



The George Hotel, Railway Street, Huddersfield

Travel Plan

December 2022

THE GEORGE HOTEL
RAILWAY STREET, HUDDERSFIELD

RADISSON HOTEL GROUP

TRAVEL PLAN

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1.0 INTRODUCTION

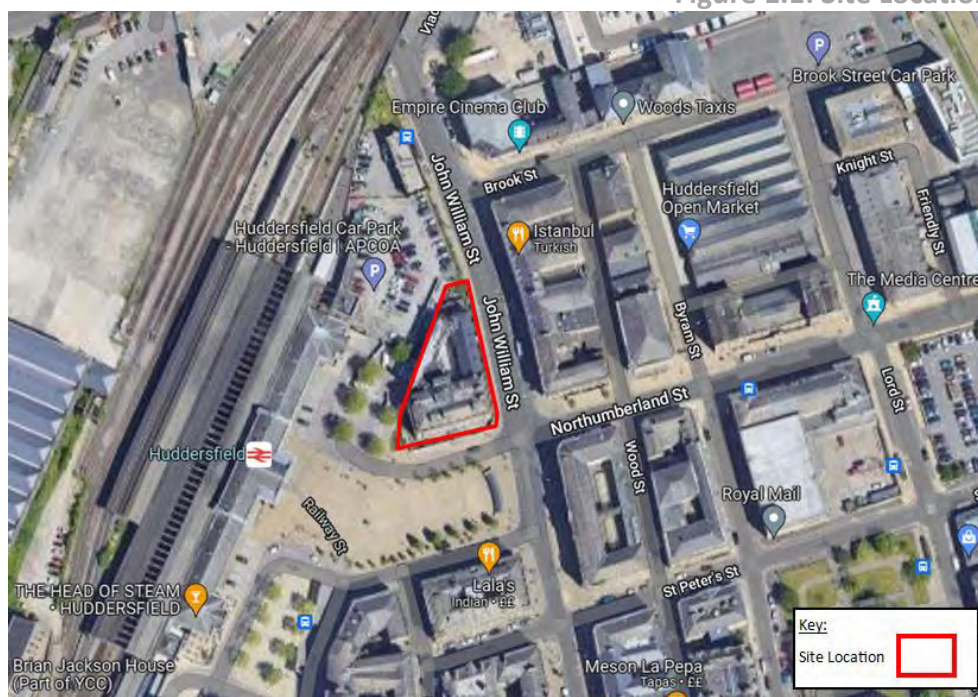
Background

- 1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) on behalf of Radisson Hotel Group to support a planning application for a refurbishment of The George Hotel, Railway Street, Huddersfield.

Site Location and Development Proposals

- 1.2 The George Hotel is located in the centre of Huddersfield town centre and is located to the immediate east of Huddersfield train station. It is bound to the north and west by a car park for the train station, the east by John William Street and the south by a pedestrianised area (known as St George's Square). Figure 1.1 illustrates the site location.

Figure 1.1: Site Location



- 1.3 The development proposals seek to refurbish the existing grade II listed hotel building to for hotel, conference, and banqueting facilities. In total, 91 bedrooms will be provided across 4 floors alongside a banqueting / events space (with space for 100 covers), a bar / restaurant (with space for 70 covers), hotel gym and conferencing facilities. The proposals will be car-free in nature owing to the central

location of the hotel within Huddersfield. Details of the proposals are provided on the proposed site layout plans provided at **Appendix TP1**.

- 1.4 This TP is not a static document. It will be further developed once approved and baseline surveys have been collected. The measures outlined in the TP are not exhaustive and as the TP evolves, they will include emerging best practice and measures and respond to local changes, as and when appropriate.
- 1.5 The site is seeking a 'Excellent' BREEAM rating. It is considered that the application will achieve a number of credits for TRA 01: Transport Assessment and Travel Plan and a number of credits for TRA 02: Sustainable Transport Measures.
- 1.6 The overall aim of this TP is to minimise single occupancy vehicle traffic to and from the site. With this in mind, the following objectives have been produced:
- Promote the benefits of active modes of travel; and
 - To encourage staff to adopt sustainable modes of travel for most of their journeys to and from the site.
- 1.7 An accompanying Transport Statement (TS) has also been produced by BGH and should be read alongside this TP. The TS details the highway and transport implications associated with the proposals.

Report Structure

- 1.8 Following this introduction, this TP is divided into the following sections:

Table 1.1 - Travel Plan Report Structure

Chapter	Title	Description
2.0	National and Local Policy	This chapter makes reference to relevant national and local policy documents.
3.0	Accessibility by Non-Car Modes	This chapter describes the accessibility of the site by sustainable travel modes.
4.0	Travel Plan Coordinator	This chapter summarises the details of the role of the TPC and provide appropriate contact details.
5.0	Targets and Monitoring	This chapter details the TP targets and associated forms of monitoring.
6.0	Travel Plan Measures	This chapter described the measures to be implemented on site.

7.0	Action Plan	This chapter sets out the initial action plan for the site.
8.0	BREEAM Compliance	This chapter sets out how the site complies with BREEAM requirements in terms of sustainable transport measures.

2.0 NATIONAL AND LOCAL PLANNING POLICY

National Policy

National Planning Policy Framework (NPPF)

- 2.1 The NPPF sets out the Government's planning policies and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (paragraphs 10 and 11).
- 2.2 In relation to transport, the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 103). This can help to reduce congestion and emissions, improve air quality and public health. It is noted that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this needs to be taken into account.
- 2.3 This TP sets out the sustainable nature of the site in terms of access to and from the surrounding residential areas on foot, by bicycle and those locations further afield which are accessible by public transport. Furthermore, this TP also provides a clear set of measures and a monitoring strategy to encourage travel by these modes which will also contribute towards the sustainability of the development by reducing single occupancy vehicle trips.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

- 2.4 This guidance was released in March 2014 by the Department for Transport to bring together planning practice guidance for England in an accessible and usable way.
- 2.5 This guidance states that TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be appropriate. TPs should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.
- 2.6 It goes on to suggest that all TPs should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about travel habits in the surrounding area;

- Proposals to reduce the need for travel to and from the development via all modes of transport; and
- Consideration of public transport services.

Local Policy

Kirklees Local Plan

- 2.7 The Kirklees Local Plan was adopted on 27th February 2019 and is now the statutory development plan for Kirklees, superseding the old Unitary Development Plan. It covers the period from 2013 to 2031 and sets out the necessary development policies, along with the quantum and location of development in Kirklees within this period.
- 2.8 Policy LP1 of the Kirklees Local Plan is entitled ‘presumption in favour of sustainable development’ and sets out how:
- “...the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area...”*
- 2.9 Policy LP19 of the Kirklees Local Plan sets out that new developments should have:
- “safe and convenient access to the West Yorkshire Key Route Network where possible... the West Yorkshire Core Bus Network... and the core cycle network, all of which will be improved and maintained where possible to reduce congestion and reliance on the private car”*
- 2.10 Policy LP20 of the Kirklees Local Plan sets out that new development will be located:
- “to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car”*
- 2.11 The council outline their support for ‘demand management measures which discourage single occupancy car travel within new development’. More specifically, Policy LP20 sets out that proposals should:
- “include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking cycling, car sharing”*

2.12 Policy LP21 of the Kirklees Local Plan outlines that

“Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users”

2.13 Policy LP21 sets out a number of requirements that all development proposals must follow. These have been reflected in the site layout for the hotel and, where appropriate, will be referenced within this TP. The requirements include the provision of

“new infrastructure or improvements both on and off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles’ and the provision of ‘on-site safe, secure and convenient cycle parking/storage facilities”

Summary

2.14 This TP has been prepared in line with the national and local policies outlined above and will reflect TP best practice.

3.0 ACCESSIBILITY BY NON-CAR MODES

- 3.1 National and local transport policies seek to reduce the need to travel and to promote the use of alternative modes to the private car, in particular paragraph 110 and 112 of the NPPF as well as policy LP20 of the Kirklees Local Plan. The development proposals are consistent with these objectives and this section of the TS includes a description of the infrastructure available to facilitate trips by walking, cycling and public transport. Additionally, accessibility by non-car modes of transport is also a key element of the current BREEAM guidance relating to transport which has been addressed further in Section 8.0.

Pedestrian Accessibility

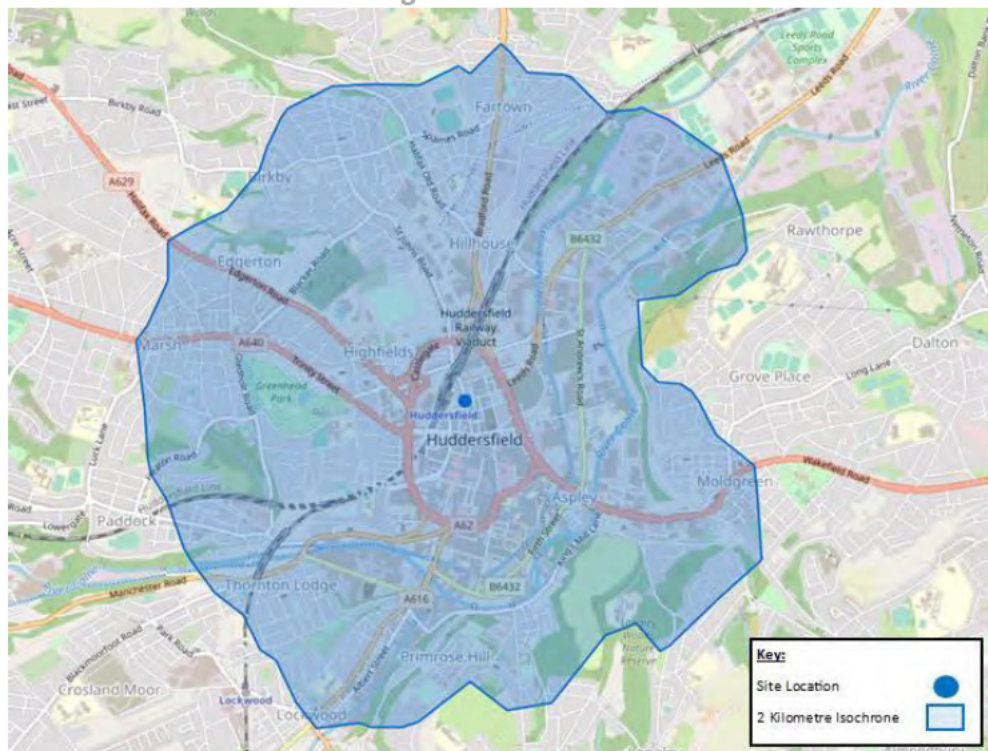
- 3.2 The Chartered Institution of Highways and Transportation (CIHT) publication “Planning for Walking” (March 2015) states that after driving, walking is the most common form of travel in Britain accounting for 22% of all journeys in 2012. Approximately 80% of journeys shorter than 1 mile (1.6 kilometres) are made wholly on foot. An earlier publication, the Chartered Institution of Highways and Transportation Publication [2000] ‘Guidelines for Providing for Journeys on Foot’ notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).
- 3.3 Walking is also regarded as an essential part of public transport, as bus stops are usually accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities that are available within reach of a development site.
- 3.4 The CIHT Guidelines also describe ‘acceptable’ walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1,000 metres is an acceptable distance and 2,000 metres is the preferred maximum distance. The CIHT recommended walking distances are shown in Table 3.1.

Table 3.1: CIHT Recommended Walking Distances

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

3.5 Based on the above, it is noted that the preferred maximum walking distance for 'commuting / school' is 2,000 metres (2.0 kilometres) and for other journeys ('Retail / Shopping') this distance is 1,200 metres (1.2 kilometres). A 2.0-kilometre pedestrian isochrone has been prepared which illustrates the destinations accessible within walking distance from the site, this is shown in Figure 3.1.

Figure 3.1: 2.0 Kilometre Pedestrian Isochrone



3.6 As can be seen above, within a 2.0 kilometre pedestrian walking distance from the site, a number of areas are accessible including the entirety of Huddersfield town centre alongside the surrounding areas of Highfields, Primrose Hill, Fartown,

Aspley, Thornton Lodge and Hillhouse. Within the areas accessible on foot, there are a range of residential areas and amenities which could be utilised by staff for commuting or by visitors or hotel guests during their stay.

- 3.7 Pedestrian access to the site will be retained as per the previous arrangement onto Railway Street. The footways on Railway Street connect with St George's Square in front of the train station and those across the town centre. To the east of the site, the footways on John Williams Street facilitate a route towards the town centre (to the south), and towards the surrounding residential areas of Hillhouse and Highfield to the north.
- 3.8 Signalised crossing points are in place on all approaches at the Railway Street / John Williams Street / Northumberland Street crossroads which is located to the immediate southeast of the site. These crossing points each have tactile paving and dropped kerbs (with the exception of the Railway Street approach), there is also a pedestrian refuge on the southern approach on John Williams Street.
- 3.9 Given the proximity of the site to amenities in Huddersfield town centre, it is anticipated that many hotel guests, visitors and staff would travel by foot to reach these amenities. The closest amenity to the site is Huddersfield train station, which can be accessed in less than a 2 minute walk from the hotel via Railway Street and St George's Square. The most likely route towards the main areas of the town centre which are situated along Market Place (which is at the southern end of John Williams Street), is along the footways on John Williams Street which can be accessed directly from the site. Market Place forms part of a large pedestrianised area which also includes New Street, Victoria Lane and King Street; each pedestrianised street offers a pedestrian environment from which many amenities can be reached.
- 3.10 Given the central location of the hotel within Huddersfield town centre, it is anticipated that travel on foot will be an attractive travel option for staff living locally and for guests wishing to access nearby amenities across Huddersfield town centre.

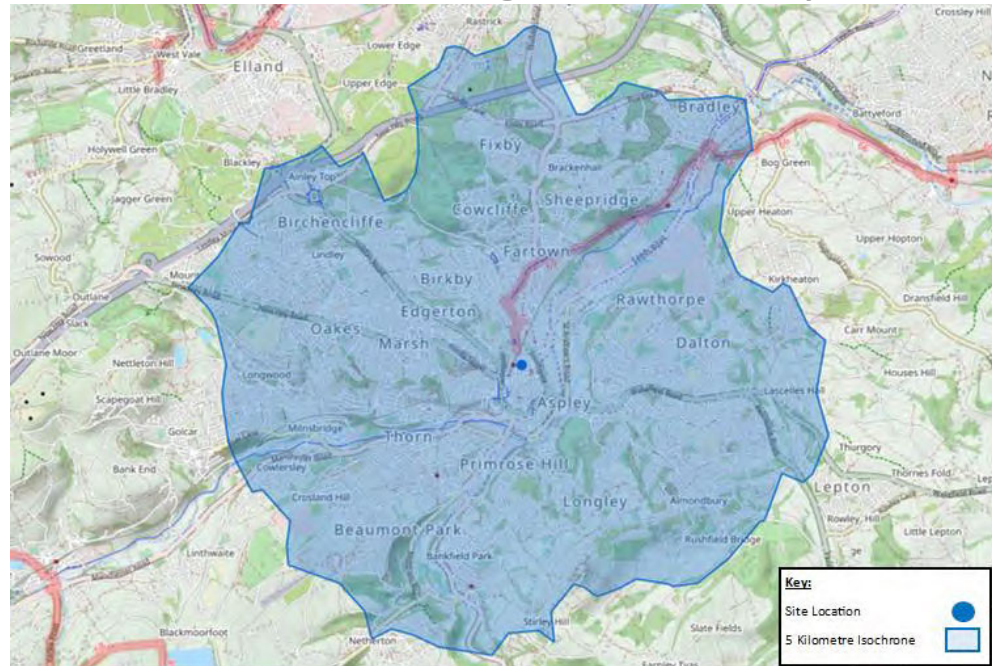
Cycle Accessibility

- 3.11 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 - July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres

and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

- 3.12 A 5-kilometre cycle isochrone has been prepared to illustrate the destinations accessible within a reasonable cycling distance from the site, this is provided at Figure 3.2.

Figure 3.2: 5 Kilometre Cycle Isochrone



- 3.13 As can be seen in Figure 3.2, a range of surrounding areas are accessible within a 5 kilometre cycling distance of the site including Huddersfield town centre, Longley, Bradley, Birchencliffe, Dalton, Rawthorpe, Almondbury and Lindley alongside many other local areas are accessible within cycling distance.
- 3.14 The West Yorkshire Interactive Cycle Map identifies a number of signposted and advisory cycle routes located within the vicinity of the site. A link to the West Yorkshire Interactive Cycle Map is provided below:
- <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html>
- 3.15 The Interactive Cycle Map, shows that Railway Street, John Williams Street and Northumberland Street are all identified as advisory cycle routes. These advisory routes provide those wishing to cycle to the hotel a favourable route in all directions with John Williams Street facilitating a north to south route, Northumberland Street and Railway Street facilitating an east to west route.

- 3.16 In addition to the advisory cycle routes, John Williams Street forms part of National Cycle Network (NCN) Route 69. This route begins on St John's Road to the north of the junction with Fitzwilliam Street (which is to the north of John Williams Street) and continues northwards through the areas of Hillhouse, Fartown and Deighton, the route is an on-road route which is comprised of cycle lanes along the carriageway.
- 3.17 An additional signed cycle route is located to the south of the site, along Westgate and Trinity Street, this route can be accessed via the advisory cycle routes along John Williams Street, or via Northumberland Street and Lord Street. This signed cycle route runs east to west and can be used to access destinations including Gledholt, Marsh and the southern portion of the town centre (via a southern spur of the route along Queen Street).
- 3.18 Given the available routes that cyclists could utilise to reach the site, it is considered that cycling would be an attractive travel option for many staff for their commute, hotel guests for leisure and visitors.

Public Transport Accessibility

Bus Travel

- 3.19 The CIHT publication 'Planning for Public Transport in Development' states:
- "The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"*
- It goes on to advise that:
- "It is important to provide frequent bus services that are easy for passengers to understand than to reduce walking distances to bus stops....."*
- 3.20 The closest bus stops to the site are located on John Williams Street to the east of the site, which could be accessed in a 2 minute walk. These bus stops have a bus layby marking, raised kerbs, a flag and timetable information; whilst there is also a waiting shelter at the northbound stop. There are also additional bus services available from John Williams Street at a stop to the south of the junction of John Williams Street / St Peter's Street which is approximately 2 minutes' walk from the hotel; this stop has raised kerbs, a bus layby marking, a flag and timetable information.

3.21 It should be noted that the additional services can be accessed from a westbound stop on Northumberland Street which is also a short walk from the hotel; this stop has raised kerbs, a flag and timetable information. Furthermore, there are also bus services available outside the train station on Railway Street which is also a short walk from the site across St George's Square; there are 4 stops here each of which have waiting shelters, bus laybys, a flag and timetable information.

3.22 Table 3.2 summarises the bus services available from John Williams Street, Northumberland Street. It is noted that the services from Railway Street (outside the train station) are the corresponding northbound and eastbound services accessed from John Williams Street and Northumberland Street.

Table 3.2: Bus Service Summary

Service Number	Route	Frequency (each direction)		
		Monday - Friday	Saturday	Sunday
John Williams Street (north of the site)				
327A	Huddersfield – Birkby – Brackenhall Circular	-	-	60 mins
328	Balmoral Avenue – Bradley – Huddersfield Bus Station - Sainsburys	15 mins	15 mins	30 mins
360	Huddersfield Royal Infirmary – Huddersfield – Fartown – Bradley Boulevard	30 mins	30 mins	60 mins
384	Huddersfield – Asda Circular	120 mins	120 mins	-
385	Huddersfield – Asda Circular	120 mins	120 mins	-
547	Brighouse – Cowcliffe – Birkby – Huddersfield	60 mins (evening only)	60 mins (evening only)	60 mins
549	Halifax Bus Station – Huddersfield Bus Station	60 mins	60 mins	-
X49	Huddersfield – Brighouse	2 AM / 2 PM Services	1 AM Service	-
X63	Huddersfield Bus Station – Bradford Interchange	6 AM / 6 PM Services	5 AM / 5 PM Services	30 mins

John Williams Street (south of the site)				
200	Huddersfield Market Street – Old Fieldhouse Lane	20 mins (evening only)	20 mins (evening only)	-
FTB	Huddersfield Free Town Bus Circular	20 mins	20 mins	-
Northumberland Street				
202	Leeds – Huddersfield	30 mins	30 mins	60 mins
203	Leeds – Huddersfield	30 mins	30 mins	60 mins
229	Huddersfield – Leeds	15 mins	15 mins	30 mins

- 3.23 As can be seen above, the site is extremely well-located for access by bus, meaning that for staff living locally or hotel guests / visitors wishing to travel to local or regional destinations there are a high number of frequent bus services available.
- 3.24 In addition to the bus services from the nearby bus stops on John Williams Street, Northumberland Street and Railway Street, further services can be accessed from Huddersfield bus station which is located approximately 450 metres south of the site. The bus station can be accessed from the site in approximately 6-minutes on foot, via Railway Street, Westgate, and Half Moon Street or alternatively it can be accessed in a 4-6 minute journey on the 202, 203, 229 or FTB bus services from Northumberland Street. Huddersfield bus station is a major bus interchange which has a total of 28 bus stands offering local, regional, and national bus and coach services there are a range of facilities within the bus station including a Metro travel centre, café, public toilets, newsagents and customer help points. Additionally, funding has been secured to provide improvements to the bus station (due to be complete by 2023) which will further enhance bus travel to Huddersfield.
- 3.25 As has been detailed above, the site benefits from being in an extremely accessible location for travel to / from by bus. A range of frequent bus services have been identified from stops within a short walk from the site, with further bus services accessible from the bus station which is only a 6-minute walk away. Given the above, it is considered that bus travel will be an attractive travel option for staff living locally as well as hotel guests and visitors wishing to travel to / from local, regional or national destinations.

Rail Travel

- 3.26 As discussed previously, the site is extremely well located for access by rail due to the proximity of Huddersfield train station, which is located approximately 110 metres west of the site.
- 3.27 Huddersfield train station offers access to a wide range of local and national rail services which are operated by Northern and TransPennine Express. The station benefits from services on the North TransPennine, Calder Valley, Huddersfield to Castleford and Penistone lines. Local destinations including Deighton, Lockwood Dewsbury, Batley and Slaithwaite, which can be accessed at regular frequencies and would assist those wishing to commute to the site, or those visiting nearby areas. In addition to the local destinations, there are also frequent services to destinations including: Leeds, York, Manchester (all major stations), Liverpool Lime Street, Scarborough, Sheffield, and Newcastle which could be utilised by hotel guests and visitors travelling from further afield. Additionally, there are two trains per hour to Manchester Airport which would assist any hotel guests or visitors travelling by air.
- 3.28 Facilities at the station include a pay and display car park (accessible from Railway Street), a ticket office, ticket machines, public toilets, two pubs, cafés, public toilets and waiting rooms. There is step-free access available to all platforms at the station with staff assistance available to those who require it.
- 3.29 As with bus travel, the location of the site is considered to be highly accessible by rail, meaning that for those living within a close distance of a train station that commuting to the site would be an attractive option; or guests travelling from further destinations able to utilise rail services.

Car Club

- 3.30 The closest Car Club vehicles to the site is operated by Enterprise Car Club and are located in the short stay car park of Huddersfield train station, approximately 110 metres from the site. There are two Car Club vehicles located in this location currently, which are a Vauxhall Astra and a Hyundai i10.
- 3.31 The Car Club vehicles cost approximately £6.10 per hour to rent (although there is a lower rate for frequent users). Enterprise Car Club provides a realistic, attractive alternative for guests who may need access to a vehicle, as they can travel sustainably and hire a car from Enterprise Car Club as and when they need it. To find the nearest car club vehicle, residents can visit: <https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-east-england/huddersfield.html>

Taxi Rank

- 3.32 Travel by taxi would be a travel option for hotel guests who may need to travel to a nearby destination at times which do not align with the many public transport services accessible near the site. The closest taxi rank to the site is located to the immediate east of the site on John Williams Street, however, there is an additional taxi rank located on Railway Street adjacent to the train station.

Summary of Accessibility

- 3.33 This section has highlighted that the site benefits from an extremely accessible location for all modes of transport, which is compliant with the local and national policy objectives. In particular, the site benefits from excellent pedestrian routes to the surrounding areas and city centre and from excellent connectivity to public transport services from Huddersfield train station, John Williams Street, Northumberland Street and Huddersfield bus station. The excellent accessibility of the site has also been identified as part of the BREEAM accessibility index (AI) calculated in Section 8.0.

4.0 TRAVEL PLAN CO-ORDINATOR

4.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including the measures contained in this report, future monitoring and review. The TPC will be in place for a minimum of five years.

4.2 The TPC will be appointed once the TP becomes operational, by the eventual occupier of the hotel. Information relating to the role of the TPC and the TP itself will be circulated to all employees within the building once this role has been appointed. It is acknowledged that the TPC may change from time to time during the lifetime of the TP. If the TPC changes, Kirklees Council will be advised of the relevant changes and contact details.

4.3 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within this TP. The ongoing cost of a TPC will be funded by eventual occupier of the site.

TPC Contact Details

4.4 At this stage, BGH will be the interim contact for the role of TPC. Contact details are as follows:

Travel Plan Coordinator
The George Hotel, Huddersfield (22-397)
c/o Bryan G Hall
Suite E15 Josephs Well
Hanover Walk
Leeds
LS3 1AB

tpc@bryanghall.co.uk

0113 246 1555

5.0 TARGETS AND MONITORING

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

5.2 Baseline travel surveys will be undertaken within 3 months of the building opening. The presumed modal split for the site has been derived by selecting representative sites and parameters relating to the proposals for surveys in the TRICS database. An AM and PM mode split have been obtained for the proposals, however, for robustness an average mode split has been assumed as the baseline. This baseline travel data is summarised in Table 5.1 below.

Table 5.1: TRICS Mode Split Data

Mode	Average Mode Split (Baseline)
Single Vehicle Occupants	20%
Multi Vehicle Occupants	21%
Cyclists	1%
Pedestrians	48%
Rail	4%
Bus/Tram	7%

5.3 The modal split can be used as a basis from which to agree initial targets for single occupancy car travel. The average mode split indicates that the majority of staff would travel on foot (48%) followed by 21% travelling by multi-vehicle occupancy, 20% as a single vehicle occupant, 7% by bus / tram / coach, 4% by rail and 1% by bike.

5.4 This TRICS mode split is considered to be robust and does not reflect the highly accessible location (particularly by rail), therefore, formal, more representative targets are required based on the results of the first staff survey. These targets will be subsequently agreed with officers at Kirklees Council.

- 5.5 An indicative target for those working at the site would be to reduce the number of single occupancy vehicle trips by 10%. This equates to a 2% reduction from the current level of 20% to a target level of 18% driving by car alone. The aim would be to achieve this target within 5 years of the initial monitoring. Table 5.2 summarises the proposed initial targets.

Table 5.2: Employee Travel Survey 2021 Method of Travel to Work

Mode	Mode Split	Target
Single Vehicle Occupants	20%	18% (-2%)
Multi Vehicle Occupants	21%	Remaining +2% to be split between these modes
Cyclists	1%	
Pedestrians	48%	
Rail	4%	
Bus/Tram	7%	

- 5.6 Targets will be reviewed following the first survey following the occupation of the site and will be subsequently agreed with officers at Kirklees Council.
- 5.7 Baseline travel surveys will be carried out within 3 months of occupation on site. A link to the survey via an online webtool such as Survey Monkey will be provided and circulated to work email addresses for staff; with paper copies of the same survey distributed to staff without a work email address. A monitoring report will then be produced and submitted to Kirklees Council. The monitoring will continue to take place for a period of 5 years.

6.0 TRAVEL PLAN MEASURES

- 6.1 It is important that the TP can establish a pattern of travel behaviour favouring sustainable modes of travel from the inception of the development. In this instance, the absence of car parking lends itself to more sustainable modes of travel.
- 6.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures people can pick and choose the most appropriate. It is unlikely that a single measure will ever meet all transport needs, therefore having a range of measures to enable staff to choose the most appropriate to them thus providing flexibility to choose different measures at different times.
- 6.3 It should be noted that the majority of measures seek to influence staff travel behaviour rather than that of the hotel guests or visitors. However, where possible, measures which could be applicable to hotel guests or visitors have been identified and included.
- 6.4 This TP is not a static document. It will be further developed once approved and baseline surveys have been collected. The measures outlined below are not exhaustive and as the TP evolves, they will include emerging best practice and measures and respond to local changes, as and when appropriate.

Measure 1 **Site Specific Travel Board**

A sustainable travel board will be prepared and agreed with Kirklees Council and will be displayed in a location with high footfall in the offices somewhere which is clearly visible to staff, hotel guests and visitors.

The travel board will contain travel information, details of local initiatives, and infrastructure, and contact details for the TPC. A map will be prepared and include a summary of the location of appropriate local walking and cycling routes, local bus stops, train station and their routes and services. The travel boards will also highlight the health benefits of walking and cycling. All occupiers and their staff will be made aware of the sustainable travel boards, being shown where the boards are located as part of their induction process or prior to occupation. The information displayed will be updated on a regular basis by the TPC to ensure all information is up to date and remains relevant.

The provision of this publicly available information is compliant with the requirements of TRA 02 Sustainable transport measures assessment option 3.

Measure 2

Staff Meeting

The TPC will organise a staff meeting, as soon as possible after the hotel is occupied. This will provide a forum where occupiers of the development can talk about any on-site issues or request information or assistance with journey planning with the TPC.

Measure 3

Periodic Travel Newsletter

A travel newsletter will provide a means of updating staff of National and Local events, changes to infrastructure or local services. The travel newsletter will be produced and distributed as a minimum of twice per year. This could increase if required in order to report any travel related items of interest.

Measure 4

Promote Walking Apps

Walking apps will be promoted on the travel board to encourage residents to consider walking to the site. Apps can track movement, distance and offer a competitive element to increase the distance and regularity of walking. Apps can also offer great walking tips, the TPC will highlight the health and wellbeing benefits of walking as part of a journey to work.

Measure 5

Advice on Personal Safety

Walking is the most important mode of sustainable travel not only as a discrete journey but as part of other journeys by public transport. Providing advice on personal safety could help relieve potential safety concerns for staff choosing to walk for an entire journey or as part of a journey. Safety advice will be highlighted on the travel board. If staff, visitors or hotel guests do have any safety concerns, they can be referred to this information. This seeks to support all those opting to or considering walking.

Measure 6

Bicycle User Group (BUG)

To support keen cyclists and those considering cycling the TPC would suggest setting up a BUG as a forum for cyclists to share tips and tricks and cycling good practice. This could be set up as soon as reasonably practicable, dependent upon interest and demand. Thereafter the running of the BUG would be handed over to staff.

Measure 7

Provision of cyclist facilities

A cycle repair kit will be provided in a suitable location for access by staff (and also made available to any hotel guests or visitors if required) which is conveniently located for cyclists to use and replenished when required. Additionally, showers and lockers will be provided in the gym which could be utilised by staff cycling to work. By providing an on-site cycle repair kit and pump this can be helpful for cyclists if they encounter difficulties on their journey. This is in line with the credits for assessment option 8.

Measure 9

Discounted Bus and Train Travel and Taster Tickets

There are discounted multi operator public transport passes available in the area, which may be useful for any staff regularly travelling by public transport to the site. The TPC will ensure that information relating to the various ticketing options is clearly displayed.

Measure 10

Up to date timetable information will be provided

Finding the relevant timetable information can be important when deciding whether to use public transport. The TPC can ensure that this information is provided on site for people to refer to, so that any difficulties in finding this information are avoided.

Measure 13

Cycle to Work Scheme

The TPC investigate whether the cycle to work scheme can be implemented at the site. This scheme allows employees to purchase a bike and cycling accessories through salary sacrifice which allows them to make savings on their purchase. The scheme makes purchasing a bicycle much more affordable for many employees, so that they can cycle to work.

Measure 14

Join the West Yorkshire Travel Plan Network (WYTPN)

The TPC will look into joining the West Yorkshire Travel Plan Network (WYTPN) meaning that staff will be able to access many benefits relating to sustainable travel. These benefits include:

- 12% discount on the Corporate Metro Card (M-card)
- 75% discount on Business Travel Passes
- 5% discount on the First Annual Corporate ticket
- Membership of Enterprise Car Club
- Car sharing support
- Support with business relocation, including free public transport taster tickets
- Promotional sustainable travel information
- Regular travel news and updates

Measure 15

Provide Hotel Guests with Travel Information at Check-in

Sustainable travel information will be provided to hotel guests within the room information provided as part of the check in process. This information will inform guests (who may be unaware of the travel options surrounding the hotel) of the options to travel by walking, cycling or public transport in the area surrounding the hotel.

7.0 ACTION PLAN

- 7.1 An Action Plan has been prepared to assist in the implementation of this TP which will be reviewed annually following the travel survey. The Action Plan for the measures identified clearly sets out the tasks involved, person responsible and a date by which this will be achieved.
- 7.2 It will be the responsibility of the TPC to manage the implementation of this TP between annual reviews to ensure that the tasks are being carried out in accordance with the TP. The TPC and TP will be in place for a minimum of five years. Following each travel survey, the TP will be reviewed in conjunction with Kirklees Council and the annual Action Plan will be updated, agreeing where measures, monitoring and initiatives can be amended, added and removed as necessary.

Table 7.1 - Initial TP Action Plan

Action	Date	Responsibility	Progress to date
Appoint Travel Plan Co-ordinator	At least 3 months prior to occupation	Kirklees Council	
Prepare site specific travel board	On first occupation	Travel Plan Co-ordinator in conjunction with Kirklees Council	
Provide measures to encourage walking	At occupation	Travel Plan Co-ordinator	
Provide measures to encourage cycling	At occupation	Travel Plan Co-ordinator	
Introduce measures to encourage travel by public transport	At occupation	Travel Plan Coordinator	
The Travel Plan Co-ordinator will utilise social media platforms to promote annual surveys, promote sustainable travel measures and encourage staff to interact, share and discuss travel arrangements.	At occupation	Travel Plan Coordinator	
Undertake travel surveys	To be completed annually within three months of first occupation and every year thereafter	Travel Plan Co-ordinator	
Review Travel Plan/Action Plan	Annually	Travel Plan Co-ordinator in conjunction with Kirklees Council	

8.0 BREEAM COMPLIANCE

- 8.1 The proposed development has been assessed against TRA 01 and TRA 02 Sustainable Transport Measures within BREEAM New Construction 2018 (UK).

TRA 01 Transport Assessment and Travel Plan

- 8.2 The aim of TRA 01 is to reward the awareness of existing local transport and identify improvements to make it more sustainable. To comply with TRA 01 and achieve the two credits available, the following values must be met:

- Promote the development of an initial transport assessment for the site;
- Promote the implementation of travel solutions that are relevant to the challenges and opportunities of a specific site;
- Raise awareness, understanding and accessibility of travel options, and local amenities, allowing for affordable access to services;
- Encourage more sustainable transport and movement of people and goods, to and around the site;
- Encourage designers to account for the travel needs of future occupants, thereby allowing for better management in operation;
- Reduce congestion and improve safety on the site and local roads; and
- Increase attractiveness of the site to potential users.

- 8.3 These values have been addressed within the accompanying TS prepared for the development.

TRA 02 Sustainable Transport Measures

- 8.4 The aim of TRA 02 is to maximise the potential for local public and active transport through provision of sustainable transport measures appropriate to the site.

- 8.5 The site is also in a sustainable location, as demonstrated in Section 3 and also by Table 8.1 which is taken from Table 7.6 of the BREAAM amenities criteria. The site would be categorised as an 'other building group' and as such the following amenities are applicable and within a 500-metre proximity. Where amenities are outside of the 500m area, the closest relative amenities have been identified. Table 8.1 shows the required amenities and their distance from the site.

Table 8.1 Amenities and Distance

Amenity	Distance
Appropriate food outlet	Huddersfield train station (pubs, coffee shop) – 110 metres John Williams Street (restaurants, cafes, bars) – 120 metres Market Place (restaurants, shops, cafes) – 260 metres Tesco Superstore – 300 metres
Access to cash	Huddersfield train station – 110 metres Market Place (Barclays, Lloyds Bank, Nationwide) – 260 metres
Access to an outdoor open space	St George's Square – 0 metres
Access to a recreation or leisure facility for fitness or sports	On-site gym – 0 metres Empire Cinema – 150 metres Energie Fitness for Women – 450 metres
Publicly available postal facility	Post Office Sorting Office – 100 metres Huddersfield Post Office – 400 metres
Community facility	Queen Street Community Centre – 500 metres
Over the counter services associated with a pharmacy	Boots Pharmacy – 400 metres
Public sector GP surgery or general medical centre	Brook Street Surgery – 170 metres
Child care facility or school	Huddersfield Central Children's Centre – 400 metres

- 8.6 Based on the guidance provided within Table 15 of the BREEAM guidance relating to TRA02 assessment option 9, the development site would be eligible for 2 BREEAM points given that there are a wide range of amenities accessible within the specified 500 metre distance, particularly the amenities accessible in the train station and across the town centre. It should be noted that alongside the amenities detailed in Table 8.1, that there are a range of additional amenities located across Huddersfield town centre within a short walk from the site.

Public Transport Accessibility Index

- 8.7 In line with the requirements of TRA 01, the public transport accessibility score of the site has been calculated using the BREEAM 2018 Accessibility Index Calculator. This calculation has been based on the bus services from the nearby bus stop, from Huddersfield bus station and rail services from Huddersfield train station (these are discussed in Section 3.0). In addition, the calculation the average number of services from these nodes per hour during the main operational hours (09:00 – 17:00) of the development have been considered. The result of this calculation is that the site has an accessibility index score of 52.49, meaning that 1 point has been achieved.

BREEAM Credit Score

- 8.8 Based on the above, the total number of sustainable transport measure credits achieved from the development is 10 when considering the score of the public accessibility index of the site which exceeds >40 (a score of 52.49) and the number of points achieved. Table 8.2 summarises the assessment criteria and where points have been achieved.

Table 8.2: Anticipated BREEAM Points Based on TRA 02

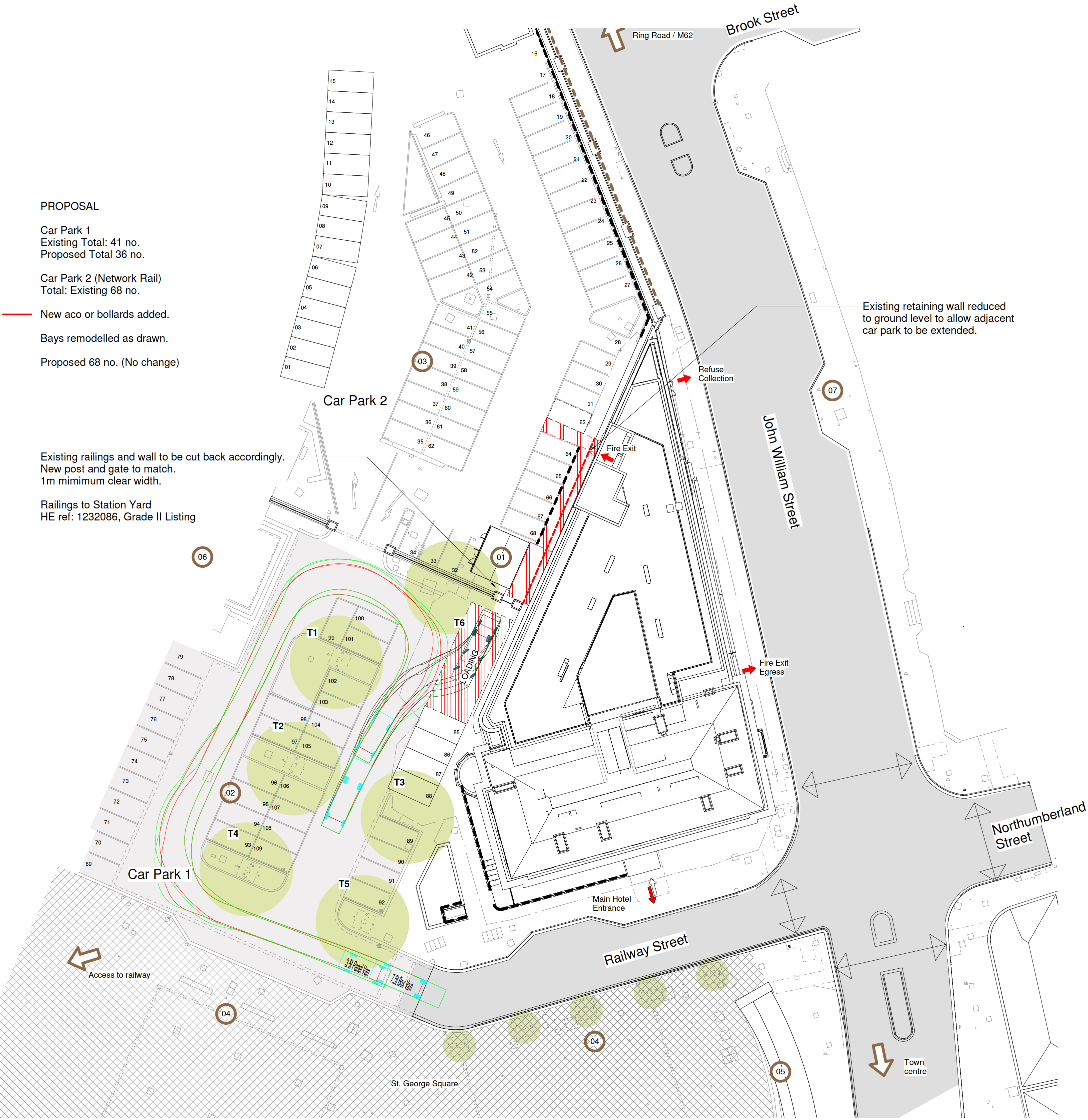
Assessment Option	Action	Number of Points
1	Calculation of the existing accessibility index of the site (>8 for all other building types)	1 point
3	Provision of site specific travel board which includes up to date information on local travel options	1 point
6	Liaise with Kirklees Council to discuss potential improvements to the footway / cycleway network in the vicinity of the site.	1 point
8	Provision of cycle facilities for staff	1 point
9	Identified existing amenities within 500 metres of the site	1 point

- 8.9 Based on the guidance outlined in Table 7.3 of the BREEAM guidance, the score of 5 points based on the AI score of the site which exceeds >40 equates to a credit score of 9.
- 8.10 Furthermore, the assessment criteria 3, 4 and 5 of the TRA 01 section are addressed by the preparation of this Travel Plan, specifically by providing a long-term

management strategy to encourage sustainable travel, including details of the measures to be implemented prior to, during and after the completion of construction at the site, which are specified within the guidance. This equates to a further 2 credits.

- 8.11 Based on the available credits for TRA 01 and TRA 02, the proposals would score 11 credits.

APPENDIX TP 1



Vehicular Access Site Layout Option 1
1 : 200

KEY:

- Significant Level Change
Metal Railing
Building Entrance
Building Exit
(rooted) Existing Trees
Pedestrian crossing
Pedestrianised area
- 01 Existing Sub Station
02 short stay parking & drop-off
03 long stay parking
04 Planting/trees (potted) & street furniture
05 Water feature
06 King's Head Public House
07 Bus stop

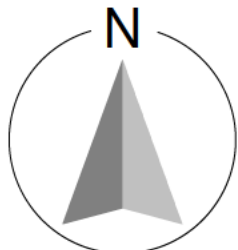
P4	Single door Fire Exit with additional bay. Proposal annotation updated.	05/12/22	AR	JR
P3	Vehicle tracking added Car Park 1 & 2 revised.	24/11/22	AR	JR
P2	SK1 & 2 Existing & Proposed car parking layout options issued.	07/11/22	RAS	JR
P1	Sketch issue.	06/10/22	RAS	JR
Revision		Date	By	Chk

All dimensions to be verified on site, and the Architect informed of any discrepancy. All drawings and specifications should be read in conjunction with the Health and Safety Plan; all conflicts should be reported to the appointed Principal Designer.



Kirklees Council
The George Hotel
Huddersfield, HD1 1JA

Sheet Name: Site Access and Parking Proposed Options
Purpose of issue: Preliminary Status:
Date: NOV 2022 Checked by: RS
Drawn by: AR Scale @ A1: As indicated
Project No: 8662 Revision: P4
Drawing No : 8662-BOW-ZZ-ZZ-DR-A-1011



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