

John Cotton Group Ltd  
John Cotton, Mirfield

## Travel Plan

3 August 2023  
Version 1.0  
Issue





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## Contents

1	Introduction	3
2	Travel Plan Management	5
3	Existing Situation	9
4	Sustainable Travel Initiatives and Facilities	14
5	Summary of Travel Plan Actions and Measures	18

## Figures

- Figure 1: Site Location
- Figure 2: Walking Catchment and Local Land Use
- Figure 3: Cycle Catchment and Long-distance Cycle Routes
- Figure 4: Local Cycle Infrastructure
- Figure 5: Public Transport Network

## Appendices

- Appendix A: Development Proposals

# 1 Introduction

## 1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by John Cotton Group Ltd (“the Applicant”) to provide transport and highways advice in relation to a planning application for erection of a proposed warehouse adjacent the existing factory at Nunbrook Mills, Mirfield.

## 1.2 Background

John Cotton Group Ltd are a family company established in 1916, and are currently the UK’s largest manufacturer of pillows, duvets, beds and mattress protectors, producing innovative filled bedding products for many of the UK’s biggest retailers as well as under their own brands. The company also manufactures nonwoven products for other industry customers, including insulated food packaging, automotive, upholstery and home insulation industries.

The company is therefore a major employer in the Kirklees district, and has been headquartered at its operational base at Nunbrook Mills in Mirfield for approximately 60 years. Operations at the site have significantly expanded over the past decade and outgrown the site, which is constrained by road, river and protected in trust recreational land. Due to space constraints, the majority of warehousing operations is located off-site at a number of satellite sites including Ravensthorpe, Ossett (east of M1 Junction 40), and Euroway, Oakenshaw (north of M62 Junction 26).

In recent years, John Cotton Group Ltd acquired the former waste water treatment works (WwTW) located immediately south west of the site, which was surplus to the operational needs of Yorkshire Water, and subsequently demolished and remediated the former infrastructure on the site to prepare it for future development.

The site is allocated for employment use in Kirklees Council’s adopted Local Plan, under site allocation reference ES9.

## 1.3 Development Proposal

Outline planning permission is sought for a warehouse (B8 use class) on the former WwTW site, south of the John Cotton Group Ltd factory at Nunbrook Mills, Mirfield, comprising 295,000 sq.ft. building footprint and 5,000 sq.ft first floor office, plus car parking and servicing areas.

The location of the site and context is shown on Figure 1. An indicative masterplan has been prepared for the purposes of the planning application and is enclosed at Appendix A.

Specifically, the intention is for the proposed warehouse to allow consolidation of various off-site warehousing operations in the immediate locality of the factory. In this way, the need to transport made goods for storage off site is avoided, resulting in considerable efficiency savings for the business as well as environmental benefits related to fewer and shorter journeys by HGVs to store the made goods.

## 1.4 Purpose of this Document

This document communicates the Travel Plan and is aimed at employees based at the warehouse. A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the employees about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of building users and reporting on this in order to identify room for improvement.

## 1.5 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

## 2 Travel Plan Management

This Chapter sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 3.

### 2.1 Lifespan

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

### 2.2 Objective

The objective of the Travel Plan is to ensure that all employees can choose from a range of options for travelling by non-car modes. This will be achieved through communicating the Travel Plan to employees and by providing the measures to help make sustainable travel practical and attractive.

### 2.3 Travel Plan Coordinator Role

The key role in delivering the Travel Plan is the Travel Plan Coordinator (TPC). This should be fulfilled by someone at the development (as part of a wider role, e.g. in admin, facilities management, finance or admissions), and may require assistance from a transport consultant, especially in terms of monitoring and reporting.

The Travel Plan Coordinator will have the following responsibilities:

- Act as a point of contact for employees regarding sustainable travel choices.
- Delivering the actions in Table 3 and measures in Table 4 which have “TPC” in the responsibility column.
- Liaising with Kirklees Council to discuss the Travel Plan, including to discuss the results of monitoring via the submission of progress reports.

The contact details of the Travel Plan Coordinator will be provided to Kirklees Council on appointment, at least one month prior to occupation. If a new Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

### 2.4 Funding

The cost of implementing this Travel Plan, including the cost of appointing a Travel Plan Coordinator, all the measures, as well as the cost of the monitoring and reporting, will be funded by John Cotton Group Ltd.

## 2.5 Liaison with Kirklees Council

The content of this Travel Plan will be agreed with Kirklees Council as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at Kirklees Council to discuss the findings of monitoring and reporting, and to agree future targets/measures.

## 2.6 Targets

The setting of targets is essential to understanding whether the Travel Plan has been effective in achieving its objectives. A number of action-type targets have been set within this report and relate to the effective establishment and implementation of the Travel Plan.

2011 Census data<sup>1</sup> has been used to estimate the mode share for the employment development<sup>2</sup>, as presented in Table 1 below. The mode share for middle layer super output area (MSOA) Kirklees 021, which borders Kirklees 015 (the MSOA in which the site is located) to the north east has been used. Kirklees 021 is considered to represent a more reasonable proxy for the development as it encompasses the existing John Cotton site.

**Table 1: Mode Share**

Mode	Initial Baseline Target (%)
Train	1%
Bus, minibus or coach	5%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van <sup>3</sup>	70%
Passenger in a car or van	8%
Bicycle	1%
On foot	14%
<b>Total</b>	<b>100%</b>

**Note: Targets are not proposed for mode others than Driving a car or van. Split presented above is indicative based on 2011 Census Data available.**

<sup>1</sup> Dataset reference 'WP703EW - Method of travel to work (2001 specification) (Workplace population)'. The categories 'Not in employment', 'Work mainly at or from home' and 'Other method of travel' have been excluded for the purposes of this assessment. 'Underground, metro, light rail, tram' has been added to 'Train'.

<sup>2</sup> This will include employees commuting to work journeys only.

<sup>3</sup> It is noted that the target is presented above does not differentiate between those driving alone and those driving with passengers (i.e. car share drivers).

Whilst the dataset presented above is likely to represent a good proxy for the area in which the site is located, the actual baseline position of employees will be determined through undertaking the first travel survey.

The findings of the first survey (see Section 2.7) will be compared against the baseline target and 2021 Census data (if available at the time of review). Following this, the Travel Plan target may be revised if considered no longer appropriate or achievable for the development in liaison with Kirklees Council.

If revised, the mode share target will be agreed, and will not change, without prior consultation with Kirklees Council.

If the baseline target is achieved, a site-specific target to achieve a further reduction (e.g. 5-10% reduction) in journeys made by car as an indicator that the development is supporting journeys by sustainable modes may be set by the TPC.

## 2.7 Monitoring

It will be the responsibility of the TPC to carry out annual travel surveys amongst employees based at the development. The survey period is an opportunity to communicate the Travel Plan to employees, to ensure they know about the range of travel options available for the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking, for example.

The first travel survey will be 3 months after initial occupation of the development, and then repeated annually for 5 years following first occupation (i.e. there will be one monitoring period per year).

An employee travel survey will be developed by the TPC. Prior to launch, a copy of the survey will be shared with Kirklees Council for approval of format and structure.

### **Employee Travel Surveys will determine as a minimum:**

- Home postcode.
- Normal mode of travel to work.
- If they drive to work, where do they park.
- How often they make the journey to work / shift patterns.
- What other modes they would consider and barriers to making this shift.

The survey should be compulsory for all employees based on site. If this is not possible the survey should be optional. Paper copies of the survey will be distributed to all employees.

A response rate of 50% of employees will be targeted, with active promotion of the survey and a possible prize draw encouraging response. Spot surveys may also be undertaken by the TPC to gain further responses subject to the full travel survey not meeting the targeted response rate (e.g. team leaders asking employees about their travel mode during staff meetings or at clock in/clock out time).

Use of car and cycle parking should be monitored informally on an ongoing basis by the TPC to determine if provision is appropriate. If there are parking demand issues, other modes of travel should be more strongly promoted/incentivised through the wider Travel Plan communication.

## 2.8 Reporting

Within three months of the completion the annual travel survey, the TPC will prepare a Monitoring Report which will contain the following:

- Survey methodology and results (including any qualitative feedback).
- An analysis on the effectiveness of the Travel Plan (including performance against targets).
- Proposals for future measures (the Action Plan) if targets are not met in a particular year. This will set out corrective actions such as introduction of new measures or incentives that will help meet the target at the next survey period. Any actions will be agreed with Kirklees Council if required at the appropriate time.

The main headlines / findings from the travel survey communicated to staff members, and the findings used as evidence to work with Kirklees Council on meeting Travel Plan targets.

The Monitoring Report will be submitted to Kirklees Council for discussion and agreement.

## 3 Existing Situation

This chapter provides an overview of the application site and an outline of the transport network that surrounds it, including opportunities to access the site by all modes of travel.

### 3.1 Site Location

The site is located on the western edge of Mirfield, approximately 5.0km north-east of Huddersfield town centre. The site was previously occupied by Cooper Bridge WwTW and is located adjacent to the western side of John Cotton Group Ltd’s existing site off A644 Huddersfield Road. The former water treatment works has been demolished and cleared from the site.

The site is bound by A62 Leeds Road to the north, the River Calder, A644 Huddersfield Road and the existing John Cotton Group Ltd factory to the east, the Manchester to Leeds railway line and River Calder to the south, and Cooper Bridge Road and two residential dwellings to the west.

The location of the site is demonstrated on Figure 1.

### 3.2 Pedestrian Accessibility

#### 3.2.1 Walking Catchment

Walking routes can be planned using [www.google.co.uk/maps](http://www.google.co.uk/maps) which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a Google Maps app.

Although walking distances vary between individuals and circumstances, standard distances that are often used to describe short, medium and long walks are 0.5km, 1.0km and 2.0km, respectively<sup>4</sup>. Figure 2 presents isochrones for walking distances from the site, measured from an indicative central point of the site, assuming formal road crossings and designated footways / phases are used. This catchment demonstrates that a proportion of the residential areas of Mirfield and Bradley (and associated amenities) would be within a walking distance of 2.0km from the site.

Pedestrian infrastructure in the immediate vicinity of the site comprises the following:

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<sup>4</sup> The Chartered Institution of Highways and Transportation (CIHT), ‘Guidelines for Providing Journeys on Foot’, 2000.

- Footways are provided adjacent to both sides of the carriageway on all roads including A62 Leeds Road, A644 Huddersfield Road, A644 Wakefield Road and Cooper Bridge Road.
- Most crossings on the road network are informal and uncontrolled in character, with dropped kerbs, tactile paving, and adjacent footways.
- Several Public Rights of Way (PROW) routes are located in close proximity to the site as follows:
  - A range of PROW routes are accessible off A62 Leeds Road, including at the A62 Leeds Road / A644 Huddersfield Road junction. The routes run north through open fields and connect to B6119 Fall Lane at Hartshead.
  - Several PROW routes run to the south of the site through open fields and are accessible from both Bog Green Lane and at the Wood Lane / Helme Lane junction. The routes provide connections to Hopton Lane and Chadwick Lane at Upper Hopton and Lower Hopton, respectively.

### 3.3 Cycle Accessibility

Figure 3 presents an 8.0km cycling catchment from the indicative site access, a distance which is considered acceptable for commuting by bike<sup>5</sup>. The catchment demonstrates that the entirety of Mirfield, Deighton, Brighouse, Cleckheaton, Liversedge, Heckmondwike, and a proportion of Dewsbury and Huddersfield are within a commutable distance of the site.

The West Yorkshire Cycle Map<sup>6</sup> is an interactive online map which shows cycle routes and facilities available in West Yorkshire. Cycling infrastructure in close proximity to the site is shown at Figure 4 and comprises the following:

- Advisory cycle routes are located on A62 Leeds Road, Stocks Bank Road and A6107 Bradley Road.
- A traffic-free cycle path is located adjacent to the northern boundary of A62 Leeds Road, between the A644 Wakefield Road / A644 Leeds Road / Cooper Bridge Road roundabout and A62 Leeds Road / Taylor Hall Lane junction.
- A cycle lane is located adjacent to the eastern side of the carriageway on Huddersfield Road, between the A62 Leeds Road / A644 Huddersfield and A644 Huddersfield Road / Nettleton Road junctions.

<sup>5</sup> *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

<sup>6</sup> <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html> (Accessed 15/06/2023)

- A traffic-free cycle path is located to the south of the site and adjacent to the River Calder between the Cooper Bridge Road and Wood Lane. The traffic-free paths continue south and adjacent to the Huddersfield Broad Canal towards Huddersfield town centre.
- National Cycle Network Route (NCNR) 66 runs to the south of the site and can be accessed at the Wood Lane / Helme Lane junction. NCNR 66 comprises both on-road and off-road sections and connects Mirfield to Leeds via Heckmondwike, Cleckheaton and Bradford. NCNR 66 also connects to NCNR 69 at the Dewsbury Country Park just east of Ravensthorpe where direct connections to Dewsbury town centre are available.
- NCNR 69 runs to the south of the site and can be accessed at the A62 Leeds Road / Brooklands junction. The route consists of mostly off-road cycle sections towards Huddersfield town centre, via Deighton railway station. As outlined above, heading east NCNR connects Dewsbury Country Park to Dewsbury town centre.

Cycle routes can be planned using [www.cyclestreets.net](http://www.cyclestreets.net) which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

### 3.3.1 Local Cycling Initiatives

The following initiatives exist in Leeds to encourage and support people to cycle:

- CityConnect offer free one-to-one cycle training sessions with qualified instructors. These can be booked online at [www.cyclecityconnect.co.uk/get-cycling/](http://www.cyclecityconnect.co.uk/get-cycling/)
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free [www.letsride.co.uk/social](http://www.letsride.co.uk/social)
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network [www.cyclinguk.org/courses-and-training](http://www.cyclinguk.org/courses-and-training)
- The Breeze network for women aims to inspire more women to get involved and grow in confidence in cycling. Their website offers free cycle rides and guides to improve skills [www.letsride.co.uk/breeze](http://www.letsride.co.uk/breeze)

### 3.4 Public Transport Network

#### 3.4.1 Bus Network

The closest bus stops to the proposed development are located on the A62 Leeds Road 130m and 260m from the indicative site access on the A644 Huddersfield Road, with services in the southbound and northbound directions respectively stopping.

The location of the bus stops and routes are shown on Figure 5, with a summary of the service frequency and destinations served outlined in Table 2.

**Table 2: Existing Bus Services and Frequency**

Service	Operator	Destinations Served	Approx. Daytime Frequency		
			Weekday	Saturday	Sunday
202 / 203	Arriva Yorkshire	Leeds - Dewsbury - Mirfield - Deighton - Huddersfield	15 mins		30 mins
229		Leeds - Wortley - Heckmondwike - Deighton - Huddersfield	15 mins		30 mins
260		Huddersfield - Mirfield - Heckmondwike - Liversedge - Cleckheaton	60 mins		120 mins

#### 3.4.2 Rail Network

The site is not directly served by the rail network.

Mirfield station is the closest station, approximately 3.0km from the development site. The station is located on the Leeds to Huddersfield line, and is served predominantly by local trains between Leeds and Huddersfield via Dewsbury (on an hourly basis on weekdays and Saturdays), as well as regional services between Leeds and Wigan, via the Calder Valley and Manchester Victoria (similarly on an approximately hourly basis on weekdays and Saturdays).

In addition, Deighton station (approximately 4.5km from the development site) can be accessed via the 202 / 203 buses stopping on the A62 Leeds Road closest to the site. This equates to an overall journey time of between 10-20 minutes to / from the proposed development and railway station dependent on direction, including the walk time between the railway station and site to the equivalent bus stops. Deighton station is also accessible from the proposed development by cycle, with direct connections available via NCNR 69. The station is served by local trains between Leeds and Huddersfield (operating approximately hourly on weekdays and Saturdays).

### 3.4.3 Journey Planning Tools / Resources

The following information sources can be used to promote public transport use:

- Public transport journeys can be planned at [www.wymetro.com/plan-a-journey/](http://www.wymetro.com/plan-a-journey/)
- Rail journeys can be planned at [www.nationalrail.co.uk](http://www.nationalrail.co.uk) or using the National Rail app.
- Real-time bus information [www.wymetro.com/ynb/](http://www.wymetro.com/ynb/)
- Timetables can be downloaded at [www.wymetro.com/buses/bus-timetables/](http://www.wymetro.com/buses/bus-timetables/)
- Useful travel apps are listed [www.wymetro.com/plan-a-journey/useful-travel-apps/](http://www.wymetro.com/plan-a-journey/useful-travel-apps/)
- Ticketing information can be found at [ticketsandpasses.wymetro.com](http://ticketsandpasses.wymetro.com) and [www.m-card.co.uk](http://www.m-card.co.uk)

## 4 Sustainable Travel Initiatives and Facilities

This Chapter provides details of the on-site facilities to be provided as part of construction by the Developer to support access to the site by all available modes and to promote sustainable transport choices. These facilities are summarised in Table 4.

In addition, this Chapter provides also provides suggested measures to be adopted by the future Occupier through the implementation of the Travel Plan. The list of measures is not exhaustive, and other measures should also be considered throughout the lifespan of the Travel Plan to support employees travel more sustainably.

### 4.1 Pre-occupation Travel Planning

Prior to occupying the unit, John Cotton Group Ltd will work with current employees (if relocating from other sites) to understand how the relocation will affect them and to provide information on how to get to the new development, with an emphasis on sustainable modes.

Any new employees should also receive this information. This could be via one-to-one sessions, workshops, presentations or drop in sessions, and should be supported by email/leaflets and/or posters.

### 4.2 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. This Travel Plan, and any subsequent updates, will be made available for all employees to read if they choose.

To ensure the successful implementation of the Travel Plan and to makes sure that future employees know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan will need to be actively implemented by the future Occupier and communicated to their employees, as below.

### Measures to Communicate the Travel Plan

- John Cotton Group Ltd will appoint a **Travel Plan Coordinator** to manage and implement this Travel Plan. See Section 2.3 for full details of the role.
- The **TPC will act as a point of contact for employees**, with their contact details provided in all travel literature and communication.
- **Pre-occupation engagement** as set out above in Section 4.1 if applicable.
- A **Travel Information Leaflet** (or equivalent) will be produced by the TPC and distributed to all new/relocating employees. The leaflet should include travel information for all available travel modes to the development, focusing on the benefits of travelling by mode other than single-occupancy car.
- There should be **ongoing promotion of sustainable travel events** such as Walking Month, Bike Week and National Liftshare Week, as well as reminders of travel options and any discounts or incentives available. This could be in the form of employee newsletters or posters displayed on noticeboards.

## 4.3 Walking and Cycling

Pedestrians and cyclists will access the development via the A644 Huddersfield Road, in line with the arrangements to the wider John Cotton Group factory site. Footways will be provided within the site, with crossings of internal roads for safe movement of pedestrians.

Covered and secure cycle parking will be provided within the site in accordance with Kirklees Council’s prevailing parking standards.

Measures to encourage and support walking and cycling are detailed below.

### Measures to Encourage and Promote Walking and Cycling

- Provide legible walking routes on site and connections to existing footways.
- A map showing walking/routes serving the site and the location of cycle parking facilities will be provided within the **Travel Information Leaflet**. Alternatively, the [West Yorkshire Cycle Map](#) will be promoted.
- Promotion of walking and cycling journey planning tools within the **Travel Information Leaflet**.
- Health benefits of walking and cycling will be promoted within the **Travel Information Leaflet**.
- Covered and secure cycle parking will be provided within the site in accordance with KC parking standards.
- The TPC will consider **setting up a walk and cycle buddy scheme**.
- The TPC will promote [BikeRegister](#) within the **Travel Information Leaflet**. BikeRegister is the national cycle database that protects bicycles from theft and helps the police to reunite stolen bicycles with their owners.

## 4.4 Arrival by Public Transport

Options exist to travel to the site by bus, with services stopping within convenient walking distance on the A62 Leeds Road. Measures to encourage and support public transport use are detailed below.

### Measures to Encourage and Promote Public Transport Use

- The benefits of using public transport will be communicated in the **Travel Information Leaflet**, along with timetables, ticketing and journey planning information (See Section 3.4.3 for suggested resources).

## 4.5 Arrival by Car

Vehicular access for employees and visitors arriving by car will be by either the A62 Cooper Bridge Road or the A644 Huddersfield Road, though exit will be to the A62 Huddersfield Road.

Car parking will be provided south west of the proposed egress junction onto the A644 Huddersfield Road. Indicatively, approximately 140 parking spaces can be accommodated in this area, incorporating allocated provision for disabled users in convenient locations to building entrances. The precise level of car parking to be provided will be determined through future planning applications for reserved matters, in accordance with Kirklees Council's prevailing parking standards.

This Travel Plan aims to maximise the proportion of journeys by staff to the development that are made by sustainable modes of transport. Therefore, measures to reduce car use and the impact of car travel will be implemented by the TPC, as below.

### Measures to Manage Car Use

- Promotion of **alternative modes of travel** through Travel Plan implementation.
- Provision of **appropriate levels** of car parking in line with KC parking standards.
- The **Travel Information Leaflet** will promote car sharing using [wycarshare.com](https://www.wycarshare.com) or [www.liftshare.com](https://www.liftshare.com)
- The TPC will **facilitate an internal car share matching exercise** in order to assess which employees can car share with another colleague.
- The Travel Information Leaflet will promote efficient driving, including [www.energysavingtrust.org.uk/advice/efficient-driving](https://www.energysavingtrust.org.uk/advice/efficient-driving)
- The Travel Information Leaflet will include information about electric vehicles and promote local charging points which can be found at [www.zap-map.com](https://www.zap-map.com) and [www.chargeyourcar.org.uk](https://www.chargeyourcar.org.uk)
- John Cotton Group Ltd will recruit from the local area, where possible.

## 5 Summary of Travel Plan Actions and Measures

Table 3 summarises the actions required to deliver the Travel Plan.

**Table 3: Actions Summary Table**

	Action	Responsibility	Implementation
A	Appoint a Travel Plan Coordinator.	John Cotton Group Ltd	At least one month prior to occupation, but preferably before.
B	Contact Kirklees Council to advise that work has commenced on delivering the Travel Plan.	TPC	On appointment.
C	Engagement with relocating employees (where applicable), and prepare Travel Information Leaflets and issues to existing and new employees.	John Cotton Group Ltd	In time for relocation/occupation, but preferably before.
D	Implement Travel Plan measures.	As per Table 4	As per Table 4.
E	Carry out baseline employee travel survey.	TPC	Within 3 months of first occupation and annually thereafter.
F	Prepare monitoring reports to include surveys and feedback; details of the effectiveness of the Travel Plan; success of existing measures; proposals for future measures.	TPC	Submit to Kirklees Council for approval within 3 months of completion of the travel survey.
G	Monitor car and cycle parking use.	TPC	Ongoing from occupation for the lifespan of the Travel Plan.
H	Produce ongoing sustainable travel promotional material.	TPC	Ongoing from occupation for the lifespan of the Travel Plan.

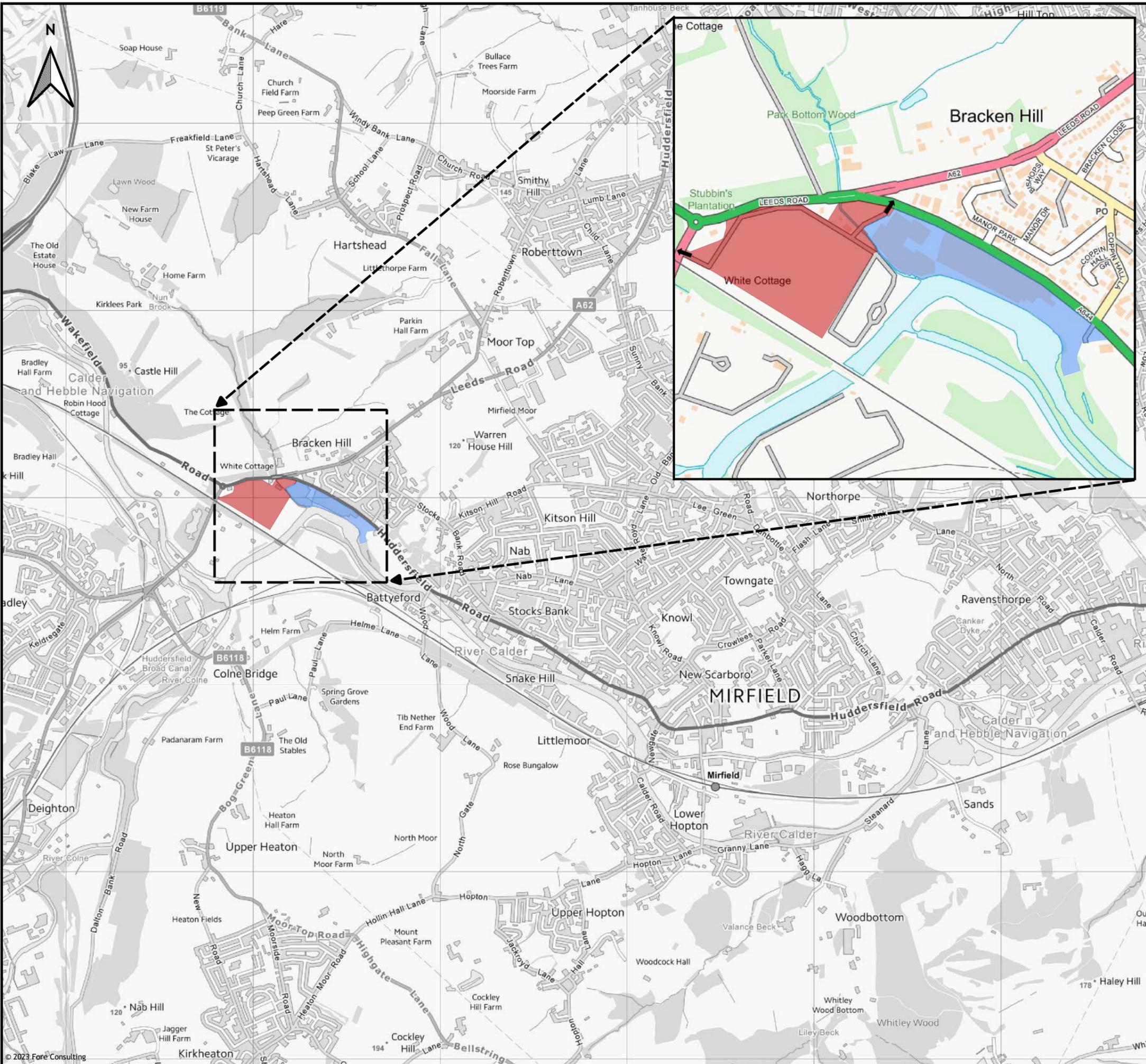
Table 4 provides a summary of the Travel Plan measures which will be in place to encourage travel to the development by sustainable modes. The measures only apply for the lifetime of the Travel Plan, which is 5 years from first occupation.

**Table 4: Measures Summary Table**

	Measure	To Support	Implementation
1	Implement Travel Plan as per Table 3	Sustainable travel choice	As per Table 3.
2	Pre-occupation engagement as set out above in Section 4.1 if applicable.		As detailed in Section 4.1
3	Travel Information Leaflets (or equivalent) to be provided to new and relocating employees.		Prior to first occupation and ongoing thereafter.
4	Provide legible walking routes on the site.	Walking and cycling	Construction.
5	Provision of adequate covered and secure cycle parking.		
6	Consider walking and cycling buddying for journey to work		Ongoing from occupation for the lifespan of the Travel Plan.
7	Sign up to the West Yorkshire Travel Plan Network.	Public transport	Ongoing from occupation for the lifespan of the Travel Plan.
8	Sign up to relevant corporate travel schemes.		
9	Provision of adequate levels of car parking.	Car Use	Construction
10	Promotion of <a href="http://wycarshare.com">wycarshare.com</a>	Car sharing	Ongoing from occupation for the lifespan of the Travel Plan.
11	Facilitate a car share matching exercise		
12	Encourage recruitment from local area where possible	Reduced car use	Prior to occupation and ongoing thereafter for the lifespan of the Travel Plan.
13	Promote efficient driving	Impact of car travel	Ongoing from occupation for the lifespan of the Travel Plan.
14	Promote electric vehicle use	Impact of car travel	

## Figures

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- Key:**
- Existing John Cotton Site
  - Indicative Site Boundary
  - Indicative Site Access Point

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Fore Consulting Limited  
 1st Floor, 15 St Paul's Street  
 Leeds  
 LS1 2JG

enquiries@foreconsulting.co.uk  
 www.foreconsulting.co.uk

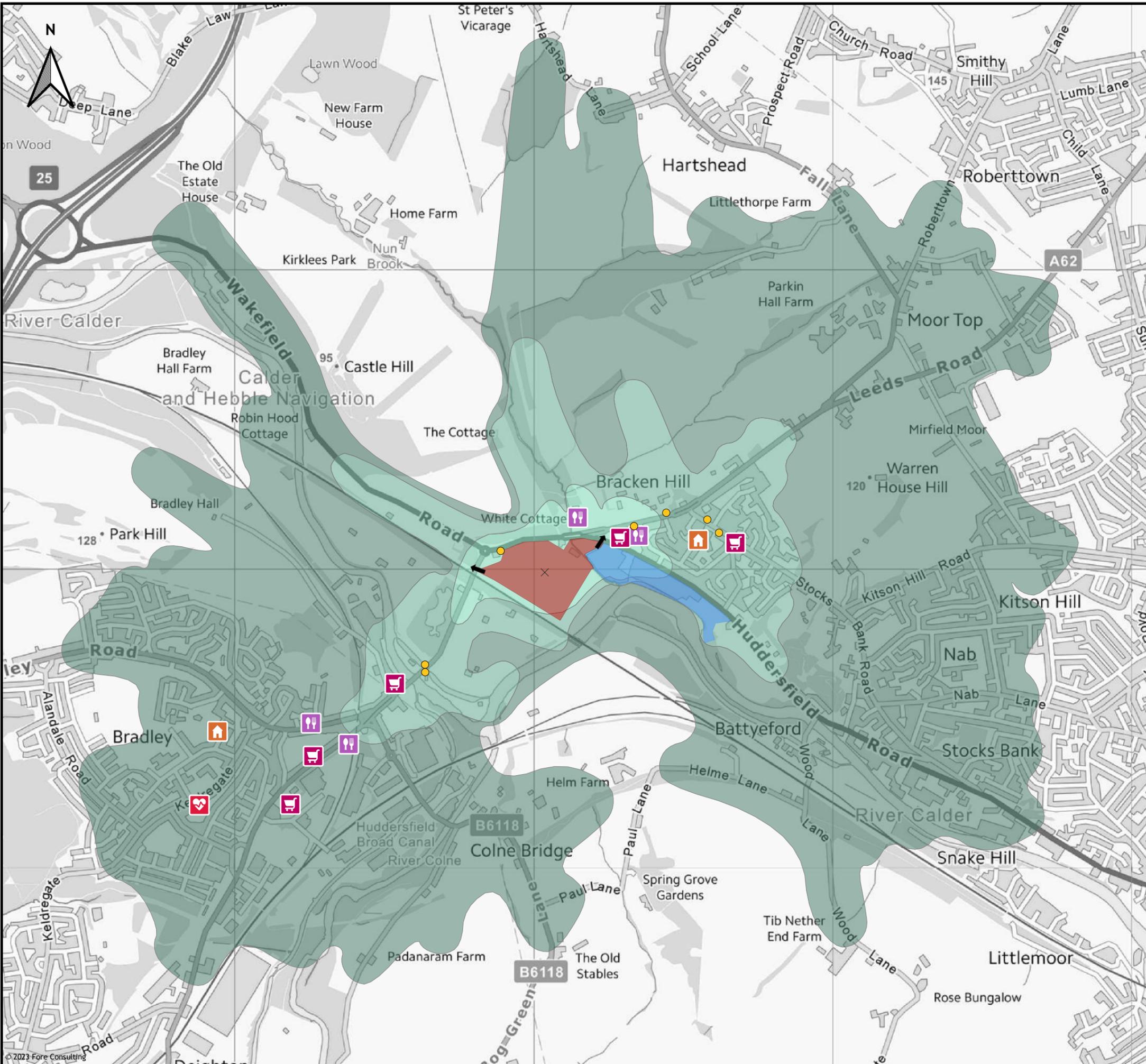


Client:  
**John Cotton Ltd**

Project:  
**John Cotton, Mirfield**

Figure Title:  
**Site Location**

Scale: 1:20000	Figure Status: Issue
Job Number: 3633	Figure Number: Figure 1



- Key:**
- Indicative Site Boundary
  - Existing John Cotton Site
  - Indicative Access Point
- Walking Catchment**
- 500m
  - 1.0km
  - 2.0km
  - Indicative Centre Point
- Local Amenities**
- ♥ Health
  - ☺ Cafe / Restaurant
  - 🛒 Retail
  - 🏠 Residential Area
  - Bus Stop

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Fore Consulting Limited  
1st Floor, 15 St Paul's Street  
Leeds  
LS1 2JG

enquiries@foreconsulting.co.uk  
www.foreconsulting.co.uk

Client:  
**John Cotton Ltd**

Project:  
**John Cotton, Mirfield**

Figure Title:  
**Walking Catchment and Local Amenities**

Scale: 1:12500	Figure Status: Issue
Job Number: 3633	Figure Number: Figure 2



**Key:**

- Indicative Site Boundary
- Existing John Cotton Site
- 8.0km Cycle Catchment
- Indicative Centre Point
- National Cycle Route 66
- National Cycle Route 69

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Fore Consulting Limited  
 1st Floor, 15 St Paul's Street  
 Leeds  
 LS1 2JG

[enquiries@foreconsulting.co.uk](mailto:enquiries@foreconsulting.co.uk)  
[www.foreconsulting.co.uk](http://www.foreconsulting.co.uk)

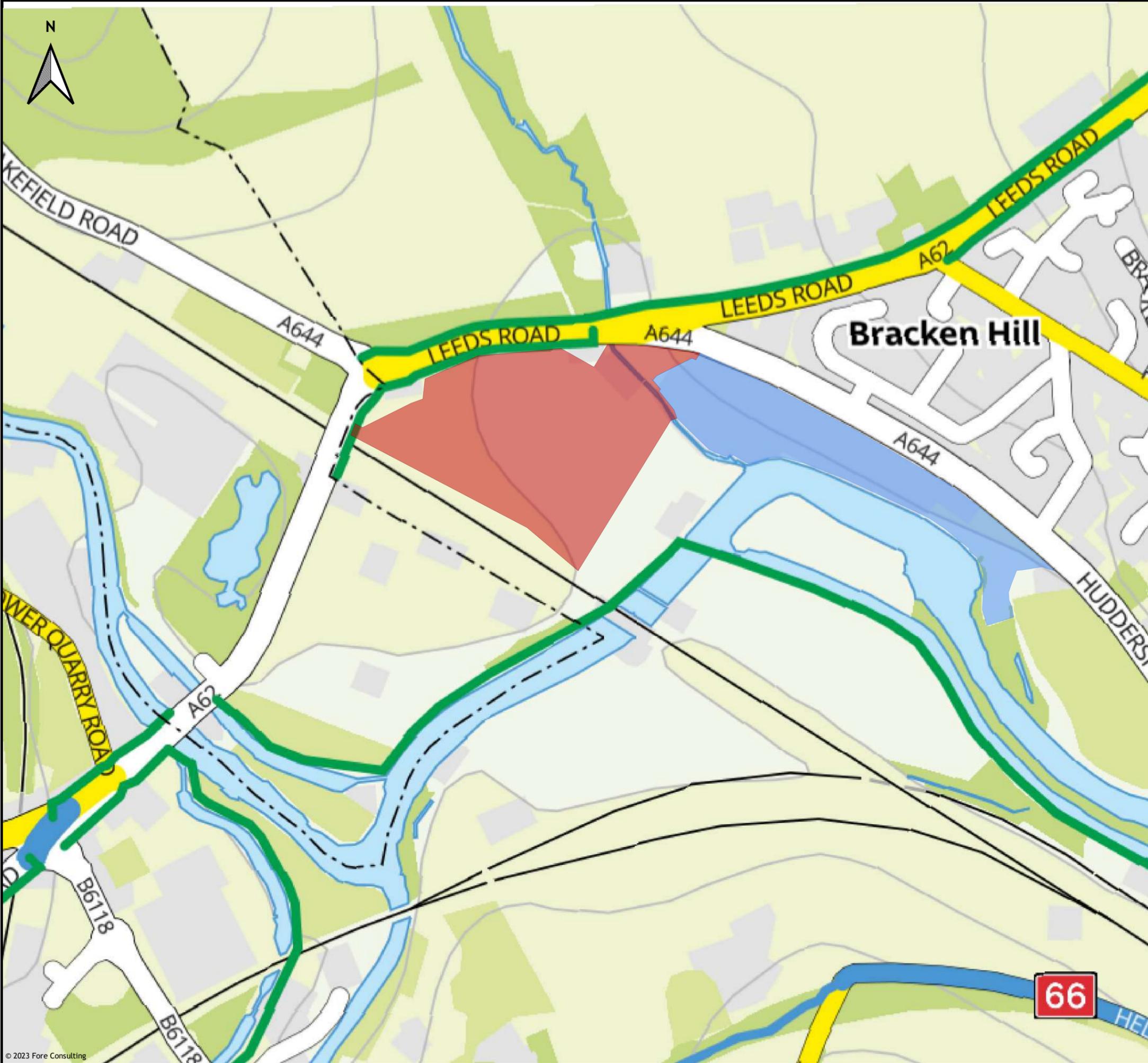


Client:  
**John Cotton Ltd**

Project:  
**John Cotton, Mirfield**

Figure Title:  
**Cycle Catchment and Long Distance Cycle Routes**

Scale: <b>1:50000</b>	Figure Status: <b>Issue</b>
Job Number: <b>3633</b>	Figure Number: <b>Figure 3</b>



- Key:**
- Existing John Cotton Site
  - Indicative Site Boundary
  - Indicative Site Access Point
  - Advisory cycle route  
(traffic volumes may vary according to the time of day)
  - Signed cycle route
  - Pedestrian streets between 10:30 and 16:30
  - No through road
  - Signed Traffic-free cycle path
  - Traffic-free cycle path
  - City Connect route
  - Rough bridleway / Cycle track
  - Path or footway where you should walk your bike

© West Yorkshire Interactive Cycling Map, available online at [fourpointmapping.sustrans.org.uk/westyorkshirecyclingmap/westyorkshire.html](http://fourpointmapping.sustrans.org.uk/westyorkshirecyclingmap/westyorkshire.html)

Fore Consulting Limited  
1st Floor, 15 St Paul's Street  
Leeds  
LS1 2JG



[enquiries@foreconsulting.co.uk](mailto:enquiries@foreconsulting.co.uk)  
[www.foreconsulting.co.uk](http://www.foreconsulting.co.uk)

Client:  
John Cotton Ltd

Project:  
John Cotton, Mirfield

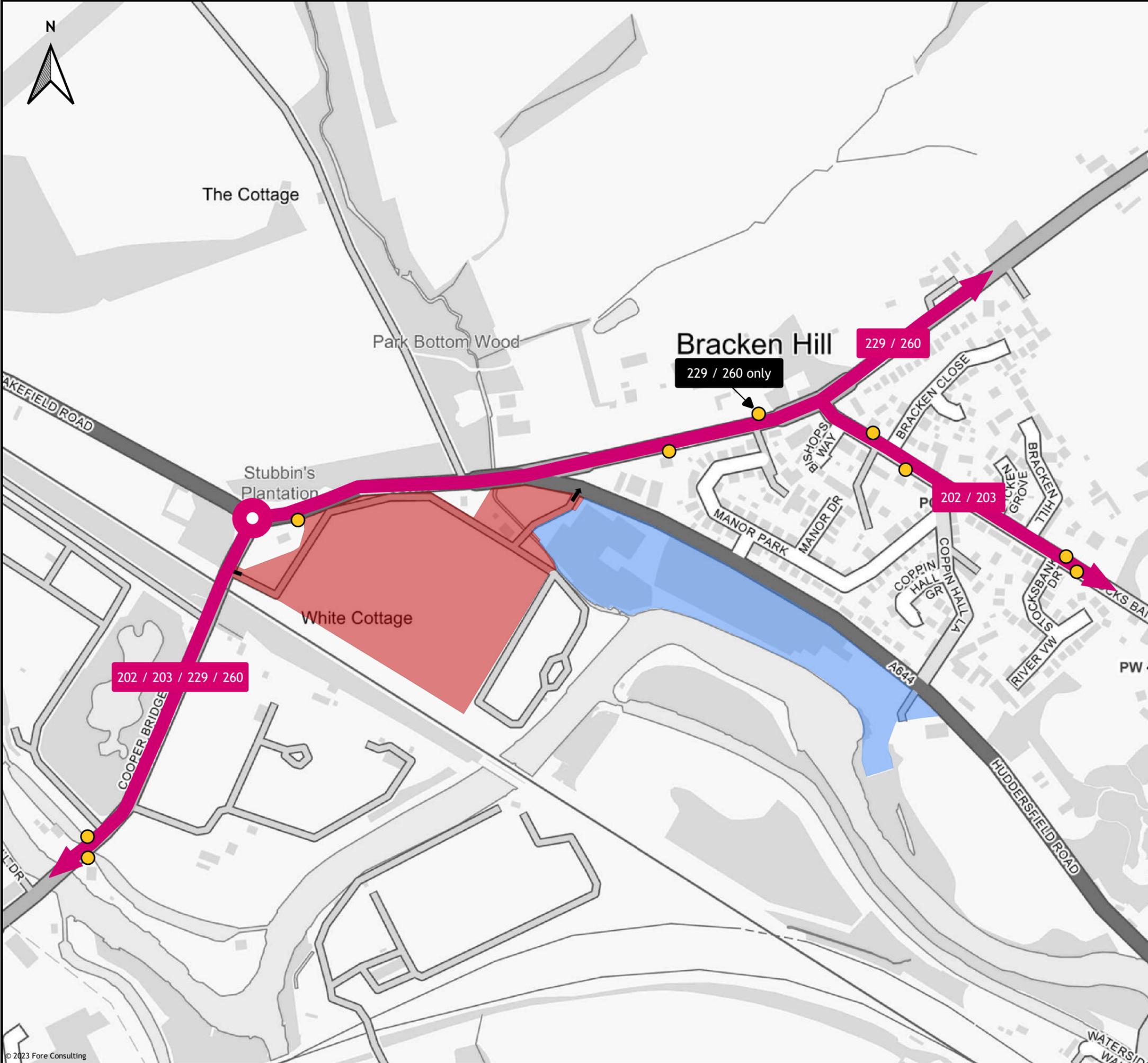
Figure Title:  
Local Cycle Infrastructure

Scale:  
1:4500

Figure Status:  
Issue

Job Number:  
3633

Figure Number:  
Figure 4



- Key:**
- Indicative Site Boundary
  - Existing John Cotton Site
  - Indicative Access Point
  - Bus Stop
  - Bus Route

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Fore Consulting Limited  
 1st Floor, 15 St Paul's Street  
 Leeds  
 LS1 2JG

enquiries@foreconsulting.co.uk  
 www.foreconsulting.co.uk



Client:  
 John Cotton Ltd

Project:  
 John Cotton, Mirfield

Figure Title:  
 Public Transport Network

Scale:  
 1:4500

Figure Status:  
 Issue

Job Number:  
 3633

Figure Number:  
 Figure 5

## Appendix A

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### Development Proposals



Fore Consulting Limited  
1<sup>st</sup> Floor, 15 St Paul's Street  
Leeds  
LS1 2JG

0113 2460204  
[enquiries@foreconsulting.co.uk](mailto:enquiries@foreconsulting.co.uk)  
[www.foreconsulting.co.uk](http://www.foreconsulting.co.uk)

