 years after full occupation of the site. Full occupation is defined as when 95% of the dwellings have been occupied for the first time.
- 7.1.14 Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.
- 7.1.15 The TPC will coordinate all initiatives for the development in liaison with the Council's Travel Plan Officer, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site.
- 7.1.16 One of the first tasks of the TPC on their appointment will be to ensure their contact details are included in the marketing suite for the development, within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 7.1.17 The TPC will promote each form of sustainable travel in the following ways.

**7.1.18 Initiatives to Promote Walking**

- 7.1.19 The health, environmental and financial benefits of walking will be promoted to residents and visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of residents to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying if requested.

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7.1.20 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be included in maps to be produced and made available in the Travel Information Welcome Pack and thereafter by producing updated information.

### **7.1.21 Measures to Promote and Facilitate Cycling**

7.1.22 The TPC will promote cycling to work, particularly for those residents who work within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. If viable, a Bike User Group (BUG) and forum will be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy service will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area-wide initiatives. The provisions of a spares and tools box to assist with onsite repairs while the marketing/sales suite is onsite will be made available.

7.1.23 Information on the local cycle network routes will be made available to residents and visitors. This information will be included on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through updated information. Details of the Department for Transport / local Council cycling promotion and assistance initiatives will also be disseminated via these methods.

7.1.24 Self-storage cycle lockers are proposed for the apartments, which can accommodate a bicycle.

### **7.1.25 Measures to Promote Public Transport**

7.1.26 The TPC will liaise with West Yorkshire Combined Authority and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material, the Travel Information Welcome Pack and thereafter via updated information on leaflets.

7.1.27 The TPC will make arrangements to demonstrate to residents and visitors, if requested, how to access real-time bus information, to use the Journey Planner on West Yorkshire Metro's website and the 'your next bus' service available on mobile phones. Visitors will also be made aware of all the relevant websites administered to by public transport operators.

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**7.1.28 Measures to Reduce Car Use**

7.1.29 Car sharing is a good means of reducing single occupancy car use. It represents a relatively convenient form of travel and significant potential exists to reduce the total private mileage of people travelling to work by implementing and publicising a formal scheme. This can be established by setting up a database of users available over the internet or via the development's WhatsApp group.

7.1.30 It is likely that the most effective method of promoting car sharing schemes is via the district-wide scheme available to the public. Reference will be made to this via promotional and marketing material with specific reference to operating companies such as [www.wycarshare.com](http://www.wycarshare.com).

7.1.31 The developer is also committed to providing charging points for electric vehicles to ensure that if car journeys are necessary then they have the opportunity to be made by electric vehicles. To facilitate this, charging points for electric vehicles are to be provided.

**7.1.32 Measures for Residents**

7.1.33 On first occupation of each unit, the residents will be provided with a Travel Information Welcome Pack. Details of the on-site facilities will be provided in the Pack which, if residents are fully aware of, will assist with a reduction in travel demand.

7.1.34 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- The Travel Plan, its objectives and the role of the TPC
- Local public transport facilities, including maps, timetables and the location of the nearest bus stops
- Public rights of way / cycle path network maps for the local area and beyond
- Local bicycle user groups and cycle shops
- Local footpath network

- Car parking arrangements
- Car sharing and car club schemes
- Local taxi services

7.1.35 The proposed travel plan initiatives are summarised in the following paragraphs.

### **7.1.36 Summary of Initiatives**

7.1.37 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along the routes within the site. Links to the local highway network to provide access for pedestrians and cyclists are also proposed.

7.1.38 The TPC will coordinate all initiatives for the development in liaison with the Council's Travel Plan Officer, including the monitoring and reporting via the annual travel surveys. They will also act as main point of contact for all organisations outside the development.

7.1.39 The TPC will promote walking, cycling and the use of public transport. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area-wide initiatives. The provision of a spares and tools box to assist with onsite repairs if necessary while the marketing/sales suite is on site will also be provided.

7.1.40 Should the targets outlined in Section 8 not be met 5 years from the start of the monitoring period, it is suggested that the TPC role be extended by 12 months until the actual agreed targets are achieved. During this period, additional onsite modal surveys and data collection will be made and information obtained from residents to be forwarded to the Council's Travel Plan Officer for discussion and agreement.

## 8.0 Targets

- 8.1.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART – specific, measurable, achievable, realistic and timed.
- 8.1.2 The Department for Transport published their report, “Smarter Choice, Changing The Way We Travel” which suggests that a reduction of 10 – 15% of driver-only trips can be achieved by the provision of effective and practical measures included within a Travel Plan. For a residential Travel Plan, a SMART target would be to seek a 5% reduction in single occupancy car trips over the life of the plan (5 years).
- 8.1.3 A commitment to specific targets is difficult to achieve at this stage. It is not considered possible to identify a true base level of travel behaviour until the development is 40% occupied and the initial travel questionnaire has been undertaken. However, indicative targets have been identified to monitor the effects of a Travel Plan, which have been taken from the 2021 Census information from the NOMIS website ‘Method used to travel to work’. The Kirklees 059 E02002329 area has been considered. The table below provides the indicative targets.

Objective	Target	Base Year	Year 1	Year 3	Year 5	End Target
Private Car Use	Single occupancy car use	82%	-3%	-3%	-2%	74%
	Car sharers	5%	1.5%	0.5%	0.5%	7.5%
Accessibility	Public transport users	4%	1.5%	0.5%	0.5%	6.5%
Health and wellbeing	Cycling and walking	9%	1.5%	1.0%	0.5%	12%

**Table 3 – Initial Travel Plan Targets**

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## **9.0 Responsibility / Ownership**

- 9.1.1 The applicant will be responsible for implementing the initial infrastructure measures detailed in this report. The applicant will be charged with appointing a Travel Plan Coordinator prior and this will be maintained whilst the site is being marketed/developed and for a minimum of 12 months after full (95%) occupation.
- 9.1.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.
- 9.1.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for the delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area-wide initiatives are delivered and the monitoring procedure is to the approval of the Local Authority.
- 9.1.4 The TPC will be provided with a budget to fund the provision of travel information, marketing and promotional activities, etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out surveys, presenting the results and discussing targets with the Local Authority and relaying this information to all involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed.

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## 10.0 Implementation

- 10.1.1 The infrastructure provision outlined above will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to the full occupation of the development.
- 10.1.2 The TPC will carry out a survey of residents' travel characteristics once 40% of the plots have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform residents of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 10.1.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of the Travel Plan and initiatives amongst residents. The results of this survey and the refined targets will be submitted to the Council for approval.
- 10.1.4 The Travel Plan will be continually marketed through the provision and updating of travel information and the dedicated website. This will be the responsibility of the TPC.
- 10.1.5 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town Without My Car and World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 10.1.6 A suggested framework for the Actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

Action	Delivery Period
Infrastructure provision (pedestrian, cycle, highway improvements)	Post-planning permission, prior to first occupation
Appointment of TPC	Prior to marketing of the residential units
Travel questionnaire	On 40% occupation (yearly thereafter)
'Soft' measures / promotional material	Prior to first occupation
Monitor and review	Annually
Action plan	Prepared at start of the year, implemented during that period

**Table 4 – Action Plan Framework**

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## **11.0 Monitoring and Review**

11.1.1 An objective of this Travel Plan is that there will be an ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.

11.1.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will then be communicated to residents and visitors via leaflets, newsletters and the dedicated website. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken and the monitoring and reporting procedure.

11.1.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the sample questionnaire contained within Appendix C. A written analysis of the results of the survey will be provided to the Local Authority within 1 month of completion. The survey results will be used to identify the targets mentioned in Section 8. The results of the monitoring will be fed back to the Travel Plan Officer.

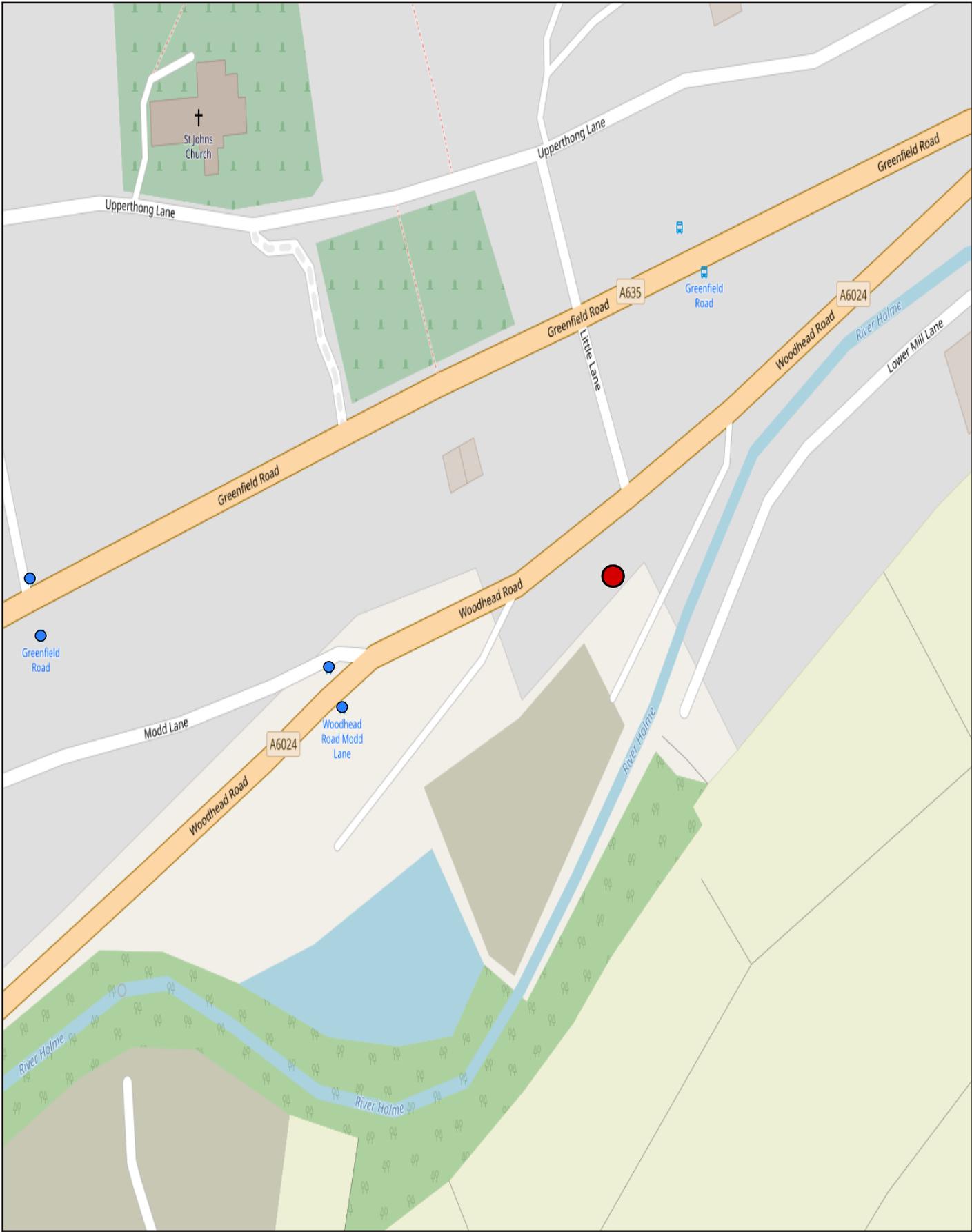
### **11.1.4 Review**

11.1.5 The TPC will then identify any changes to the Travel Plan, should specific issues be raised, or targets not met. This will be done in liaison with the Travel Plan Officer of the Council and will identify measures to improve on targets.

11.1.6 At this stage, it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum, it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

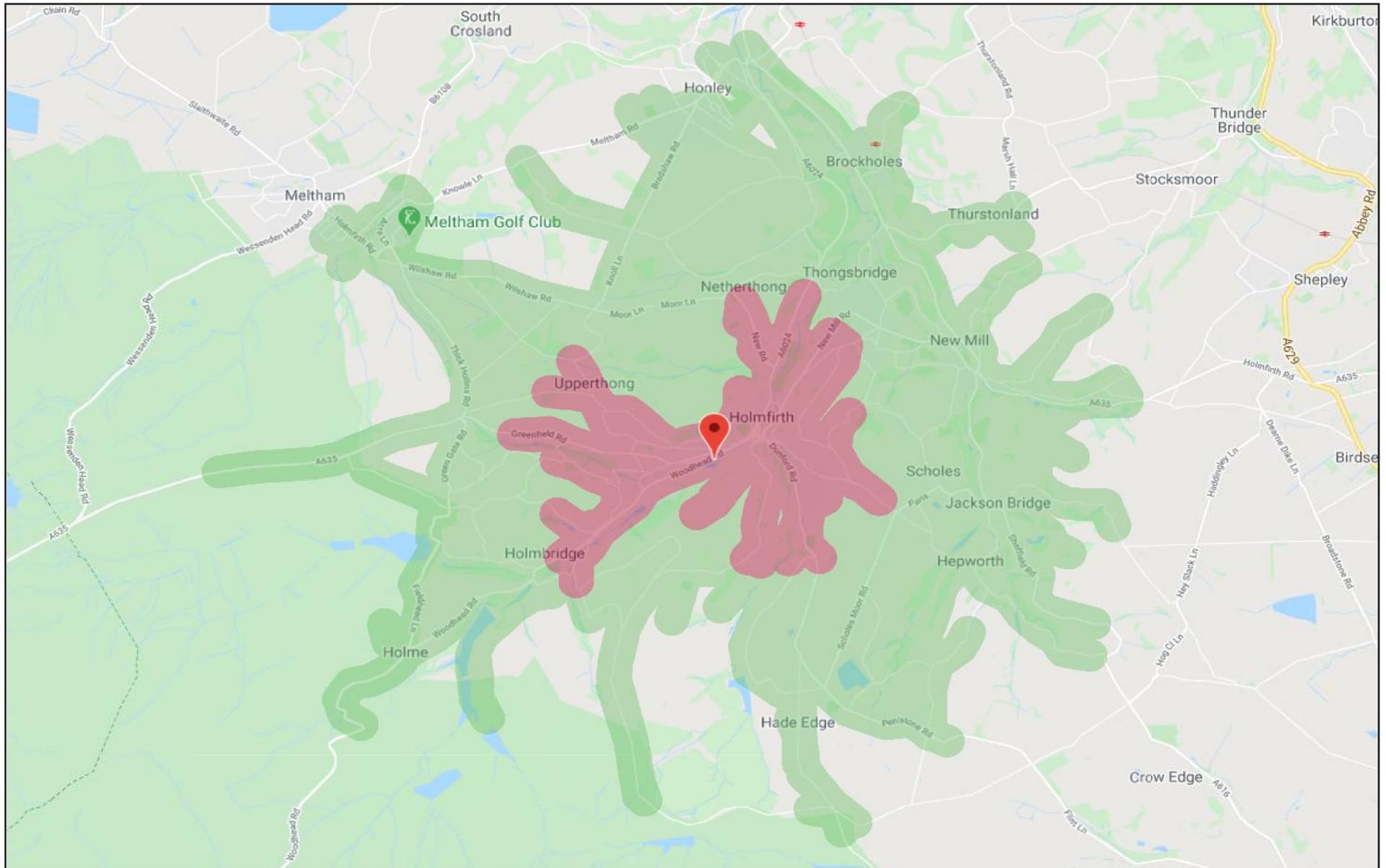
# Appendix A

## Site Location Plan & Catchment Plan



**Legend:**

- Site Location
- Closest Unique Bus Stops



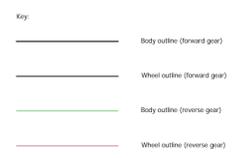
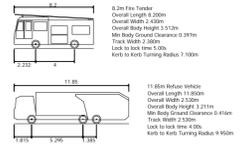
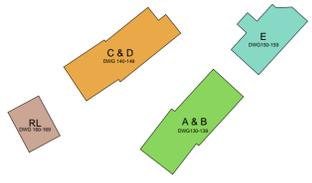
**Legend:**

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

# Appendix B

## Proposed Site Layout Plan

Only figured dimensions should be used.  
 Scaled dimensions should be checked with the Architect.  
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D	Service vehicle tracking shown.	JF	JC	12.05.2023
C	Amended block C & D road plan to show the modified staged windows on the ground floor and first floor plan.	AD	JC	10.05.2023
B	Site plan amended to show the reduced blocks roof plans and site context and levels changed to suit & 4 new parking places added.	AD	JC	21.09.2022
A	Blocks amended to show reduced pitch and updated layouts. Undercroft parking FF1, raised to 147.30. Road bridge deck lowered. New raised bund around lake formed at 150.25. Emergency access road off Woodhead road added. Pedestrian escape route shown to north. Residents lounge raised to 150.53. Mill pond outlet dropped by 400mm to 149.00. Solar PV shown to south roofs of all blocks. aerial context added.	JF	JC	25.11.2021

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rev	description	drawn	auth	date
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**PRICKLEDEN MILLS HOLMFIRTH**

Project No Drawing No Rev  
**2659 (100)10 D**

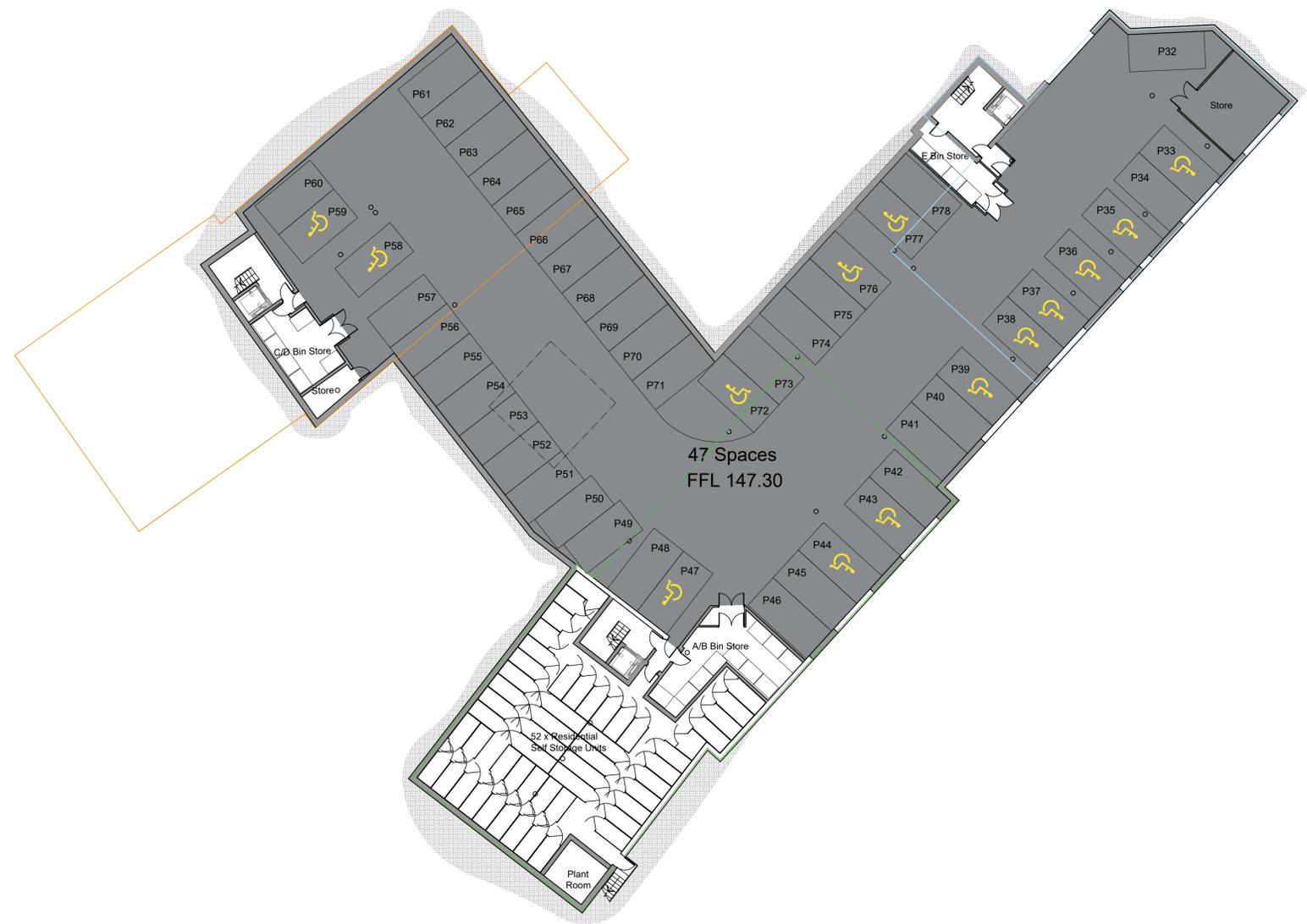
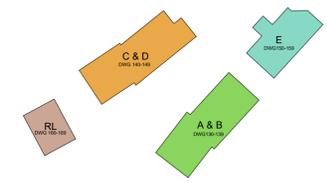
**PROPOSED SITE PLAN**

Scale	Date Drawn	Drawn By	Authorised By
1:500 @ A1	APR'21	JF	JC

Purpose of Issue:  
 Planning  Building Regs  Tender  Construction  Comment  Info

PROPOSED SITE PLAN

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UNDERCROFT CAR PARK

D	Structural columns omitted following frame rationalisation.	JF	JC	15.05.2023
C	Amended the main parking layout to match the above blocks. Added a plant room within the storage unit block - removing some of the storage units. Shown indicative hydroelectric pipe.	AO	JC	21.09.2022
B	Block footprints overlaid for clarity.	JF	JC	30.06.2021
A	Bin stores enlarged and double bobbed following LPA comment. Self storage reduced.	JF	JC	21.06.2021

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rev	description	drawn	auth	date

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Client	ELISTON HOMES		
Project	PRICKLEDEN MILLS HOLMFIRTH		
Project No	2659	Drawing No	20
Rev	D		

**PROPOSED UNDERCROFT  
 GENERAL ARRANGEMENT  
 PLAN**

Scale	1:200@ A1	Date Drawn	APR'21	Drawn By	JF	Authorised By	JC
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Purpose of Issue:  Planning  Building Regs  Tender  Construction  Comment  Info

# Appendix C

## Sample Travel Questionnaire

# Residents Travel Questionnaire

In developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

## Section A: About Yourself

1 *What is your age?*

- Under 55
- 55-65
- Over 65

2 *What is your employment status?*

- Full time employment
- Part time employment
- Not working / retired

## Section B: About Your Travel Patterns

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

- |                        |                          |                   |                          |
|------------------------|--------------------------|-------------------|--------------------------|
| Walk                   | <input type="checkbox"/> | Car (alone)       | <input type="checkbox"/> |
| Cycle                  | <input type="checkbox"/> | Car (with others) | <input type="checkbox"/> |
| Bus                    | <input type="checkbox"/> | Motorcycle        | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | _____             |                          |

4 *What are your main reasons for using a car? (tick up to three boxes)*

- |                                |                          |                         |                          |
|--------------------------------|--------------------------|-------------------------|--------------------------|
| Time savings                   | <input type="checkbox"/> | Personal safety         | <input type="checkbox"/> |
| Cost savings                   | <input type="checkbox"/> | Health reasons          | <input type="checkbox"/> |
| Car needed during day          | <input type="checkbox"/> | Convenience/flexibility | <input type="checkbox"/> |
| Public transport not available | <input type="checkbox"/> | No alternative          | <input type="checkbox"/> |
| Other uses to/from work        | <input type="checkbox"/> | _____                   |                          |
| Other (please specify)         | <input type="checkbox"/> | _____                   |                          |

5 *If you didn't use the car today, what were your main reasons?*

- |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|
| No car available         | <input type="checkbox"/> | Time saving              | <input type="checkbox"/> |
| Cheaper alternative      | <input type="checkbox"/> | Health / fitness reasons | <input type="checkbox"/> |
| Avoid traffic congestion | <input type="checkbox"/> | _____                    |                          |
| Other (please specify)   | <input type="checkbox"/> | _____                    |                          |