

**Bradley Villa Farm, Huddersfield
Change of Use to Class E Employment Development
Travel Plan**

September 2023 (Rev 1)

**Prepared on behalf of
PS and SP Kershaw**

Quality Management

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APPENDICES

Appendix A Site Layout Plan

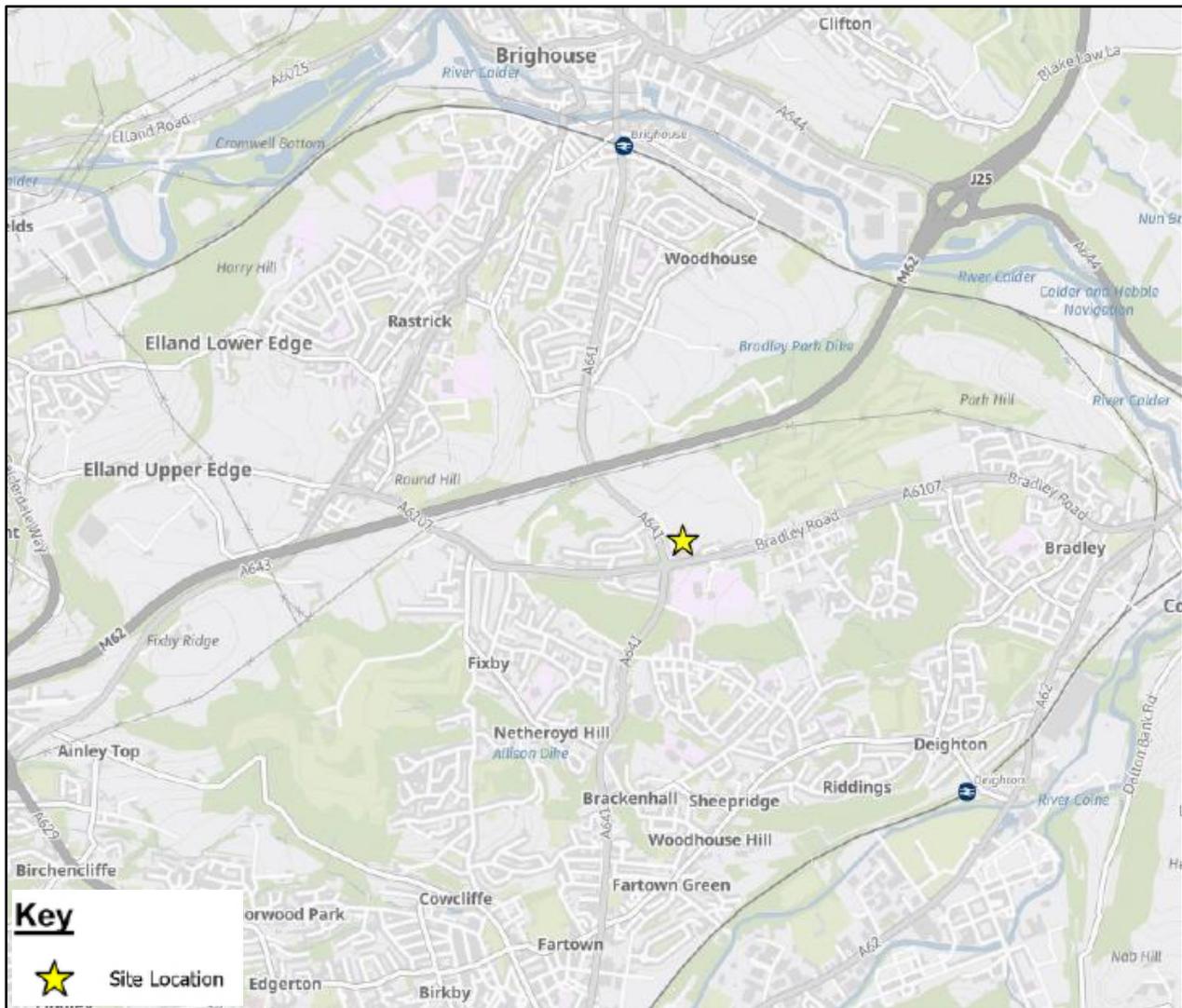


1. Introduction

1.1.1 Optima Highways and Transportation (Optima) have been appointed by PS and SP Kershaw to prepare a Travel Plan (TP) for a proposed change of use of an existing egg production unit on Bradley Villa Farm, Huddersfield to Class E Employment use.

1.1.2 The Site in relation to the strategic transport network is shown on Figure 1 and an extract is shown in Image 1.1 below.

Image 1.1 Site Location (Strategic)



1.1.3 The Site is currently occupied by an egg production unit that is accessed via a track off the A641 Bradford Road between properties 686 and 688.

1.1.4 The Site lies to the south of the recently approved Redrow Homes residential development (application ref. 2021/62/92086/W) for the erection of 277 residential dwellings and associated infrastructure and access.

1.1.5 A Transport Statement has also been prepared by Optima and should be read in conjunction with this TP.



1.1.6 A TP is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for employees and visitors.

1.1.7 A TP is not a static document, it evolves over time to incorporate changes in policy, best practice, and alterations on site. This TP is a working document and is the responsibility of both the developer / occupier and the Travel Plan Coordinator (TPC). This TP has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' which was first published in 2014, superseding the DfT's March 2007 "Guidance on Transport Assessment" (GTA) document.

1.1.8 This document considers the prevailing National Planning Policy Framework (NPPF) which was updated by The Ministry of Housing, Communities and Local Government on 20 July 2021, replacing the document that was published on 27 March 2012.

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

- Chapter 2 – summarises the development proposals;
- Chapter 3 – defines the TP objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility, and measures;
- Chapter 7 – describes the cycling facilities, accessibility, and measures;
- Chapter 8 – describes the public transport facilities, accessibility, and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



2. The Site & Development Proposals

2.1 EXISTING SITE

2.1.1 The Site is situated on land to the north of the A6107 Bradley Road some 3.8km north of Huddersfield and 2.4km south of Brighouse. The Site location in relation to the local highway network is shown on Figure 2 and within the extract at Image 2.1.

2.1.2 The Site is bound by agricultural buildings associated with Bradley Villa Farm to the south, residential properties along Bradford Road to the west and the recently consented Redrow Phase 1 residential Development to the north and east.

2.1.3 The Site location in relation to the local highway network is shown on Figure 2 and within the extract at Image 2.1.

Image 2.1 Site Location Plan (Local)



2.2 DEVELOPMENT PROPOSALS

2.2.1 The development proposals shown on the Site Layout Plan, in Appendix A and within the extract at Image 3.1, can be summarised as follows:

- Change of use of existing egg production unit into 1,448m² of E class employment industrial units, split into four units as follows:
 - Unit 1 – 402m²;
 - Unit 2 – 402m²;
 - Unit 3 – 322m²; and
 - Unit 4 – 322m².

2.2.2 The proposed development will be served by a simple priority 'T' junction onto the consented Redrow Homes residential development spine road.

2.2.3 Pedestrian/cycle access will also be gained via the proposed new junction onto the recently consented residential development spine road. A 3.0m wide shared footway/cycleway is proposed to the east of the access road.

Car Parking Provision

2.2.4 The Site layout attached at Appendix A indicates 40 car parking spaces within the Site.

Cycle Parking Provision

2.2.5 A total of 4 covered cycle parking spaces are provided across the Site, as shown on the Site layout plan attached at Appendix A.



3. Objectives and Scope of the Plan

3.1 THE TRAVEL PLAN VISION

3.1.1 The vision for this TP is:

To make the development a place where employees can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance on the private car and the resultant impact on the local environment.

3.2 TRAVEL PLAN AIMS AND OBJECTIVES

3.2.1 To achieve this vision, the aims of this TP are to:

- Maximise the attractiveness of the development to employees and visitors by highlighting its accessibility by a range of sustainable travel options; and
- Minimise the effect that the development has on the environment and the local highway network by promoting the use of these sustainable travel options ahead of less sustainable modes such as single person trips by car / van.

3.2.2 The objectives of the TP are therefore to:

- Identify and communicate the range of travel options available to employees;
- Maximise the use of sustainable modes of travel by employees through effective promoting and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of TP measures at the development.

3.3 TRAVEL PLAN BENEFITS

3.3.1 The wider benefits of implementing a TP and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

3.4 TRAVEL PLAN TARGETS

3.4.1 Overarching targets are to be set for employees once baseline travel surveys have been carried out (as described within Chapter 5).

3.4.2 Targets set for the Travel Plan will need to be 'SMART' i.e., they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and

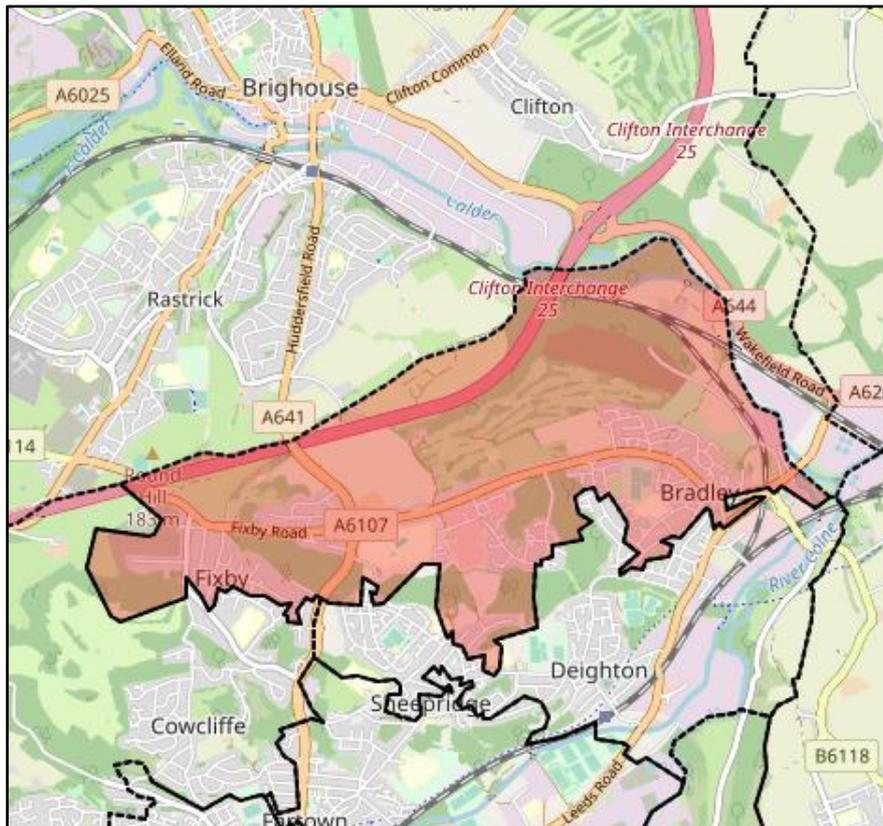


- Time related.

3.4.3 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for those who work in Kirklees 022 Mid Layer Super Output Area (MSOA).

3.4.4 The location of the Site within Kirklees 022 MSOA is shown within Image 3.1, with the journey to work mode split data given in Table 3.1.

Image 3.1 Kirklees 022 Census Mid Layer Super Output Areas



Source: www.nomisweb.co.uk



Table 3.1 Method of Travel to Work – Kirklees 022 MSOA

Method of Travel to Work	Total	Percentage
Work Mainly at or From Home	0	0%
Train	26	1%
Bus, Minibus or Coach	110	6%
Taxi	17	1%
Motorcycle, Scooter or Moped	8	0%
Driving a Car or Van	1415	80%
Passenger in a Car or Van	109	6%
Bicycle	15	1%
On Foot	73	4%
Other	1	0%
Total	1774	100%

3.4.5 The 2011 Census mode split indicates that 80% who work in the Kirklees 022 MSOA travel in a car or van for their journey to work with 6% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle, this equates to 71.6% single occupancy cars and vans.

3.4.6 The initial target for employees are set out below and these are to be met within 5 years from first occupation:

- 10% reduction in 71.6% driving a car without any passengers = 64.5%;

3.4.7 These targets will be reviewed, expanded, and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Coordinator without prior consultation with Kirklees Council (KC).



4. Roles and Responsibilities

4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN COORDINATOR

4.2.1 The developer / occupier will appoint a Travel Plan Coordinator (TPC) 1 month prior to the occupation of the development and will be retained for a period of five years. Once appointed the TPC will inform KC of the date that this work commenced and provide a contact name and details.

4.2.2 The TPC will be provided with sufficient budget to carry out their duties and implement the measures contained within this TP.

4.2.3 The main duties of the TPC will include:

- Implementation of the TP;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing employees/visitors with up to date details of information relating to access to the development via sustainable modes; and
- Undertaking regular monitoring and review, and reporting the outcomes to KC.

Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Coordinator

Travel Plan Measure – TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	One month prior to occupation and retained for 5 years.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	Developer / Occupier.

4.2.4 Optima will act as interim TPC for the development until a permanent representative is appointed, and all correspondence should be sent to Kate Peel. Contact details as follows:

Table 4.2 Travel Plan Coordinator

Contact Details	
Name	Kate Peel
Address	Optima Highways & Transportation Suite 1, 3rd Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
Email	Kate.peel@optimahighways.com
Phone	0113 245 1679



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful TP must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the TP is to carry out a questionnaire survey of employees. This will provide details of individual circumstances, travel patterns and preferences. The survey also provides a chance for employees to raise awareness of any travel issues to and from the development.

5.2.2 A travel survey of employees will take place within three months of site opening. The results of the survey will be provided to KC within 1 month of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 75% will be targeted and a prize draw will be used to increase the response rate if necessary.

5.2.4 If possible (subject to GDPR) the survey will be undertaken using an online questionnaire software such as 'SurveyMonkey'.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	Within three months of site opening.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The TP will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all employees. Within 3 months of the annual review the TPC shall agree the following TP items with KC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the employees as a result of carrying out the surveys.

5.3.2 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to the relevant external organisations including KC and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the TP will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, evolve the TP to meet objectives and targets. This review should be undertaken in consultation with KC and any other relevant stakeholders.



Table 5.2 Travel Plan Measure 3 – Monitoring and Review

Travel Plan Measure – TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during TPC role.
Notes	To monitor Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the TP there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the TP;
- Ensure that there is regular communication to keep the TP issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to employees is always up to date; and
- Develop a successful feedback mechanism.

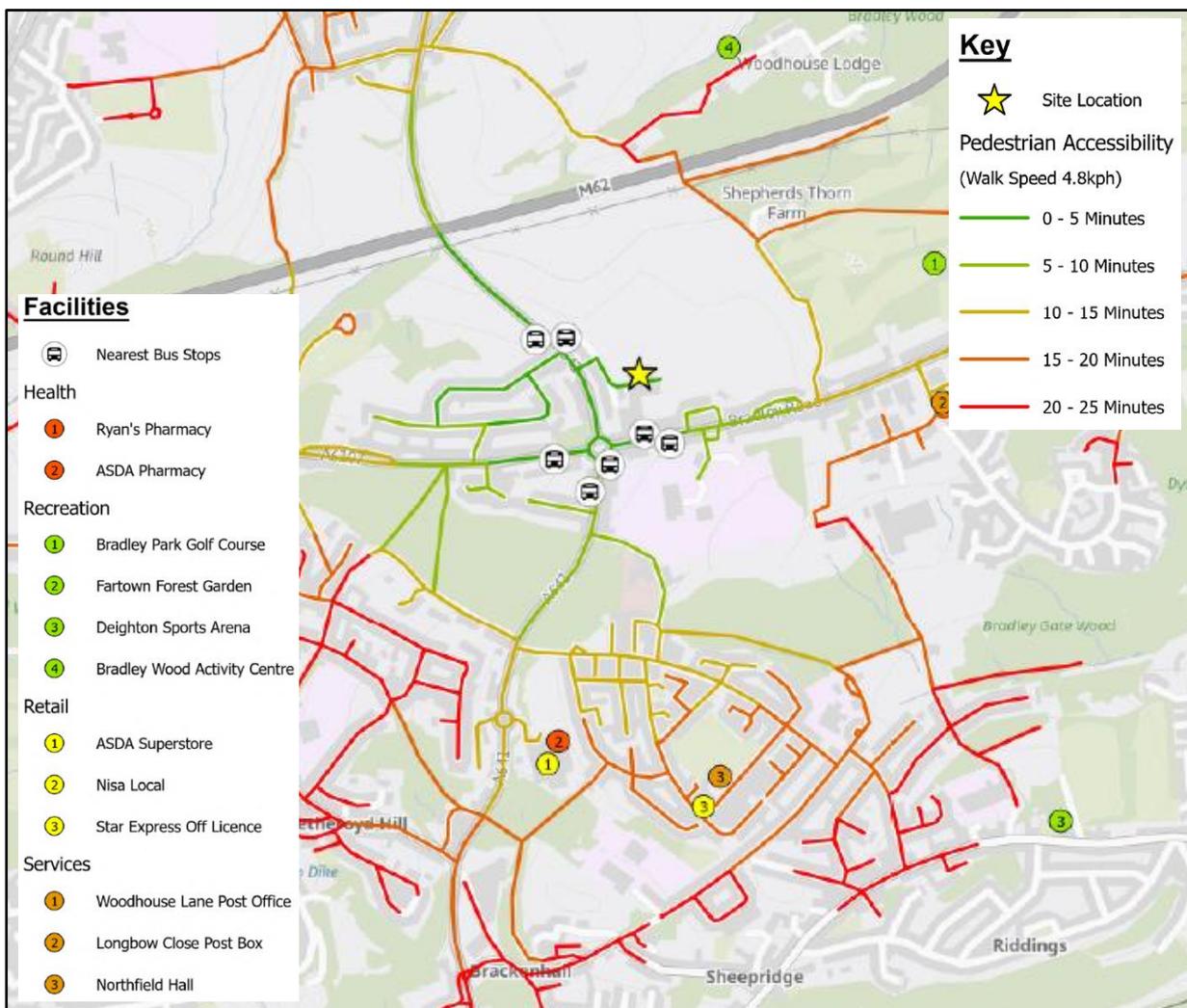


6. Accessibility by Foot

6.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document ‘Providing for Journeys on Foot’.

6.1.2 Using GIS Network Analyst software typical walk times (up to 25 mins) to specific local facilities situated in close proximity to the proposed development Site are shown on Figure 3 and an extract is provided in Image 6.1.

Image 6.1 Extract of Pedestrian Accessibility Plan



6.1.3 Figure 3 demonstrates that:

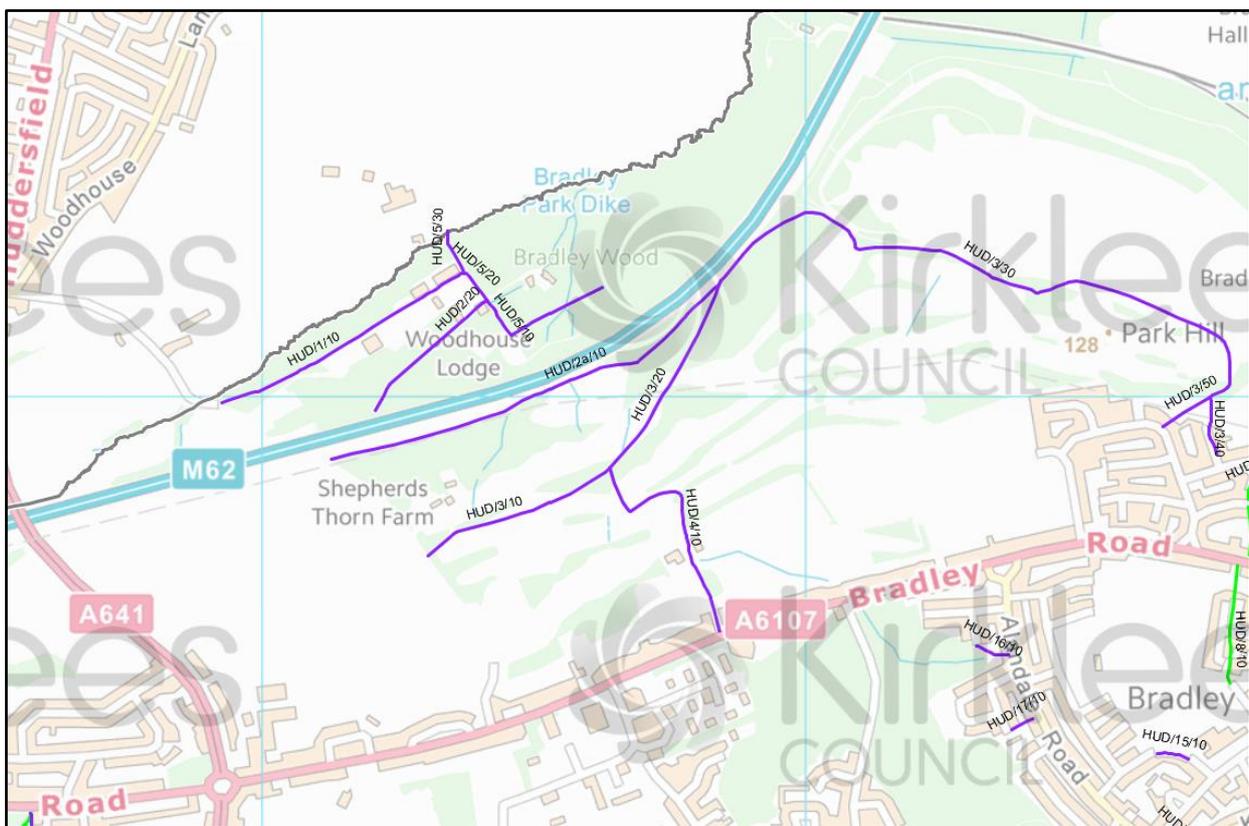
- There are several foodstores and local shops within walking distance of the Site including:
 - A Nisa Local on Fixby Road to the west which is within 15 minute walk from the Site;



- An Asda on Bradford Road to the south which is also within a 15 minute walk; and
- Star Express Off License is located within a 20 minute walk to the south of the Site.
- Bradley Wood Activity Centre is located within a 25 minute walk to the northeast of the proposed development;
- Ryans Pharmacy and Woodhouse Lane Post Office are located within a 25 minute walk to the north of the Site within Rastrick; and
- Fartown Forest Garden and Deighton Sports Arena are located approximately 25 minutes walk to the south of the Site.

6.1.4 The PRoW network in the vicinity of the Site is shown on Image 6.2.

Image 6.2 Existing PRoW Network



6.1.5 It is therefore concluded that the proposed development Site will provide accessibility by foot to a range of services and facilities in accordance with national MfS and guidance.

6.2 WALKING MEASURES

Table 6.1 Travel Plan Measure 4a – Travel Information Leaflet (Walking)

Travel Plan Measure – TPM4a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

6.3 USEFUL LINKS

Table 6.2 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx
Walking journey planners	www.google.com/maps
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Accessibility by Cycle

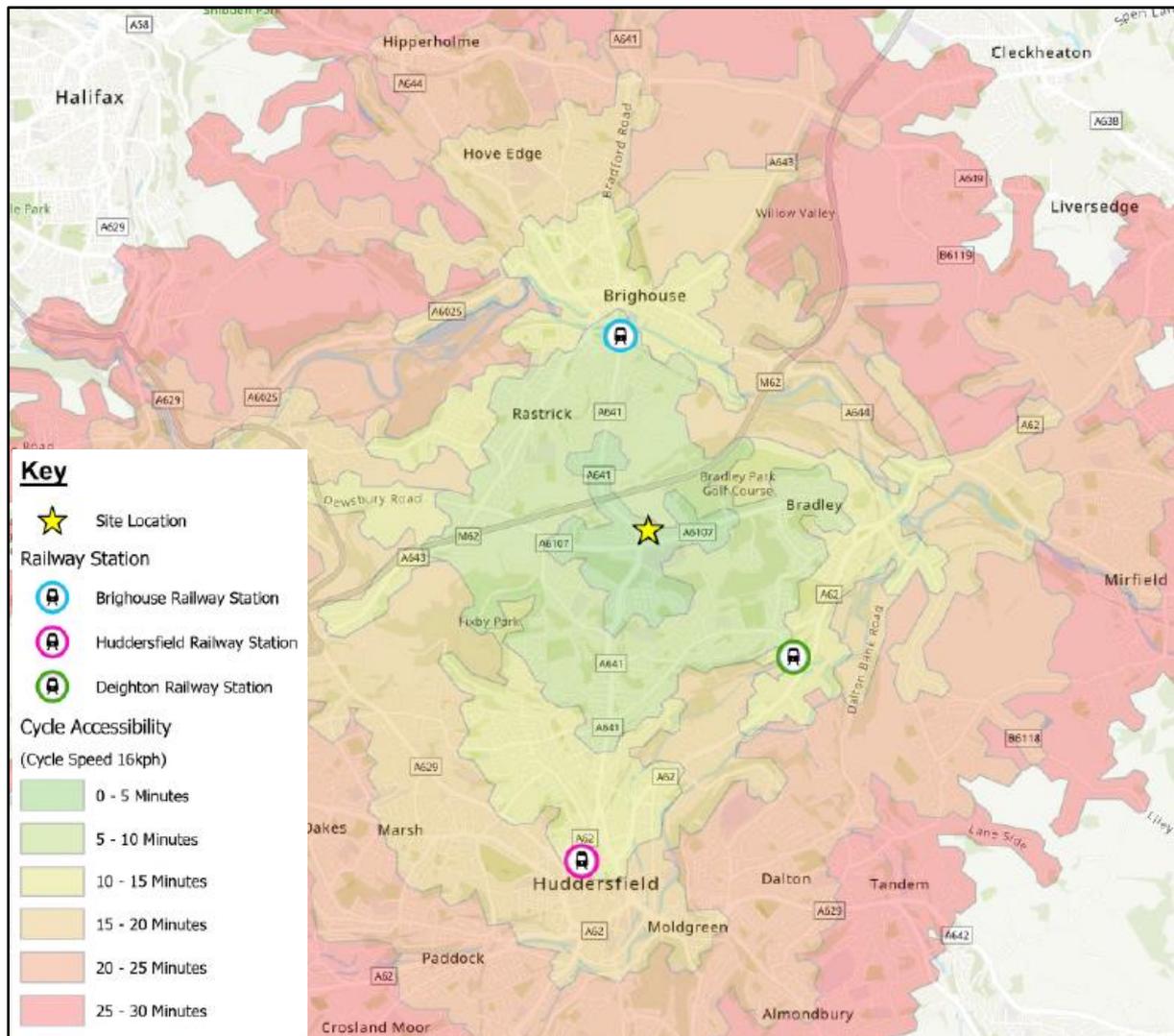
7.1.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km.

7.1.2 Using GIS Network Analyst software typical cycle times from the proposed development (with 19 minutes approximating to around a 5km distance) are shown on Figure 4 (and an extract is provided in Image 7.1). Figure 4 demonstrates that:

- The whole of Brighouse Town Centre can be reached within a 15 minute cycle to the north of the Site;
- Brighouse Train Station can be accessed within a 10 minute journey by bike to the north of the Site;
- Deighton Train Station can be accessed within a 10 minute cycle to the southeast of the Site;
- Huddersfield Train Station can be access 15 minutes to the south of the Site by bike; and
- Huddersfield centre and the facilities within it can be reached within 20 minutes to the south of the Site by bike.



Image 7.1 Extract of Cycle Accessibility Plan



7.1.3 A summary of the key existing local cycle routes in the vicinity of the Site is contained within Table 7.1.

Table 7.1 Cycle Route Summary

Type	Reference	Route	Approx. Length
Advisory Cycle Route	Shepherds Thorn Lane	Bradley Road to Woodhouse lane	1.3km
On road cycle lane	Bradley Road	Bradley Bar Roundabout to the A62 Leeds Road	2.6km
On road cycle lane	Fixby Road	Bradley Bar Roundabout to Broomfield Road	0.7km
Traffic Free Cycle Path/Advisory Cycle Route	Old Lane	Bradley Road to Wiggan Lane	0.8km



Advisory cycle route	Woodhouse Lane/Birds Royd Lane	Shepherds Thorn Lane/Huddersfield Road to Huddersfield Road/Gooder Lane	2.1km
National Cycle Network	Route 69	Huddersfield to Deighton/Bradley	4.5km

7.1.4 It is therefore concluded that the proposed development will have good accessibility by cycle to a range of local services, facilities and residential areas within a relatively short journey time.

7.2 CYCLE MEASURES

Table 7.2 Travel Plan Measure 4b - Travel Information Leaflet (Cycling)

Travel Plan Measure – TPM4b	
Summary	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 7.3 Travel Plan Measure 5 – Cycle Storage

Travel Plan Measure – TPM5	
Summary	Cycle storage areas to be provided for employees and visitors.
Guideline Timescale	Prior to occupation.
Notes	To encourage cycling.
Responsibility	Developer.

7.3 USEFUL LINKS

Table 7.4 Useful Links – Cycling

Cycle Weblinks	
Kirklees cycle routes	www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx
Sustrans On-line Mapping National Cycle Network map which is based on OS mapping.	www.sustrans.org.uk/national-cycle-network/
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk
Free adult cycle training	www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling-training.aspx



8. Accessibility by Public Transport

8.1 ACCESSIBILITY BY BUS

8.1.1 There are several frequent bus services that already operate in close proximity to the Site along Bradford Road, Fixby Road and Bradley Road. The nearby bus stops are summarised within table 8.1.

Table 8.1 Bus Stop Provision

Bus Stop Reference	Location	Direction	Distance from Site	Facilities	Buses towards	Services
A641 Bradford Road						
450 17532	Bradford Rd/ Dorchester Road	Southbound	250m	Bus stop pole, timetable information and hardstanding	Huddersfield	363, X49, X63
450 17554	Bradford Road/Dorchester Road	Northbound	270m	Bus stop pole, timetable information and hardstanding	Brighouse	363, X49, X63

8.1.2 Services X63/363 operate along the A641 Bradford Road corridor along to the west of the Site. The services combine to provide a regular 4 buses per hour in each direction Monday to Saturday, operating from early in the morning through to late in the evening - thereby ensuring that all journey types are catered for including commuting/education in the morning and afternoon/early evening, retail/leisure during the day and leisure/socialising late at night.

Table 8.2 Summary of Bus Services – A641 Bradford Road

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
X63/363	Huddersfield - Bradford	Monday – Friday	15 mins	05:37 to 23:10
		Saturday	15 mins	05:37 to 23:10
		Sunday	30 mins	07:45 to 23:24
	Bradford - Huddersfield	Monday – Friday	15 mins	05:44 to 23:43
		Saturday	15 mins	05:44 to 23:43
		Sunday	30 mins	07:15 to 22:52
X49	Bradford – Huddersfield	Monday – Friday	2 services	16:06 and 18:06
		Saturday	No service	-
		Sunday	No service	-
	Huddersfield - Bradford	Monday – Friday	2 services	06:54 and 07:39
		Saturday	No service	-
		Sunday	No service	-

8.1.3 Using GIS Network Analyst software typical walk times between the existing A641 Bradford Road bus stops and the Site are shown on Figure 5 (and an extract is provided in Image 8.1) as well as additional bus stops to the south of the Site at Bradley Bar Roundabout. Figure 5 demonstrates that the entire Site can reach the bus stop along the A641 Bradford Road within less than a 400m walk (which equates to a 5 minute journey time).



Image 8.1 Extract of Bus Stop Accessibility Plan



8.1.4 Brighouse Railway Station is located approximately 2.3km north of the development Site. The station provides access to Northern, Grand Central and Trans Pennine Express services providing regular connections to Huddersfield (approximate 13 minute journey), Leeds (typical 30 minute journey time) and Manchester (approximate 60 minute journey).

8.1.5 The existing rail station can be accessed by:

- Cycle – within a 10 minute journey time, as shown on Figure 4;
- Bus – typical 15 minute journey time using Service X63/363 which routes along the A641 Bradford Road; and
- By car – typical 5 minute journey time.

8.1.6 The station has a 65 space car park situated adjacent to the platform and accessed from Birds Royd Lane. There are also 3 cycle parking spaces.

8.1.7 Deighton Railway Station is located some 2.5km south-east of the Site which also provides regular connections to Huddersfield, Manchester and Leeds as well as Dewsbury, Batley, York and Hull.

8.1.8 It is therefore concluded that the development will be provided with appropriate accessibility by public transport to local destinations which include a vast range of residential areas.



8.2 PUBLIC TRANSPORT MEASURES

Table 8.3 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport)

Travel Plan Measure – TPM4c	
Summary	Production and distribution of a Travel Information Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Notes	To encourage public transport use.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

8.3 USEFUL LINKS

Table 8.4 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticket, and real time information	www.wymetro.com/buses/
Rail times and journey planner	www.nationalrail.co.uk
Personalised journey planning	www.stagecoachbus.com/timetables



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 6 – Car Share

Travel Plan Measure – TPM6	
Summary	The TPC will encourage car sharing amongst employees and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk/search/from/lincoln
Guideline Timescale	Upon occupation
Notes	To encourage car sharing particularly for commuter journeys
Responsibility	TPC to include in Travel Leaflet at each annual review

9.2 ON-SITE FACILITIES

Table 9.2 Travel Plan Measure 7 – Reduce Off-site Travel

Travel Plan Measure – TPM7	
Summary	A food making location will be provided on-site.
Guideline Timescale	Upon occupation.
Notes	To reduce off-site travel during the work day.
Responsibility	Developer.

Table 9.3 Travel Plan Measure 8 – Flexible Working Infrastructure

Travel Plan Measure – TPM8	
Summary	Provision of video and telephone conferencing equipment.
Guideline Timescale	Upon occupation.
Notes	To encourage home working and/or reduce the need to travel for face to face meetings.
Responsibility	Occupier.

9.3 PERSONALISED TRAVEL PLANNING

Table 9.4 Travel Plan Measure 9 – Personalised Travel Planning

Travel Plan Measure – TPM9	
Summary	Personalised Travel Planning will be offered to all new starters and existing employees on request and advertised within the Travel Information leaflet.
Guideline Timescale	Upon occupation.
Notes	To encourage sustainable modes of transport.
Responsibility	TPC



9.4 COMMUNICATION

9.4.1 The content of the Travel Information Leaflet will be agreed with KC prior to issue and will be distributed to residents upon occupation.

9.4.2 The TPC will promote Bikeweek (June), Walk to Work week (May) and Liftshare week (October).

9.4.3 When raising awareness of the TP, consideration should be given to different groups that should be targeted.

9.4.4 Publicity material could include the following:

- Providing details of the Site's accessibility by sustainable modes within any TPC material such as a Travel Information Leaflet or sustainable travel board;
- Ensuring that a copy of the TP is available to all employees on request; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.4.5 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



10. Action Plan

10.1.1 An initial Action Plan is shown in Table 10.1 to assist the developer, the TPC and KC with monitoring and progress on site. Like the TP, the Action Plan will be updated to reflect changes on Site.

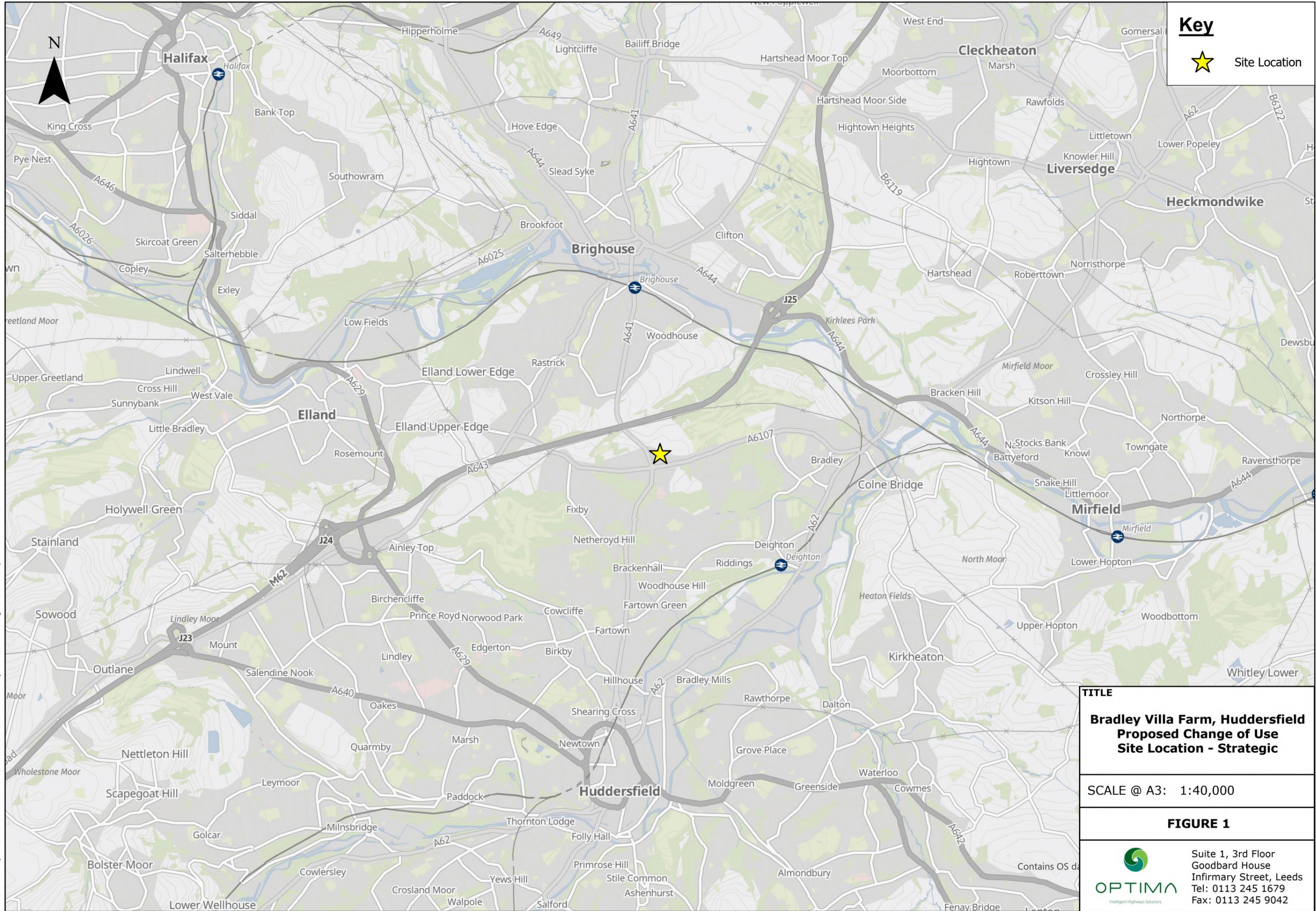
Table 10.1 Initial Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	3 months prior to first occupation	Developer / occupier
TPM2	Undertake Employee Travel Surveys	To gather baseline travel information and inform measures	Within 3 months of site occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance	Annually	Travel Plan Coordinator
TPM4a/4b/4c	Provide travel information leaflets for employees and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM5	Provide cycle storage	To encourage cycling	Construction	Developer
TPM6	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM7	Reduce off-site travel	To reduce off-site travel during the work day	Upon occupation	Occupier
TPM8	Flexible Working Infrastructure	To encourage home working and/or reduce the need to travel for face to face meetings.	Upon occupation	Occupier
TPM9	Personalised travel planning	To encourage sustainable modes of transport.	Upon occupation	Travel Plan Coordinator



Figures





Key

 Site Location

TITLE

**Bradley Villa Farm, Huddersfield
Proposed Change of Use
Site Location - Strategic**

SCALE @ A3: 1:40,000

FIGURE 1



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Bradley Villa - Huddersfield\DRAWINGS\GIS\ARCEDITOR\Bradley Villa Farm - Change of Use GIS.aprx



Key

— Indicative Site Boundary

Path: O:\Bradley Villa - Huddersfield\DRAWINGS\GIS\ARCEDITOR\Bradley Villa Farm - Change of Use GIS.aprx

TITLE

**Bradley Villa Farm, Huddersfield
Proposed Change of Use
Site Location - Local**

SCALE @ A3: 1:2,500

FIGURE 2

OPTIMA
Intelligent Highways Solutions

Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

All Saints
Catholic
Specialist in
Humanities

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Humanities

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