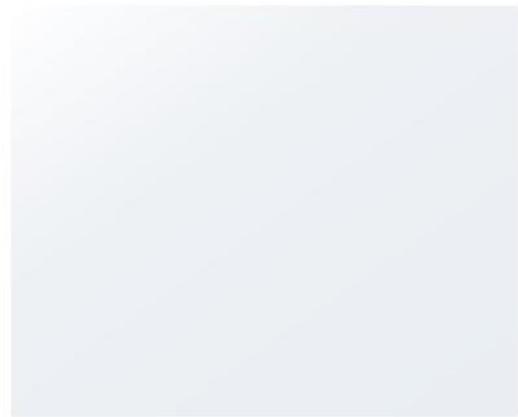


Martin Walsh Architectural

Hunsworth Lane,
East Bierley

Travel Plan



Control Sheet

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 East Bierley
REPORT TITLE: Travel Plan
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Acknowledgements

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

Census 2011 data from Nomis has been used

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Appendix A

Proposed Site Layout

Appendix B

Action Plan

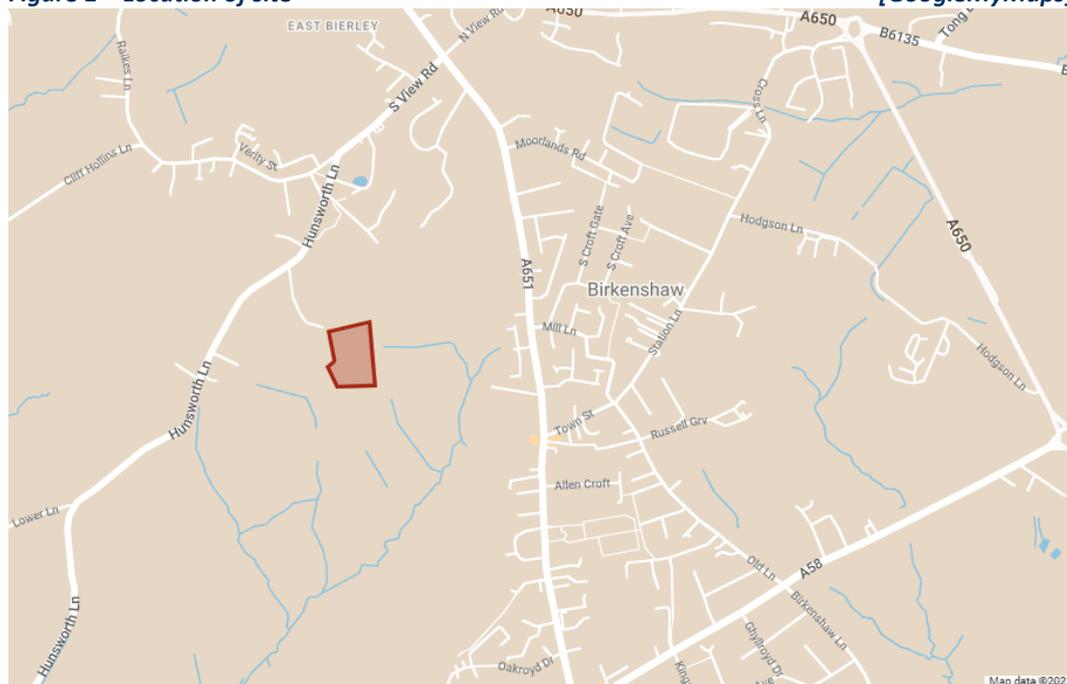
Appendix C

Example Travel Survey

1. Introduction

- 1.1 Sanderson Associates have been appointed by Martin Walsh Architectural to prepare a Travel Plan for works to existing sports facilities, including the erection of a clubhouse and additional changing facilities building, works to existing pitches and the creation of new hybrid and 3G pitches and car park.
- 1.2 The location of the site is shown in **Figure 1**.

Figure 1 – Location of site



- 1.3 This Travel Plan has been prepared in order to satisfy Condition 9 of planning reference 2021/62/90357/E, dated 11 March 2022 which states:

Prior to any part of the development hereby approved being brought into first use, a Travel Plan which shall set out measures to discourage the use of high-emission vehicles and encourage the use of public transport, cycling and walking, as well as the uptake of low emission fuels and technologies, car-sharing and other initiatives shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan so approved shall thereafter be implemented.

Reason: To ensure visitors to the development are encouraged to use sustainable forms of transport and to mitigate the amenity, highway and air quality impacts of the development in accordance with Policies LP20, LP21, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan, chapters 9 and 15 of the National Planning Policy Framework, and the West Yorkshire Low Emissions Strategy.

- 1.4 The purpose of the Travel Plan is to promote the use of sustainable modes of transport including walking, cycling and public transport. It aims to reduce the reliance on the use of the private car, particularly single occupancy car trips.

-
- 1.5 The Travel Plan will set out a base document and the specific measures for the site and will include measures that the Council will require before granting permission.
- 1.6 In accordance with Local and National Government Policies, to protect and enhance the environment and to reduce the reliance on the private car, this Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time-bound programme of implementation.

3. Travel Plan Objectives and Targets

3.1 Objectives

- 3.1.1 The overall aim of this Travel Plan is to reduce reliance on the use of private cars by employees in travelling to work through the encouragement of greater use of sustainable modes of travel.
- 3.1.2 To assist with this it is particularly important that employees are made aware of the sustainable transport alternatives that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use in order that positive benefit can be taken from these and so that the number of trips made by sustainable options are increased.
- 3.1.3 The main objectives of this Travel Plan are as follows:
- To maximise the accessibility of the site by means others than the use of the private car or single person car journeys;
 - To encourage staff to travel to and from the site via alternative means other than the private car/ single person car journey;
 - To make all staff aware of the Travel Plan;
 - To minimise the level of vehicular traffic generated by the site; and
 - To enable the development to protect and enhance the environment.
- 3.1.4 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions, but also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.
- 3.1.5 By monitoring the effectiveness of the initial measures contained within the Travel Plan, these shall evolve over time to ensure that the targets set for modal shift are met.
- 3.1.6 The Travel Plan will be updated at the time of each review to include the results of the travel surveys. Any alterations to agreed targets and measures contained within the Travel Plan should be agreed upon with Kirklees Council prior to their implementation

3.2 Multimodal Assessment

- 3.2.1 Patterns for travel to work in the Kirklees 001 Middle Super Output Area (MSOA) have been identified from the 2011 Census. From the Census data 3,607 people were in work and **Table 1** summaries their travel to work method.

Table 1 – Census Data; Method of Travel to Work

[Nomis]

Method of Travel to Work	% of Journeys
Work mainly at or from home	6%
Underground, metro, light rail, tram	0%
Train	1%
Bus, minibus, coach	7%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	75%
Passenger in a car or van	6%
Bicycle	1%
On foot	5%
Other method of travel to work	0%

3.2.2 **Table 1** shows that those travelling to a workplace in Kirklees 001 MSOA in 2011, driving a car or van was the most popular method with 75% of people using this method (2,701 journeys), with 6% of people travelling as a passenger (202 journeys). Therefore, 69% of journeys can be estimated to be single occupancy.

3.2.3 At the time of writing, the 2021 Census data for the above dataset has been made available. However, due to the rapid changing nature of the Covid-19 pandemic, and the large increase in people working from home, currently, the 2011 Census may provide a more accurate representation of travelling to work methods, post-pandemic.

3.3 Targets

3.3.1 The five year target reduction in modal share of single vehicle occupants for the development is 10%. Therefore, the daily modal split for those driving a car should decrease to approximately 67% (2,431 journeys), with 5% (180 journeys) people travelling as a passenger. Subsequently, by the end of the five year period, 62% of journeys will be single occupancy.

3.3.2 These initial targets are only a suggested baseline. They will be refined once the Travel Plan has been reviewed by Kirklees Councils and the use of travel surveys to be completed by the staff.

4. Travel Plan Co-Ordinator

- 4.1 The East Bierley Community Sports Associates will be responsible for appointing a member of staff as their Travel Plan Co-Ordinator (TPC) once completion of construction works. The details of the TPC will be passed onto the relevant departments at Kirklees Council following their appointment.
- 4.2 The TPC will have responsibility for the overall implementation of this Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives amongst staff. The TPCs duties will last for a period of five years from the first occupation of the development.
- 4.3 The TPC's roles will include:
- Collating information regarding sustainable travel in the form of a Travel Information Pack for distribution amongst staff;
 - Preparing and issuing annual travel surveys for staff for a period of five years;
 - Review the Travel Plan annually, based on the travel surveys;
 - Being the point of contact to Kirklees Council as well as all other relevant bodies;
 - Promoting national sustainable travel events e.g. Walk to Work Day;
 - Providing individual travel planning guidance if required; and,
 - Ensuring that the travel information provided is up-to-date

5. Accessibility by Sustainable Modes and Measures

5.1 Overview

- 5.1.1 The site is located on the outskirts of Birkenshaw and can be considered an accessible location, with a wide range of sustainable transport options, including walking, cycling, and public transport.
- 5.1.2 Information on travel by foot, cycle, public transport, taxi, car sharing and motorcycle is detailed in this section, along with measure to encourage their use and discourage the use of single occupancy car use. The measures included in this section are summarised within the Action Plan at **Appendix B**.
- 5.1.3 Information on all modes of travel will be provided to staff in a communal area to make them aware of the sustainable transport options that are available to them.

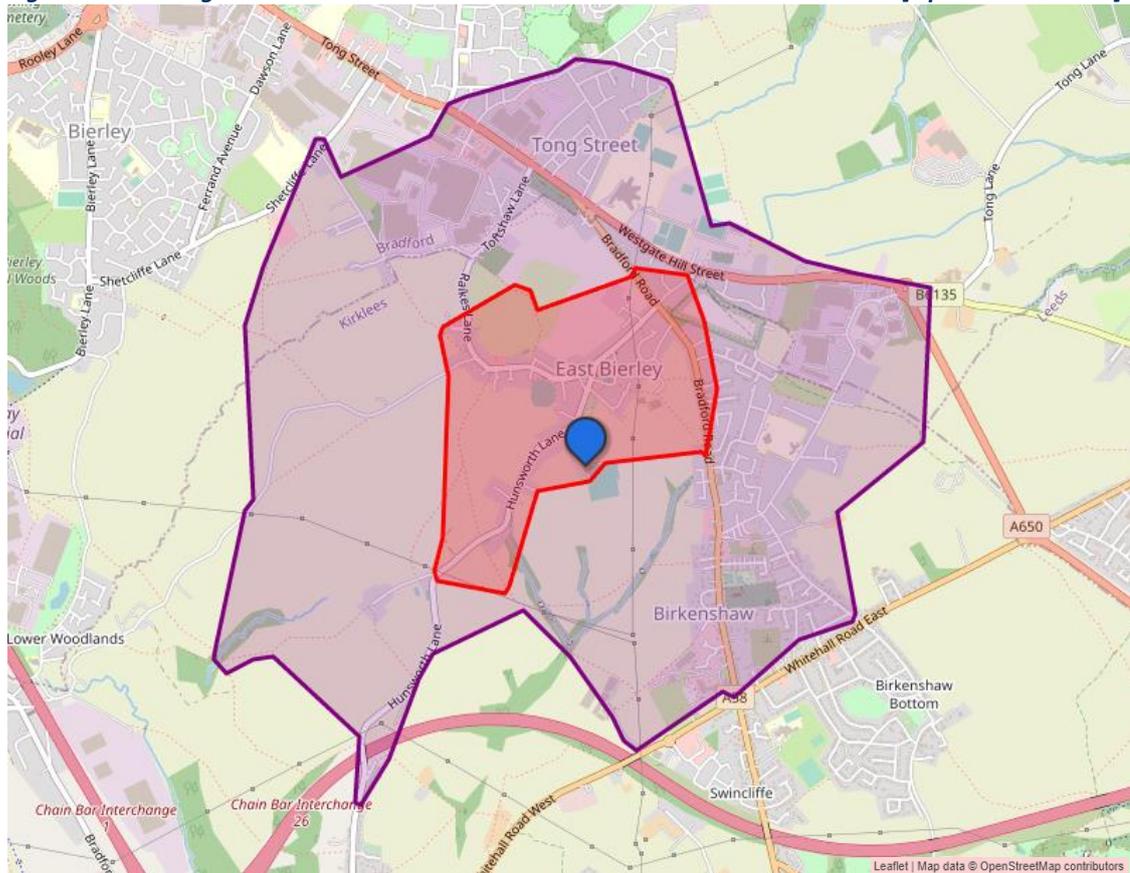
5.2 Accessibility on Foot

- 5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *“Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”*
- 5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication *“Providing for Journeys on Foot,”* (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). 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.”
- 5.2.4 **Figure 3** identifies the 1km and 2km walking isochrones from the site which indicate areas that should be easily accessible to the site on foot.

Figure 3 – Walking Isochrone

[OpenRouteService]



- 5.2.5 **Figure 3** shows that within a preferred maximum walking distance, residential areas of Birkenshaw, Tong and East Bierley can be reached, which can provide local residents with new employment opportunities.
- 5.2.6 Within a 1km walking distance, the services and amenities that are available to staff are as follows:
- Bus Stops located on Hunsworth Green, The Green and South View Road;
 - The New Inn
 - Telegraph and Argus Newsagent and Birkenshaw Post Office
 - Moorside Fisheries
- 5.2.7 From the site, there is a very limited number of amenities which are accessible within an acceptable walking distance.
- 5.2.8 In terms of pedestrian infrastructure that is available, Hunsworth Lane, has a foot path on one side (opposite to site side), which is mostly segregated from the carriageway by a verge. Street lighting is also present along Hunsworth Lane. Both South View Road and the Bradford Road have footways present on both sides and street lighting is also present.

5.3 Measures

- 5.3.1 Pedestrian links will be provided from the site to connect with the existing infrastructure, providing direct and convenient routes to/from the development.
- 5.3.2 There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active employees take 27% fewer days off and a 20 minute-walk per day could cut the risk of premature death by a third and also;
- Improve an individual's mood;
 - Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
 - Reduces the pollution that would be generated by driving or using public transport;
 - It's free! Therefore considerably cheaper than driving.
- 5.3.3 During training, staff will be made aware of the information regarding walking and that further information is available from various website, including <https://www.nhs.uk/live-well/exercise/walking-for-health>; <https://www.walkingforhealth.org.uk/>.
- 5.3.4 Nationwide events such as Walk to Work Day will be promoted to members of staff who will be encouraged to take part and information will be shared in staff communal areas.

5.4 Accessibility by Cycle

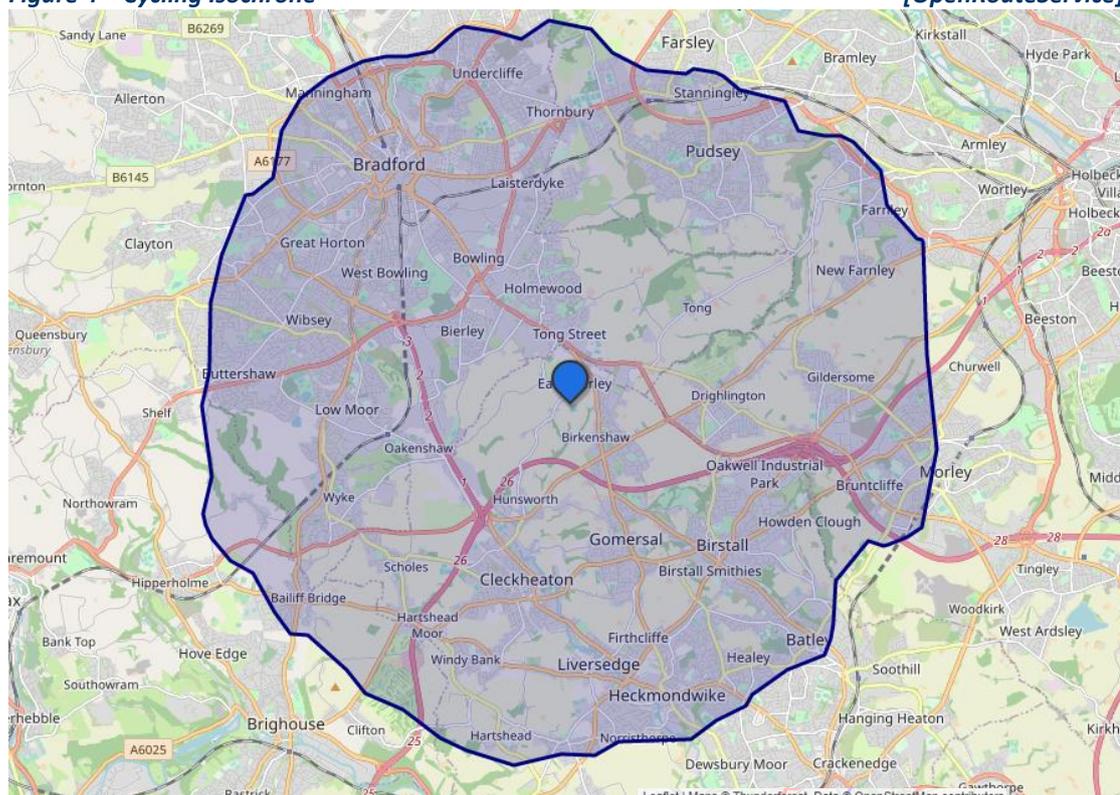
- 5.4.1 Like walking, cycling has an important part to play in reducing congestion and pollution, while improving accessibility. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"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."

- 5.4.2 **Figure 4** illustrates the 8km (5 miles) cycling isochrone from the site.

Figure 4 – Cycling Isochrone

[OpenRouteService]



5.4.3 **Figure 4** highlights that many large residential areas are within an acceptable cycling distance of the site, including a large portion of Bradford, Cleckheaton and Pudsey. Being able to cover this area will be able to provide people who are employed at the sports centre an alternative to the private car.

5.4.4 As with walking, it is important to consider the quality of the available cycling infrastructure when it comes to accessibility. There is no specific infrastructure surrounding the site, but there is a bridleway available to the North-East, off of the Bradford Road, approximately 650m from the site entrance.

5.4.5 Within the isochrone, National Cycle Route 66 runs to the west of the site, which offers an almost traffic-free route from Greater Manchester and Kingston upon Hull.

5.5 Measures

5.5.1 The site proposes to provide a bike storage facility, the type and location are to be agreed with the LPA.

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

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

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

5.6 Accessibility by Bus

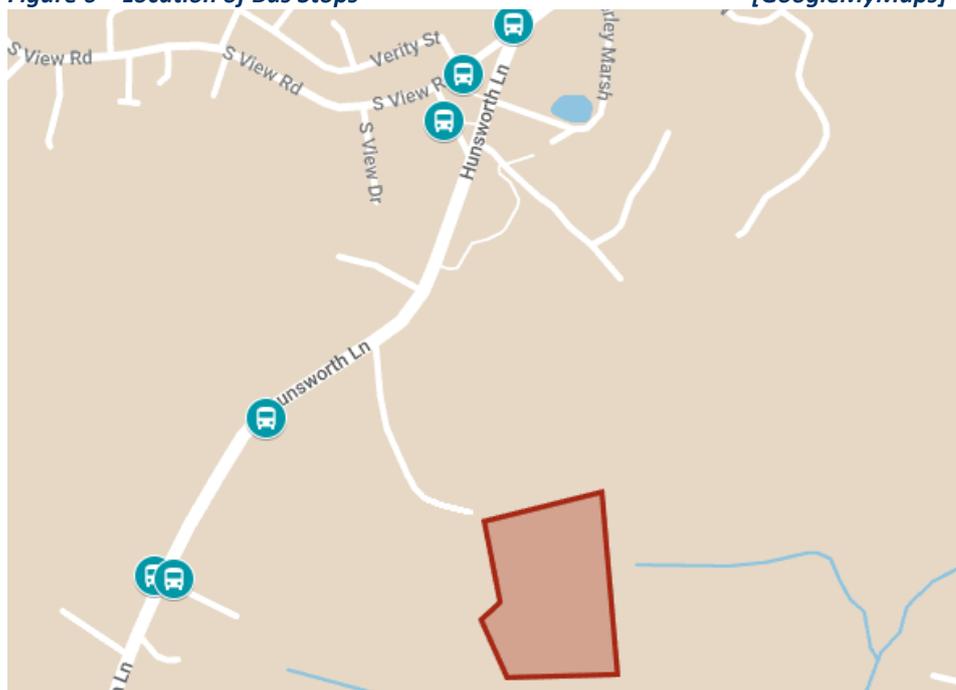
5.6.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, *“the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.”* an extract from the guidance outlines the maximum walking distance for different situations.

Figure 5 - Recommended Maximum Walking distances to Bus Stops

Situation	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

5.6.2 As previously mentioned, bus stops are located on Hunsworth Green, The Green and South View Road, all of which are within an acceptable maximum walking distance of 400m for bus stops. The location of the nearest bus stops are indicated in **Figure 6**.

Figure 6 – Location of Bus Stops [GoogleMyMaps]



5.6.3 Details of the stops and services they provide are given in **Table 2**, with distances measured from the edge of the site boundary to the unmade track.

Table 2 – Summary of Local Bus Stop Facilities

Bus Stop Location	Bus Stop Information	
Hunsworth Lane Hurstville Avenue	Reference	→ 45050297
	Direction of travel	→ Northbound
	Distance from site	→ 240m
	Facilities	→ Pole with sign
	Services	→ 256, AL6
Hunsworth Lane Winfield Drive	Reference	→ 45050296
	Direction of travel	→ Northbound and Southbound
	Distance from site	→ 400m
	Facilities	→ Pole with timetable information on one side only
	Services	→ 256, 259, AL6
The Green	Reference	→ 45015964
	Direction of travel	→ Northbound
	Distance from site	→ 320m
	Facilities	→ Pole with timetable information
	Services	→ 256, 259, AL6
South View Road	Reference	→ 45015461
	Direction of travel	→ Westbound
	Distance from site	→ 400m
	Facilities	→ Pole with timetable information
	Services	→ 263, 283, 283A
South View Road Hunsworth Lane	Reference	→ 45015462
	Direction of travel	→ Eastbound
	Distance from site	→ 400m
	Facilities	→ Pole with timetable information
	Services	→ 259, 263, 283, 283A, AL6

5.6.4 Details of the services available from these stops are given in **Table 3**.

Table 3 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
256	Brighouse – Bradford	Infrequent Mon-Fri	No Service	No Service
259	Brighouse – East Bierley Via Cleckheaton	60 minutes (10:00-14:00)	No Service	No Service
263	Bradford – Dewsbury	1AM/ 1PM Mon-Fri	No Service	No Service
283/ 283A	Bradford – Dewsbury Via Birstall Retail Park	30 minutes	30 minutes	60 minutes
AL6	Hunsworth Lane – St. John Fisher Academy	1 AM/ 1PM Mon-Fri	No Service	No Service

5.6.5 The 283 services, operated by Arriva offer regular connections between Bradford (15 minutes) and Dewsbury (37 minutes). Both of which offer a range of additional onward connections.

5.7 Measures

5.7.1 Direct and convenient links are provided from the existing bus stops close to the site.

5.7.2 Information on travel by bus can be found at <https://www.arrivabus.co.uk/yorkshire>; <https://www.tlctravelltd.co.uk/>; <https://www.ayles-coaches.co.uk/>; and <https://www.traveline.info/>. These website provide journey planners, timetables and ticket information

5.7.3 The local bus service information should be displayed in a staff communal area and in any visitor areas, for example reception or waiting rooms for visitors to be able to obtain information.

5.8 Accessibility by Rail

5.8.1 The nearest train station is Low Moor, approximately 4.5km from the site. This site is accessible by bike, but not by local buses which run in proximity to the site. However, due to the nature of the proposed development, if staff are getting a train, they are unlikely to bring a bicycle with them. Therefore a more accessible station may be Bradford Interchange, approximately 7.5km from the site by bike.

5.8.2 Bus connections can be made from the site to Bradford Interchange, meaning staff will not have to rely on taxis for transfers to the station. The station is managed by Northern Railways and has staff available during the day and at weekends, step free access and refreshment facilities.

5.8.3 Connections at Bradford Interchange can be made to Leeds (every 15 minutes), York and Hull (hourly) and also London King's Cross (four trains per day).

5.9 Measures

5.9.1 Similarly to the bus services, the train information should be displayed in communal areas, both for the staff and visitors.

5.9.2 Further information on train information can be found at: <https://www.northernrailway.co.uk/> which provides a journey planner, timetable and disruption information and ticket information

5.10 Accessibility by Taxi

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

5.11 Measures

5.11.1 Details of local taxi firm information should be made available in staff and visitor areas.

5.12 Car Sharing

5.12.1 Car Share schemes:

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

5.13 Measures

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

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

5.14 Motorcycling and Mopeds

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

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

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

5.15 Accessibility and Measures Summary

5.15.1 It has been made clear that the site can be considered to be in a sustainable location. Staff and visitors to the site have access to amenities and facilities within an acceptable walking distance. There are many measures and incentives that could be implemented to encourage staff to become more sustainable in their commute to the site.

6. Marketing and Communication Strategy

- 6.1 Sanderson Associates Consulting Engineers will provide the client and developer with a copy of this Travel Plan when it has been approved.
- 6.2 A budget will be provided by the developer for the first five years of the Travel Plan for all necessary measures. The budget will be allocated on an annual basis to pursue the measures set out in the Travel Plan. All monitoring costs will be in addition to this budget and will be funded by the developers.
- 6.3 Travel Information Packs will be prepared by the TPC and a copy of this Travel Plan will be given to members of staff. The Travel Information Pack will include information on sustainable travel options in the vicinity of the site. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 6.4 Information will be provided within communal staff areas. It will be the responsibility of the TPC to display sustainable travel information in these areas and keep this updated. The Council may also be able to provide posters, leaflets and timetables for display.
- 6.5 Annual newsletters will be provided to staff which will provide an update following each travel survey and the latest information on travel options.
- 6.6 The TPC will use all available methods to promote events such as Walk to Work Day in order to encourage participation.

7. Monitoring and Reporting

- 7.1 Within three months of the implementation of the Travel Plan, a baseline travel survey will be carried out the TPC (an example can be found in **Appendix C**). Analysis of the results will be carried out and results submitted within one month of completion to the Council. Postcode plots of travel mode information for staff will be produced as part of the analysis. Results of this baseline travel survey will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan.
- 7.2 Any applicable monitoring fees imposed by Kirklees Council will be funded by the developer of the site via an appropriate legal mechanism.
- 7.3 Monitoring will take place for a five year period. Travel surveys of each of the staff members will take place annually. These surveys will either be carried out by the distribution of paper copies or completing the survey online.
- 7.4 An annual Action Plan will be prepared by the TPC which will detail tasks to be carried out to help achieve that targets and the persons responsible. The Action Plan of measures of year 1 is included in **Appendix B**.
- 7.5 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement. If targets are not met, additional measures will be included within the annual Action Plan.
- 7.6 If the targets are not met upon the completion of the five year monitoring period the Travel Plan will be reviewed with the Council and additional measures proposed which may also include an extended monitoring period.

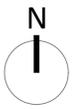
8. Summary

- 8.1 This Travel Plan sets out a series of measures which will encourage changes in travel patterns of staff, moving away from the use of single occupancy private vehicles to more sustainable forms of transport.
- 8.2 This Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 8.3 This Travel Plan is submitted in support of the planning application which sets out measures designed to encourage sustainable travel.
- 8.4 The Developer is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to benefit both staff and visitors.
- 8.5 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn, the number of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 8.6 This Travel Plan will be further developed, in conjunction with Kirklees Council and other relevant bodies, once the development has been completed and the specific travel needs of the staff can be identified.



Appendix A

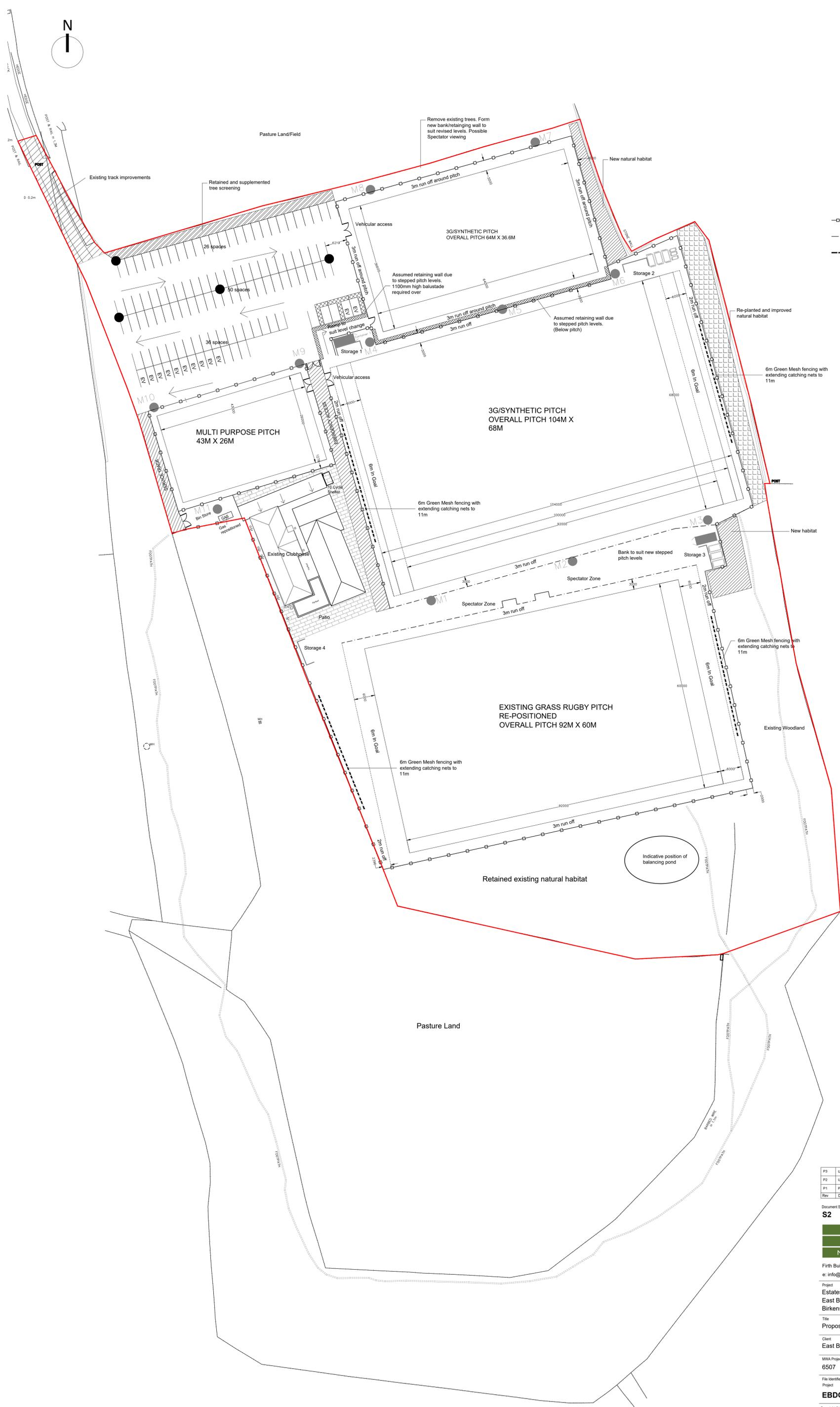
Proposed Site Layout



Product Name: 10 Cycle Eco Shelter Fully galvanneal including 5 hoop bast rack
Size: 3500 mm long x 2040 mm wide x 2100 mm high

Electric Charging:
EV Denotes Electric Charging Bays
EV to be 10% of total parking bays
A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.3kW) and up to 32A (7kW)
The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity. The installation must comply with all applicable electrical requirements in force at the time of installation

- 2.4 Green Mesh Fencing
- - - - - 1.1m high white barrier railing (Existing relocated)
- - - - - 6m Green Mesh Fencing with Extending Catch Nets to 11m



P3	Updated further to discussions with EBCSA	JW	11.11.22
P2	Updated site layout further to discussions with EBCSA	JW	10.11.22
P1	Preliminary Issue	JW	06.10.22
Rev	Description	Drawn	Checked Date

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Firth Buildings, 99 - 103 Leeds Rd, Dewsbury, WF12 7BU t: 01924 464342
e: info@martinwalsh.co.uk w: www.martinwalsh.co.uk

Project: **Estates Strategic Plan**
East Bierley Community Sports Association
Birkenshaw, BD4 6PU

Title: **Proposed Site Plan**

Client: **East Bierley Community Sports Association**

MWA Project Ref	Scale	Original Paper Size	Paper Orientation	Drawn
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File Identifier	Originator	Volume	Level	Type	Rate	Number	Revision
EBDC - MWA - XX - XX - DR - A - 0001							P3

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Appendix B

Action Plan

Action Plan of Measures

Objective	Target	Measure	Timescale	Responsibility
Maximise the accessibility of the site by means other than the private car/single person car journey		Provide safe pedestrian and cycle links from the site entrance(s)/cycle parking to connect with existing infrastructure including linking to public transport	Prior to occupation	Developer
		Provide details of local taxi firms	Ongoing, in Travel Information Pack and communal areas	TPC
Minimise level of vehicular traffic generated by the site	Reduce the proportion of vehicle occupants from 75% to 67%	Promote carsharing and provide assistance with matching partners	Upon occupation of the development	TPC
		Investigate providing preferential car parking for those carsharing	Upon occupation of the development	TPC
To encourage staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey	Increase the proportion of those travelling by active transport	Promote the benefits to health and wellbeing	Ongoing, in Travel Information Pack and communal areas	TPC
		Incentive scheme including discounts on sportswear/trainers	In place prior to occupation and ongoing	TPC
		Provision of shower and change facilities for staff	Prior to occupation	Developer
		Promote nationwide events such as Walk to Work Day & Cycle to Work Day	As the events occur	TPC
		Provide details of journey planners and local cycle shops	Ongoing, in Travel Information Pack and communal areas	TPC
		Provision of cycle parking	Prior to occupation	Developer
	Increase the proportion of those travelling by public transport	Promote location of bus stops and websites for information including tickets and journey planners	Ongoing, in Travel Information Pack and communal areas	TPC
Make all users aware of the benefits of the Travel Plan		Appoint a Travel Plan Co-ordinator (TPC)	Upon staff employment/occupation	Management
		Provide electronic Travel Information Pack to staff	Prior to occupying the development	TPC
		Display travel information in communal areas	Prior to occupying the development and update annually/as necessary	TPC



Appendix C

Example Travel Survey

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

This will help the Travel Plan in its aims to:

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

Which will benefit all people by:

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

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

About You...

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

.....

→ Do you work: Full time or Part time?

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

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

.....

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

About Your Travel...

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

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

→ If you drive to work on your own, would you be willing to try more environmentally-friendly options such as walking, cycling, public transport or car sharing some of the time (when this is appropriate)?
 Yes No

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

Thank you for completing this survey!

Please now return it to the Travel Plan Co-ordinator, **NAME**, at **EMAIL** or **ADDRESS**



FAIRHURST

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

 01924 844080

 mail@sandersonassociates.co.uk

 www.sandersonassociates.co.uk

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