

Huda Academy

33 St Johns Road,
Huddersfield, HD1 5DX

Travel Plan



Control Sheet

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Acknowledgements

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

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

Census 2011 data from Nomis has been used to predict modal split.

An extract of the West Yorkshire Interactive Cycle Map from Sustrans has been used in this report for illustrative purposes only <https://www.openstreetmap.org/copyright>.

Contents

1. Introduction.....	5
2. Development Proposals	8
3. Travel Plan Aims and Objectives	9
4. Travel Plan Management and Responsibilities	10
5. Travel Plan Targets	13
6. Accessibility by Sustainable Travel	17
7. Measures to Encourage Sustainable Travel	25
8. Monitoring and Review	29

List of Tables

Table 1 – Travel Plan Co-ordinator Roles and Responsibilities	11
Table 2 – 2011 Census Modal Split Data	13
Table 3 – Travel Plan 5 Year Targets	14
Table 4 – Travel Plan SMART Targets	14
Table 5 – Bus Services on St John’s Road	23

List of Figures

Figure 1 – Site Location [GoogleMyMaps]	5
Figure 2 – Kirklees 034 [Nomis]	13
Figure 3 – 1km and 2km Walking Isochrone [OpenRouteService]	18
Figure 4 – Walking / Cycling Route to Huddersfield Bus Station [GoogleMaps]	19
Figure 5 – Walking / Cycling Route to Huddersfield Train Station [GoogleMaps]	20
Figure 6 – 8km Cycling Isochrone [OpenRouteService]	21
Figure 7 – Cycle Routes [Sustrans]	22
Figure 8 – Location of bus stops [GoogleMyMaps]	23

List of Appendices

Appendix A

Site Plan

Appendix B

2011 Census Data

Appendix C

Travel Information Pack

Appendix D

Staff and Visitor Travel Questionnaires

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers have been appointed by Huda Academy to prepare a Travel Plan for a multi-functional community building at 33 St John's Road, Huddersfield, HD1 5DX.
- 1.1 The approximate location of the development is shown in **Figure 1** with the site layout plan attached at **Appendix A**.

Figure 1 – Site Location

[GoogleMyMaps]



- 1.2 The proposed use is in accordance with Kirklees Council planning approval ref 2021/62/93038/W, dated 22 January 2024, for the conversion and change of use of an existing derelict warehouse to a multi-functional community building use classes E(F) F1(A) F1(F) and F2(B) with formation of additional floor space and external alternations, at 33 St John's Road, Huddersfield, HD1 5DX.
- 1.3 This Travel Plan has been prepared to support the discharge of Condition 13 of the development's planning permission which states:

'Within the first 3 months of any part of the development being brought into use a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to improve and encourage the use of sustainable transport. The measures shall include as a minimum:

- the provision of 'live' and other bus/train information;*
- provision of METRO passes;*
- car sharing facilities*

- the upgrade of bus stops and shelters where necessary;
- the introduction of working practices to reduce travel demand and
- the provision of on-site cycle facilities and information.

The Travel Plan will include details of when these measures will be introduced. To support the promotion of the use of sustainable modes the Travel Plan shall also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a programme for monitoring the Travel Plan and its progress and how the Travel Plan and its objective of more sustainable travel will be promoted. The approved Travel Plan shall thereafter retained throughout the lifetime of the development.

Reason: *To comply with the Council's sustainability objectives and to accord with Policies LP20 and LP21 of the Kirklees Local Plan.'*

1.3.1 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:

- Clear and unambiguous objectives to influence less dependence upon the private car;
- A package of measures to encourage and facilitate less car dependence by staff and visitor; and
- A time bound programme of implementation.

1.4 An effective Travel Plan can:

- reduce traffic congestion
- increase accessibility by all transport modes to services, jobs and education
- reduce energy consumption
- reduce carbon emissions and air pollution
- encourage active, healthy lifestyles
- better manage car parking pressures
- improve road safety
- reduce the need for new development to increase existing road capacity or provide new roads
- switch investment from parking and roads infrastructure to economic growth and the environment

1.5 National Planning Policy

1.5.1 In December 2023 the latest National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied.

1.5.2 NPPF paragraph 117 concludes that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

1.6 Kirklees Local Plan Strategies and Policies

1.7 Policy LP20 Sustainable travel states that:

'Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel Plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.'

2. Development Proposals

2.1 Overview

- 2.1.1 The proposals consist of the conversion of a former commercial premises to a multi-functional community space comprising use classes E(F), F1(A), F1(F) and F2(B) at 33 St Johns Road, Huddersfield, HD1 5DX. The site layout plan is attached at **Appendix A**.
- 2.1.2 The development proposals comprise of the following:
- Adult Learning (F1(a) - First Floor);
 - Children's Learning and After School Club (F1(a) - First Floor);
 - Charity Centre, Community Meeting Space, Coffee Club, Book Reading Club (F2(b) - First / Second Floor);
 - Daytime Nursery (E(f) - Ground Floor);
 - Prayer Space (F1(f) - First / Second Floor); and
 - Associated infrastructure works to introduce a new intermediate floor.
- 2.1.3 The proposed hours at the community facility are set out below:
- Nursery - 10:00 - 15:00;
 - Adult Education – 16:00 - 18:00;
 - After School Clubs – 16:30 – 20:00; and
 - General use of building (prayers, community gatherings etc) 10:00 - 22:00

2.2 Access

- 2.2.1 Pedestrian and cyclist access to the site is from the existing access point from St Johns Road which provides a covered access to the building.

2.3 Parking

- 2.3.1 Cycle parking is provided with 10 secure cycle stands located at the southern side of the covered access route leading to the building.
- 2.3.2 The development will not provide any vehicle parking.

3. Travel Plan Aims and Objectives

3.1 Travel Plan Aims

3.1.1 National Planning Practice Guidance defines a travel plan as:

‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’ (DCLG 2014)

3.1.2 The aims of the Travel Plan are as follows:

- reduce single-occupancy car travel;
- reduce frequency of car travel;
- ensure that all staff and visitors are comprehensively informed of travel choices;
- ensure that collective transport arrangements have the least possible adverse environmental impact;
- proactively persuade staff and visitors to change their travel habits by trialling modes other than by car (such as walking, cycling, bus and train);
- ensure this Travel Plan is kept live and current.

3.2 Travel Plan Objectives

3.2.1 The primary objective of the Travel Plan is to reduce the number of single occupancy vehicle trips associated with the site. Alongside and as a result of this, targets can be set for increases in trips by foot, cycle, public transport and multiple occupancy vehicles.

3.2.2 The Travel Plan has the objective of influencing the behaviour of staff and visitors towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.

4. Travel Plan Management and Responsibilities

4.1 Travel Plan Co-ordinator

- 4.1.1 It is generally accepted that the success of a travel plan relies heavily on the appointment of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator is responsible for promoting and implementing the Travel Plan on a daily basis, deciding on the most appropriate Travel Plan measures to meet the Travel Plan targets, access funding for the Travel Plan Initiatives and for the monitoring and reporting of the plan for the life of the Travel Plan. To achieve this the Travel Plan Co-ordinator will liaise with residents, the Local Authority and Local Transport Operators.
- 4.1.2 Huda Academy are responsible for appointing the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be fully funded by Huda Academy.
- 4.1.3 The Travel Plan Coordinator will be in post three months before first occupation. The Travel Plan Coordinator will be in post for 5 years post full occupation of the development.
- 4.1.4 The Travel Plan Co-ordinator for the development scheme is currently to be confirmed. As soon as the appointment is made, details of the Travel Plan Co-ordinator will be forwarded to Kirklees Council.
- 4.1.5 This Travel Plan contains specific measures designed to meet the needs of users of the development and thus attempt to influence the travel modes of visitors and staff to reduce the number of car-borne trips to and from the development. As part of this process, it is particularly important that users are made aware of the sustainable transport alternatives that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use. Regular reviews of the sustainable travel opportunities are therefore necessary and this will be achieved by consultation between the Travel Plan Co-ordinator and stakeholders such as the Council.

4.2 Key Travel Plan Co-ordinator Roles

- 4.2.1 The role of the Travel Plan Co-ordinator includes, but is not limited to:-
 - Leading on the delivery of the travel plan;
 - Manage, deliver and audit the Travel Plan funding;
 - Representing the 'human face' of the travel plan – explaining its purpose and the opportunities on offer. The co-ordinator will also play a central role in liaison with staff/visitors and Kirklees Council.
 - Promoting the individual measures in the travel plan;
 - Liaising with public transport operators – it is helpful if co-ordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the co-ordinator can also feedback staff/visitor opinions to the operators;
 - Ensuring the approved travel plan and its component parts are being actioned;

- Monitoring the travel plan implementation;
- Taking a key role in review of the travel plan.

4.3 **Table 1** summarises the role and main responsibilities of the Travel Plan Co-ordinator.

Table 1 – Travel Plan Co-ordinator Roles and Responsibilities

Travel Plan Co-ordinator Responsibilities	
1	On appointment the TPC will contact the councils Travel Plan Officer to advise that work has commenced on delivering the Travel Plan and set out preliminary dates for delivery and monitoring of this Travel Plan.
2	Implement the Travel Plan measures to meet with Travel Plan targets.
3	Obtain timetables, local route maps and ticketing offers for both local bus and rail facilities as well as walking/ cycling information / maps and give the details to visitors and staff.
4	Liaise with visitors and staff to discuss the Travel Plan, its purpose, objectives and targets. Invite visitors and staff to provide suggestions on what sustainable measures could be implemented to encourage a reduction in single occupancy car use.
5	Provide visitors and staff with sustainable travel information including information on timetables, promotional offers, sustainable transport links to the site and details of the car share database.
6	Inform visitors and staff of any alterations to the Travel Plan, any amendments to implemented measures, any significant discussions and provide any feedback concerning the progress of the Travel Plan and the measures employed.
7	Disseminate an annual visitors and staff travel survey following the anniversary of the initial travel survey. The results should be collated and provided to the council within 3 months of the survey.

4.4 **Travel Plan Funding**

4.4.1 Huda Academy will provide funding for expenditure by the Travel Plan Co-ordinator.

4.4.2 The funding is for the provision of Travel Plan measures for site and/or other sustainable travel measures to encourage the use of sustainable travel modes by staff and visitors.

4.4.3 The Travel Plan Co-ordinator will:

- Develop the offer (align with demand, negotiate with providers/operators and promote to staff/visitors).
- Propose and agree with the Huda Academy the schedule for using funding.

4.4.4 The funding can be used for the following:

- Salary sacrifice schemes for cycles and bus season tickets for staff.
- Promotion of sustainable travel measures.
- Free personalised travel planning for staff and visitors.
- Any other reasonable measures/infrastructure appropriate to the development which promote sustainable travel choices.

4.4.5 The Travel Plan Co-ordinator will submit annual funding spending proposals to Huda Academy for approval. Travel plan funding will be provided over the 5-year monitoring period.

4.5 *Travel Plan Commitments*

- 4.5.1 Huda Academy and the Travel Plan Co-ordinator will use their reasonable endeavours to ensure that the travel plan is successful. The Travel Plan Co-ordinator maintains responsibility for distributing information and promoting the travel plan for the life of the plan.
- 4.5.2 Fees are payable to Kirklees Council which have been secured through a legal agreement for the monitoring of the travel plan over a period of 5 years.

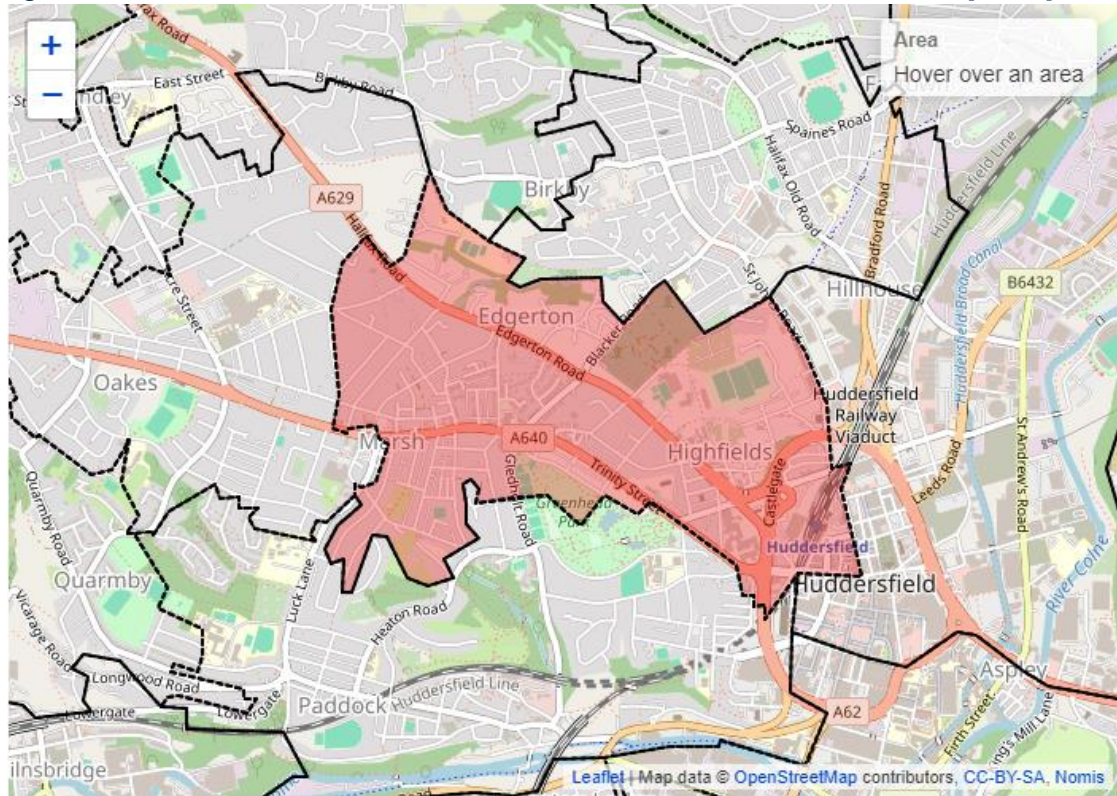
5. Travel Plan Targets

5.1 Base Line Modal Split

5.1.1 To estimate the proportion of people travelling to and from the site by single occupancy vehicles the Census 2011 travel to work data has been obtained for the local area. The ward area is shown in **Figure 2**

Figure 2 – Kirklees 034

[Nomis]



5.1.2 The census modal split indicating how people travel to work in the area is summarised at **Table 2** and the data is also shown at **Appendix B**.

Table 2 – 2011 Census Modal Split Data

Method of Travel to Work	Modal Split
Underground, Metro, Light Rail, Tram	0.1%
Train	4.4%
Bus, Minibus or Coach	15.1%
Taxi	1.1%
Motorcycle, Scooter or Moped	0.6%
Driving a Car or Van	62.1%
Passenger in a Car or Van	5.0%
Bicycle	0.7%
On Foot	10.7%
Other Method of Travel to Work	0.2%

- 5.1.3 The census data indicates that 62.1% of staff travel by car or van with 57.1% by single occupancy vehicles (62.1%-5.0%). Travel by walking, cycling and public transport accounts for 31.0% of trips.

5.2 Travel Plan Targets

- 5.2.1 The Travel Plan shall aim to reduce single occupancy vehicle trips as set out in **Table 3**. All targets must be met within 5 years of initial occupation of the site. Once the targets have been achieved the level of single occupancy car journeys to/from the development must be maintained at this level or reduced further. As a result of reducing the number of trips made to and from the development by private car, the objectives of easing congestion on the local network together with its associated environmental benefits will be achieved.

Table 3 – Travel Plan 5 Year Targets

Objective	Target	% Change
1. To minimise single occupancy vehicle trips created by the development.	1a. Reduction in the proportion of single occupied car trips by staff.	-5%
2. To encourage staff to travel by sustainable modes.	2a. Increase in the overall proportion of sustainable/active travel.	+5%

- 5.2.2 Therefore, the travel plan target will be to reduce single occupancy car journeys from 57.1% to 54.2%.
- 5.2.3 These targets will be reviewed each year, however, the agreed targets will not be amended without prior consultation and agreement with Kirklees Council

5.3 SMART Targets

- 5.3.1 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be ‘SMART’ – specific, measurable, achievable, realistic and time-related. Development Travel Plan SMART targets to achieve the outcome target are set out at **Table 4**.

Table 4 – Travel Plan SMART Targets

Monitor and Review Cycle Parking Provision	
Specific	Cycle parking will be monitored and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds provision.
Measurable	The monitoring and review of on-site cycle parking is recorded by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action.
Realistic	Yes. If provision needs to be varied then the Travel Plan Co-ordinator will consider increasing provision with the operator.
Time bound	Ongoing monitoring and review.

Provision of Current Travel Information	
Specific	The Travel Plan Co-ordinator will provide a sustainable travel information pack and will maintain notice boards with current information on travel options.
Measurable	This will be verified annually by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action. The travel information provided on the information board and website will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes. The information board will be located within the reception area of the pavilion so will be seen by staff and users.
Time bound	Ongoing.
Full Travel Plan Availability to all Site Users	
Specific	This Travel Plan will be communicated to all users. An up-to-date copy of the Travel Plan will always be available on request.
Measurable	This will be verified annually by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action. It will be the responsibility of the Travel Plan Co-ordinator to ensure that all users can have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.
Reduce Proportion of users travelling by single occupancy vehicle	
Specific	Reduce proportion of users travelling by single occupancy vehicle
Measurable	This will be verified through the travel surveys.
Achievable	Travel Plan Co-ordinator to action. All users will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.
Increase Proportion of users travelling by active sustainable modes	
Specific	Increase proportion of users travelling by active sustainable modes such as walking, cycling and public transport.
Measurable	This will be verified through the travel surveys.
Achievable	Travel Plan Co-ordinator to action. All users will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.
Manage Travel Plan Funding	
Specific	Use funding appropriately to support initiatives designed to reduce the proportion of single occupied car trips at the development and increase the overall proportion of sustainable travel.
Measurable	The effectiveness of funded initiatives will be verified through the annual travel surveys.
Achievable	Travel Plan Co-ordinator will co-ordinate with the operator to determine the areas that require funding throughout the duration of the TPC role.
Realistic	Yes.
Time bound	Ongoing for 5 years.

5.4 *Failure to Meet Targets*

- 5.4.1 If the targets of the Travel Plan are not met the Travel Plan Co-ordinator will carry out further marketing to staff and visitors and push the importance of sustainable travel in line with the Travel Plan. If the targets are continually not met there may be financial penalties imposed by Kirklees Council.

6. Accessibility by Sustainable Travel

6.1 Overview

6.1.1 This section of the report considers the accessibility of the site in order to review the opportunities that exist for staff and visitors to travel by the following modes:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail; and
- Multiple occupancy vehicles/greener car use

6.2 Accessibility on Foot

6.2.1 The Planning for Walking Guidance (2015), Chartered Institution of Highways & Transportation (CIHT) highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (National Travel Survey, 2012).”

6.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).

6.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

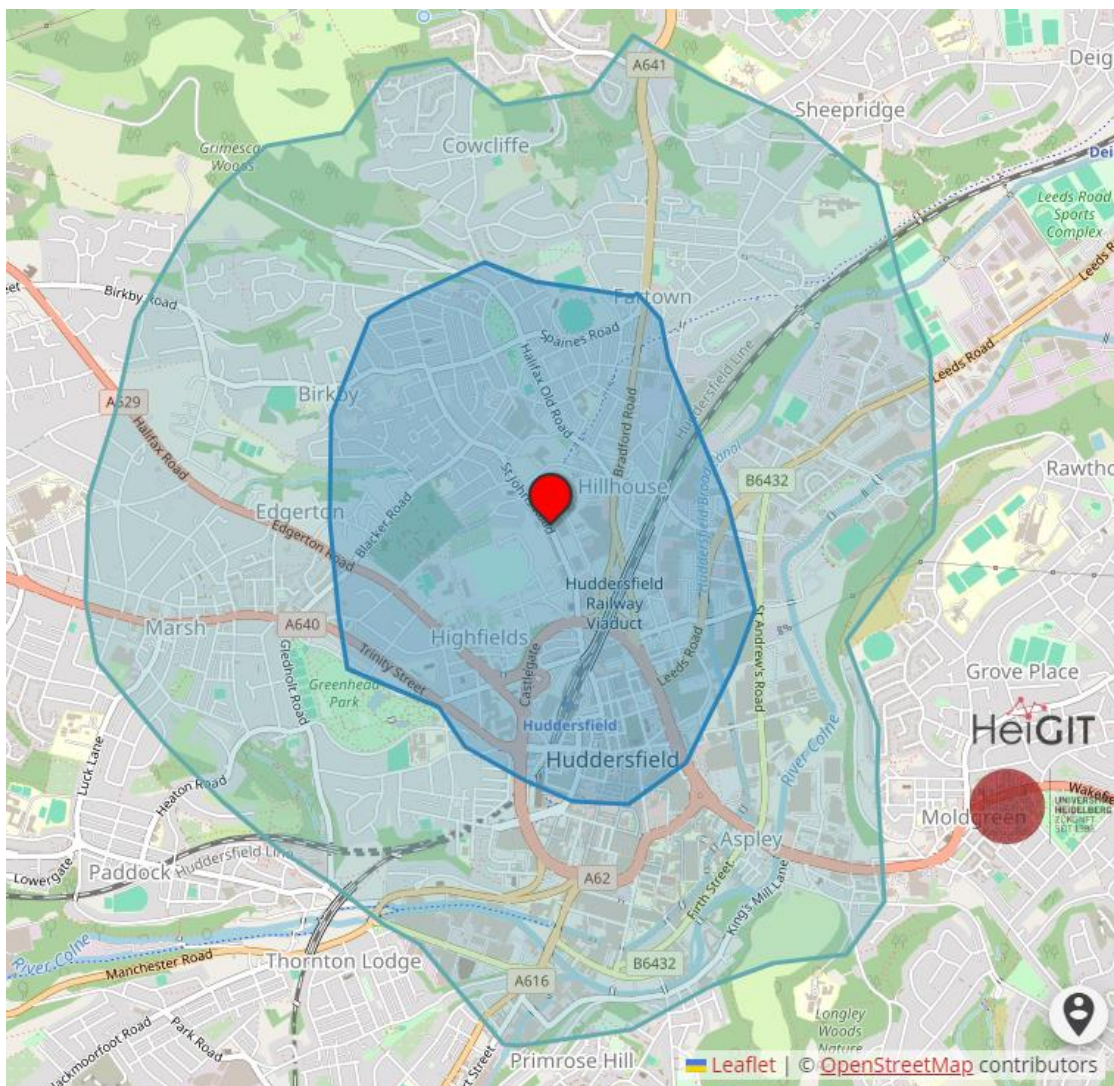
“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”

6.2.4 In terms of pedestrian infrastructure, St Johns Road has footways on both sides of the carriageway approximately 2m wide which run along the entire length of the road. Uncontrolled pedestrian crossings are available approximately 200m north of the site at the priority junction of St Johns Road and Willow Lane aiding pedestrian movements. An uncontrolled pedestrian crossing is available approximately 170m south of the site, a pedestrian island is available along with dropped kerbs and tactile paving.

6.2.5 **Figure 3** identifies the 1000m (1 kilometre) and 2000m (2 kilometre) walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

Figure 3 – 1km and 2km Walking Isochrone

[OpenRouteService]



6.2.6 Within a 1km walking distance (12.5 minutes) the following amenities are available to visitors and staff:

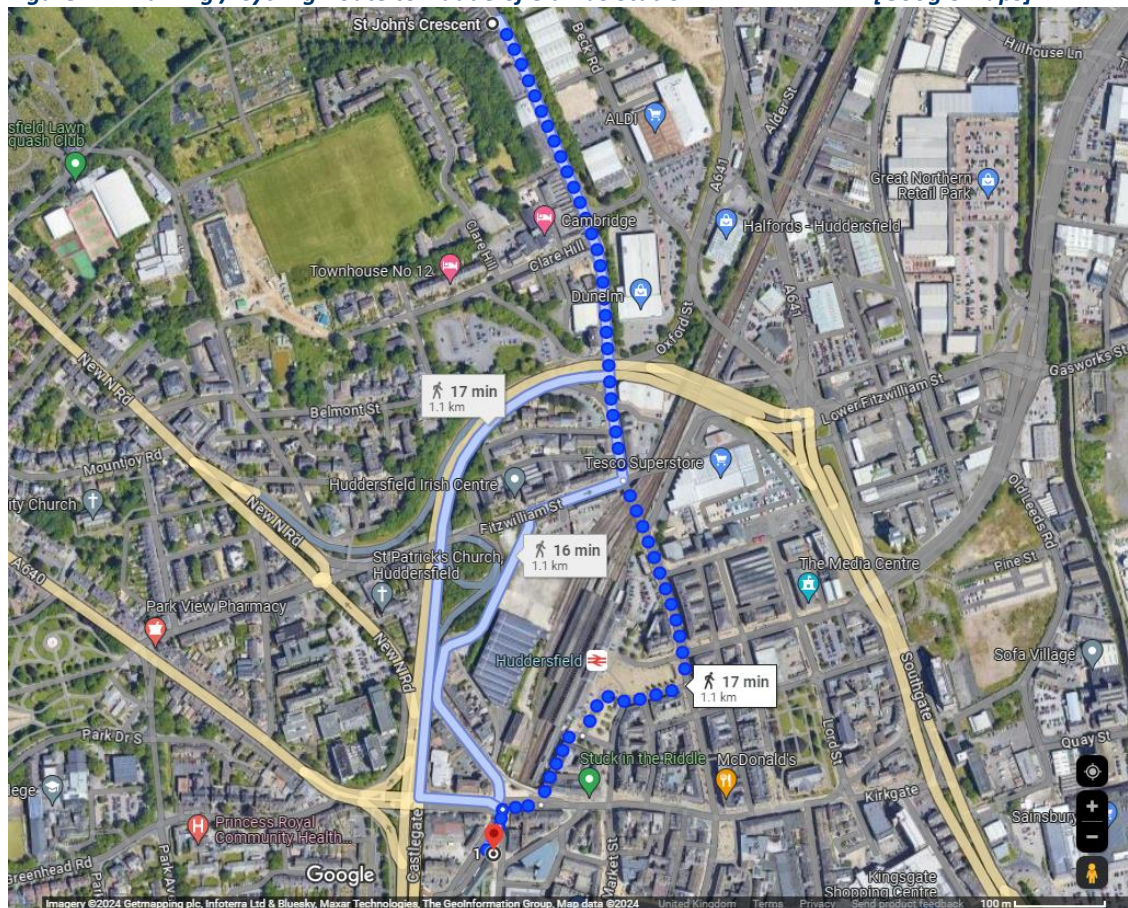
- Bus stops on St Johns Road
- Huddersfield Bus station
- Huddersfield Train Station
- Nursery, Primary Schools and Colleges
- Residential areas including Hillhouse and Highfields
- Huddersfield Town Centre including:
 - Supermarkets
 - Pharmacy's
 - Restaurants and Cafes
 - Clothing shops
 - Banks
 - Dentist

6.2.1 Within a 2km walking distance (25 minutes) the following amenities are available to visitors and staff:

- The whole of Huddersfield Town Centre
- Huddersfield University
- Residential Areas including
 - Cowcliffe
 - Birkby
 - Marsh
 - Aspley
 - Fartown

6.2.2 The walking/cycling route to Huddersfield bus station is shown on **Figure 4** below which is located approximately 1km walking distance from the site.

Figure 4 – Walking / Cycling Route to Huddersfield Bus Station [GoogleMaps]

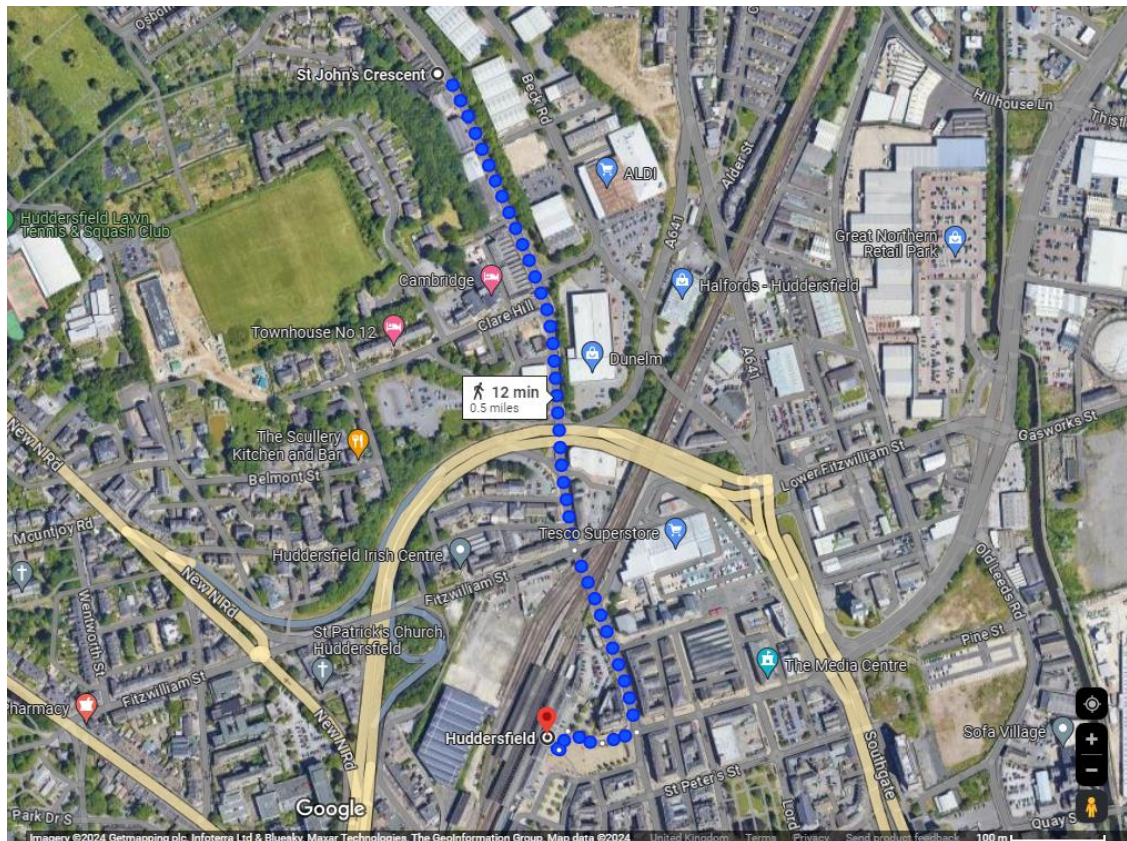


6.2.3 The pedestrian route to the bus station uses the signalised crossings available on Castlegate Road, Fitzwilliam Street and Westgate, informal crossings (comprising dropped kerbs/tactile paving) are available at other points across quieter junctions on the route.

6.2.4 The pedestrian/cyclist route to Huddersfield train station is shown on **Figure 5**. This is located approximately 850m walking distance from the site, signalised crossing points are available across both Castlegate Road and Fitzwilliam Street which are the main roads along this route.

Figure 5 – Walking / Cycling Route to Huddersfield Train Station

[GoogleMaps]



- 6.2.5 It is therefore demonstrated that a range of facilities are available within walking distance of the site that can accommodate the typical daily needs of staff at the development. The site is also located close to large residential areas meaning visitors are likely to be able to walk to the site.

6.3 Accessibility by Cycle

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

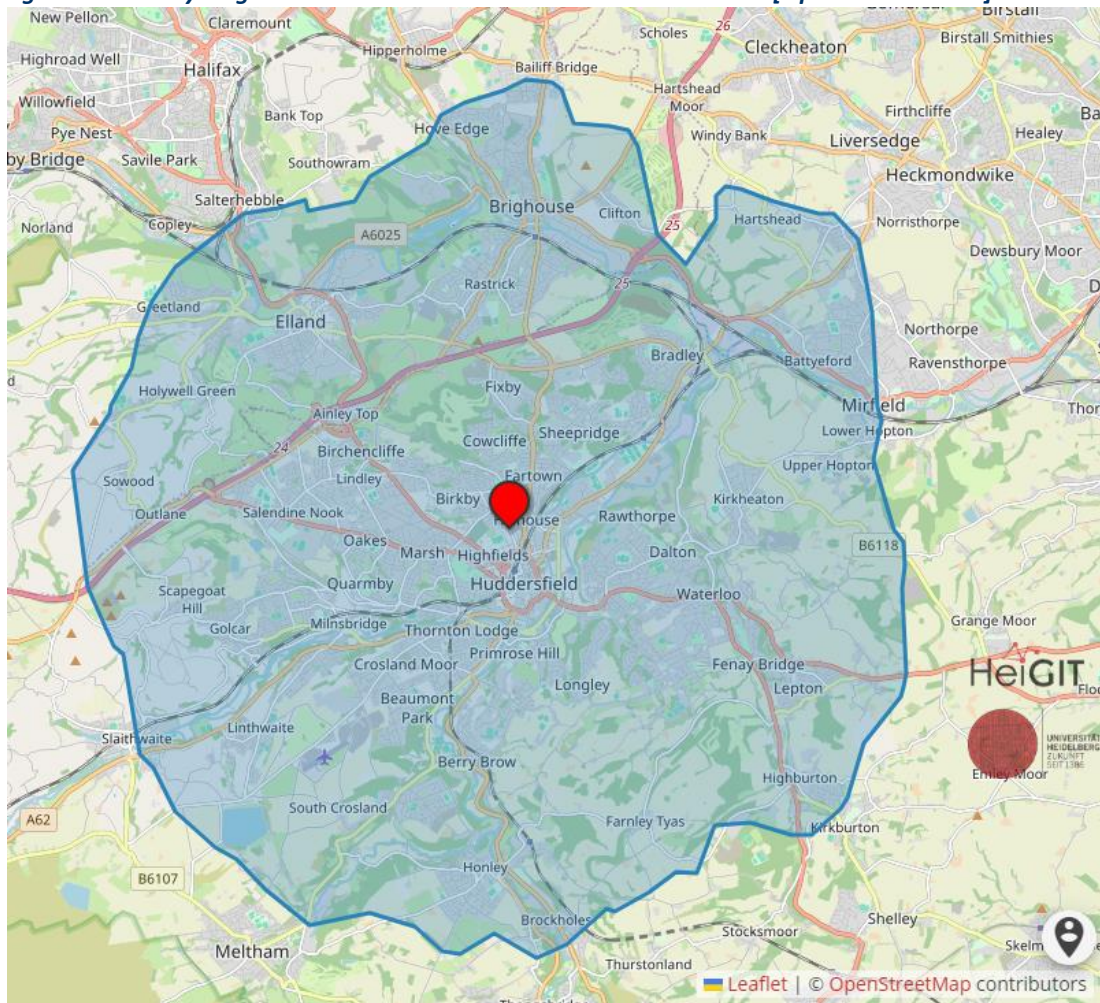
"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 6.3.1 Furthermore, the National Travel Survey identifies longer cycle journeys frequently take place, with an average cycle distance of 5.3km and an 85th percentile distance of 7.4km.

- 6.3.2 **Figure 6** identifies destinations that lie within an 8km cycling distance of the site.

Figure 6 – 8km Cycling Isochrone

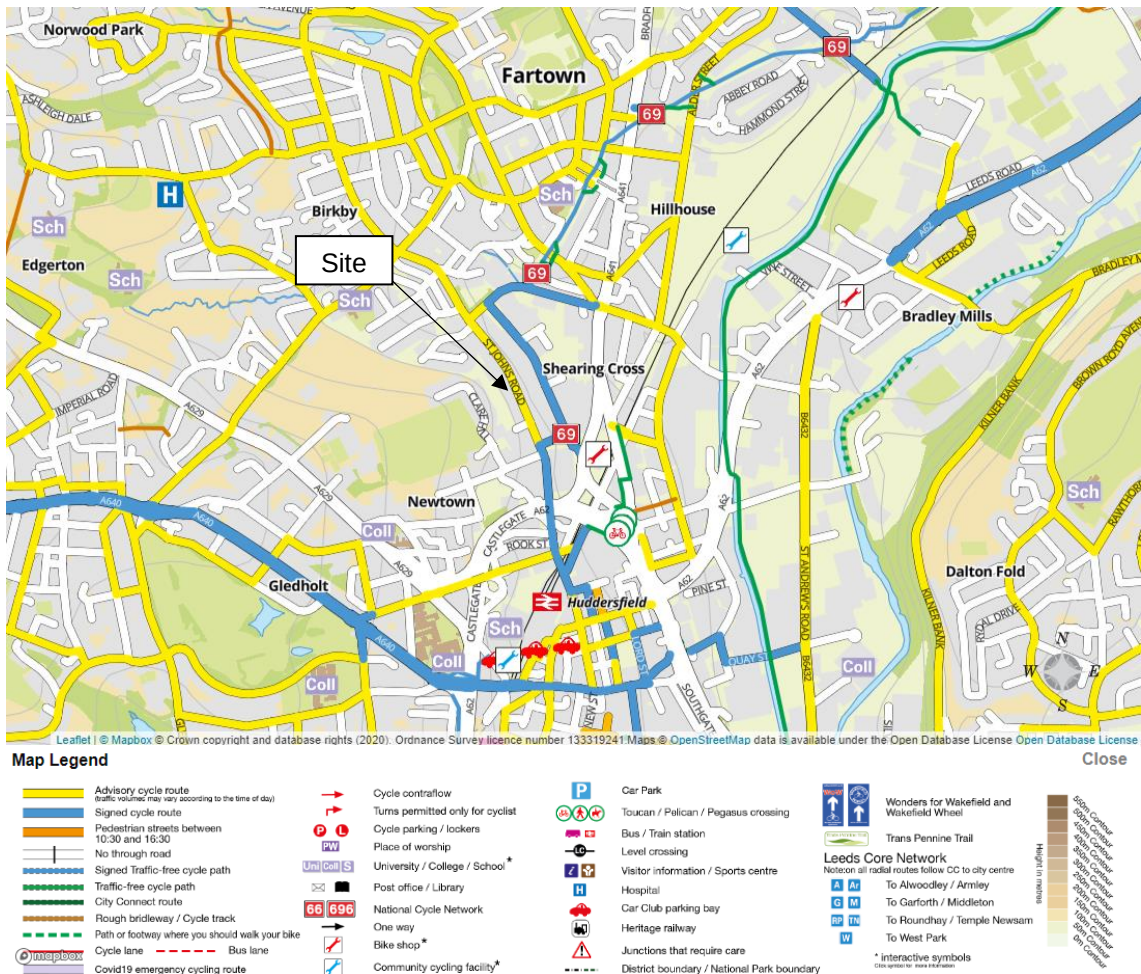
[OpenRouteService]



6.3.3 **Figure 6** indicates that Huddersfield Town Centre and much of the surrounding area is located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 7** shows an extract of the West Yorkshire Cycle Map detailing the major cycle routes in the vicinity of the site.

Figure 7 – Cycle Routes

[Sustrans]



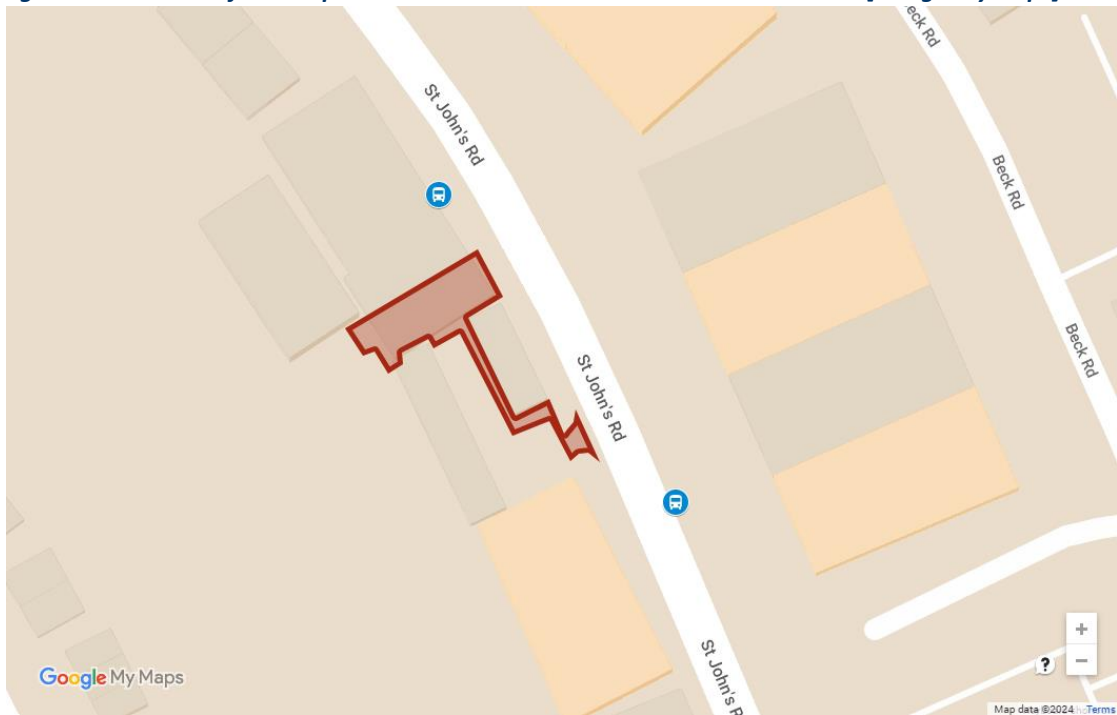
6.3.4 As shown at **Figure 7** the National Cycle Route 69 runs close to the site which provides a mixture of traffic free and on road cycle paths from the centre of Huddersfield travelling north east. St Johns Road is also classed as an advisory cycle route which connects to the National Cycle Route 69.

6.4 Accessibility by Bus

6.4.1 The closest bus stops to the site are located on St Johns Road, approximately 20m north and 60m south of the site, both of these have posts and flags available. **Figure 8** shows the location of the nearest bus stops.

Figure 8 – Location of bus stops

[GoogleMyMaps]



6.4.2 A summary of the services available from the stops shown above is shown in **Table 5** below.

Table 5 – Bus Services on St John's Road

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
360	Huddersfield Royal Infirmary – Bradley Boulevard Circular	30 mins	No Service	60 mins
384/385	Huddersfield – ASDA Circular	60 mins	No Service	No Service
549	Huddersfield - Halifax	30 mins	60 mins	60 mins

6.4.3 Huddersfield bus station is a 1km walking distance (12.5 minutes) from the site which provides access to all bus route destinations from Huddersfield Town Centre.

6.5 Accessibility by Rail

6.5.1 Huddersfield train station is located approximately 850m walking distance (10.5 minutes) south of the site. Huddersfield station is managed by TransPennine Express and also has trains run by Northern Rail. Huddersfield station has the following facilities:

- CCTV
- Step-free access to all platforms
- Waiting rooms and seating area
- Toilets
- 2 Accessible car parking spaces
- 54 sheltered cycle parking spaces with CCTV

6.5.2 This station provides regular services to places such as Manchester, Bradford Interchange, Sheffield, Liverpool and Newcastle.

6.6 *Accessibility Summary*

- 6.6.1 The site is highly accessible by active travel and public transport. The sites' location close to Huddersfield Town Centre means that many amenities which visitors and staff are likely to use are within walking and cycling distance of the site. The site is located within walking and cycling catchment of many local residential areas. There are bus stops with frequent services within the immediate walking vicinity of the site. The town centre bus and train stations are within walking and cycling distance of the site. Therefore visitors and staff will have extensive opportunities to utilise sustainable travel options.

7. Measures to Encourage Sustainable Travel

7.1 *Travel Advice and Information*

- 7.1.1 Travel Plan measures are designed to encourage users of the site to utilise sustainable travel modes including:
- Walking and cycling
 - Public transport
 - Multiple occupancy vehicles/greener car use
- 7.1.2 All users will be made aware of both the opportunities available for alternative sustainable travel and of the measures included within the Travel Plan through annual distribution of a travel information pack to staff and visitors.
- 7.1.3 The travel information pack includes details of the facilities in the vicinity of the site to encourage the use of sustainable methods of travel. This also includes contact details for the Travel Plan Co-ordinator (TPC) and reference to the travel plan. The travel information pack is included at **Appendix C**.
- 7.1.4 An information board will be provided in a prominent location within the communal area of the building. This will include the information contained within the travel information pack as well as travel plan targets and review dates. This information will also be available on the facility's website.
- 7.1.5 The Travel Plan Co-ordinator will look into creating a social media group for visitors and staff to provide information.
- 7.1.6 City Connect West Yorkshire encourages travel by walking and cycling across the region and details can be found at <https://www.cyclecityconnect.co.uk/>.
- 7.1.7 The Travel Plan Co-ordinator will investigate opportunities to provide staff and visitors with free personalised travel planning.

7.2 *Measures to Promote Walking*

- 7.2.1 The Travel Plan Co-ordinator will promote the benefits of walking in relation to general health and well-being and will promote walking to staff and visitors. A brisk 10 minute daily walk has lots of health benefits and counts towards the recommended 150 minutes of weekly exercise. Regular brisk walking can:
- help to maintain a healthy weight
 - prevent or manage health conditions
 - strengthen bones and muscles
 - improve your mood
 - improve balance and coordination

- 7.2.2 Further details on the benefits of walking can be found at <https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>.
- 7.2.3 Information on walking routes within Kirklees can be found at <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx>.
- 7.2.4 The Travel Plan Co-ordinator will inform visitors and staff of the facilities that are accessible on foot to try and discourage unnecessary vehicle traffic around the area.
- 7.2.5 The Travel Plan Co-ordinator will encourage staff to sign up to a 'WalkBUDI' scheme to offer journey matching services, particularly for those who may feel vulnerable travelling alone.
- 7.2.6 Ensure footpaths on site are lit and well maintained and that any defects on local streets are reported to the Highways Authority.
- 7.2.7 The Travel Plan Co-ordinator will review on a regular basis the level of visitors and staff walking to the site and consult with users to establish measures to encourage this activity.
- 7.2.8 Information on walking routes can be found at <https://www.ramblers.org.uk/go-walking/get-healthy/walking-for-health.aspx> and <https://www.active-together.org/letsgetmoving>

7.3 Measures to encourage cycling:

- 7.3.1 The Travel Plan Co-ordinator will promote health events such as 'national bike week' and 'Cycle to Work Day' as well as environmental and other benefits associated with cycle use.
- 7.3.2 The Travel Plan Co-ordinator will consult with the Highways Authority regarding any defects on the local network and any potential improvements.
- 7.3.3 The Travel Plan Co-ordinator will review on a regular basis the level of visitors and staff cycling to the site, and ensure that a 'spares and tools' box for unexpected repairs for cyclists is available and maintained at the site. A shower room is also available at the development to encourage cycling by staff.
- 7.3.4 The Travel Plan Co-ordinator will investigate the potential to set up a 'BikeBUDI' scheme which offers a journey matching service, particularly for those who do not feel confident travelling alone.
- 7.3.5 The Travel Plan Co-ordinator will investigate forming a Bicycle Users Group (BUG) to encourage cycling and organise promotional events.

- 7.3.6 The Government operates a cycle to work scheme which is a tax exemption scheme introduced to promote healthier journeys to work. As part of this scheme interest-free loans for bicycles are also available. Staff will be encouraged to research whether their employer is a part of this scheme. Further details of the cycle to work scheme can be found at <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>.
- 7.3.7 Cycling journey planners will be promoted to staff such as cycle streets <https://m.cyclestreets.net/#>.
- 7.3.8 Information on cycle routes is also provided by Kirklees council at <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>.

7.4 Measures to Promote Travel by Bus

- 7.4.1 Information on the facilities available in the vicinity of the site will be included in the travel information pack, on the information board and website. Links to applicable websites will also be included. Information will include locations of nearest stops and stations, routes and sources of further information, including operators' websites and apps.
- 7.4.2 The Travel Plan Coordinator will advise visitors and staff that information is available via the internet and up to date bus timetables can be found at www.wymetro.com with journey planners available at <https://www.traveline.info/> and <http://www.wymetro.com/howtogetto>.
- 7.4.3 The "Your next Bus" service tracks buses and provides the departure times of your next bus at any bus stop in West Yorkshire. This enables users to find out the scheduled or real time for any bus, at any stop, in West Yorkshire. Details are available at <https://www.wymetro.com/ynb>.
- 7.4.4 The Travel Plan Co-ordinator will promote bus travel to visitors and staff. Details about bus passes is available at: <https://www.wymetro.com/tickets-and-passes/>.

7.5 Measures to encourage travel by rail:

- 7.5.1 The Travel Plan Co-ordinator will provide visitors and staff with information about rail travel including destinations and service frequencies, the location of Huddersfield train station as well as detailed information on the route from the site.
- 7.5.2 The Travel Plan Co-ordinator will advise visitors and staff that information is available via the internet and up to date rail timetables can be found at <https://www.wymetro.com/trains/> and <https://www.nationalrail.co.uk/>.

7.6 Car Sharing

- 7.6.1 Existing Car Share schemes will be promoted to encourage car sharing when car use is needed. Further detail can be found at <https://liftshare.com/uk>.

7.6.2 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

7.6.3 The Travel Plan Co-ordinator will promote car sharing to visitors and staff, the Travel Plan Co-ordinator will match individuals who express an interest in car sharing travelling from similar destinations. The Travel Plan Co-ordinator will ensure a policy is put in place for staff whose ride home may be cancelled and a different ride home is organised for them.

7.7 *Car Club*

7.7.1 Enterprise CarClub operate in Huddersfield, offering hourly and daily Self-Service Vehicle Hire. The TPC will promote this to staff and visitors who cannot travel by other modes of transport. Further information is available here <https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-east-england/huddersfield.html>.

7.8 *Electric Vehicles*

7.8.1 Electric vehicles are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information for electric vehicles can be found at <https://energysavingtrust.org.uk/making-switch-experiences-people-who-have-already-switched-using-electric-vehicles/>.

7.8.2 The Travel Plan Co-ordinator will promote the benefits of electric vehicles to visitors and staff. They will make users aware of the charging stations close to the site and how these can be found such as by using apps like Zapmap (<https://www.zap-map.com/>).

7.9 *Taxi Facilities*

7.9.1 Taxis are useful for visitors and staff who do not have access to a car, a taxi rank is available at Huddersfield Station and Ubers operate within Huddersfield and can pick staff up directly from their home. Information on Uber can be found at <https://www.uber.com/>.

8. Monitoring and Review

8.1 Monitoring

8.1.1 It is fundamental to the Travel Plan that the travel patterns of users of the development are investigated. In order to do this, the Travel Plan Co-ordinator will undertake a visitor and staff travel survey within 3 months of first operation of the site to establish travel patterns and supply the results to the council. A sample of the travel questionnaires is contained at **Appendix D**.

8.1.2 The Travel Plan shall be monitored and reviewed as follows, each review shall include a resurvey of staff and a repeat of the traffic survey with a monitoring report subsequently provided to the Council:

→ Baseline Survey	Upon first occupation
→ 2 nd Survey	1 year from baseline
→ 3 rd Survey	2 years from baseline
→ 4 th Survey	3 years from baseline
→ Final Survey	5 years from baseline

8.1.3 The monitoring report will include:

- Summary information about the measures delivered to date.
- The take up/utilisation of measures and facilities.
- Details of the monitoring process undertaken.
- Survey results and progress made against the agreed targets.
- Reference to any outside influence such as changes to bus services.

8.2 Action Plan

8.2.1 The monitoring reports will be reviewed in conjunction with Derby City Council and Derbyshire County Council and, if necessary, an Action Plan agreed. An Action Plan would contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share for the next 12 months. It would clearly set out any additional SMART targets, the tasks involved, the person(s) responsible and dates by which the measures will be achieved.

8.2.2 The operator and the TPC will use their reasonable endeavours to ensure that the Travel Plan is successful.

8.3 Marketing and Communication Strategy

8.3.1 Visitors and staff will be made aware of both the opportunities that will be available for alternative sustainable travel through distribution of a Travel Information Pack and of the measures included within this Travel Plan.

- 8.3.2 A “mail shot” will be produced by the Travel Plan Co-ordinator at the time of each review which will include the latest information on bus, rail, walking, cycling and car sharing arrangements.
- 8.3.3 The Travel Plan Co-ordinator contact information including a telephone number and email address will be made available to visitors and staff.



Appendix A

Site Plan



Only figured dimensions should be used.

Scaled dimensions should be checked with the Architect.

This drawing together with the design, is the property and copyright of the Architect and must not be reproduced without written permission

Ground Floor Occupancy:

Based on 1.4M X 0.86M Prayer
area per person: 77 spaces

P5	Chimney shown demolished.	JF	07/12/23
P4	Layouts updated following Client's comments.	JA	17/04/23
P3	Layouts updated following Client's comments.	JA	11/04/23
P2	Layouts updated following Client's comments.	JA	06/04/23
P1	Initial Proposals Issued.	JA	30/03/23
Rev No.	Description	Drawn	Date

DO NOT SCALE OFF THIS DRAWING

ACUMEN
Designers & Architects

acumenarchitects.co.uk 01484 546 000
Headrow House, Old Leeds Road, Huddersfield, Huddersfield HD1 1SG

Client	HUDA ACADEMY		
Project	33 ST JOHN'S ROAD, HUDDERSFIELD		
Description	PROPOSED GROUND FLOOR PLAN		
Drawing No	2839-A(3)-GF-01		Rev No P5
Scale 1 : 50	@ A1	Date Drawn 03/30/23	Drawn By JA
Purpose of Issue		Authorised By JC	
Planning ☐ Building Regs ☐ Tender ☐ Construction ☐ Comment ☐ Info ☒			



Appendix B

2011 Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Edit

query

View data Change format

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level) ⓘ

ONS Crown Copyright Reserved [from Nomis on 20 February 2024] ⓘ

Population All usual residents aged 16 and over in employment the week before the census
Units Persons
usual residence England and Wales (country)
place of work E02002304 : Kirklees 034 (2011 super output area - middle layer)

Method of travel to work ⓘ	2011
Underground, metro, light rail or tram	4
Train	166
Bus, minibus or coach	573
Taxi	42
Motorcycle, scooter or moped	24
Driving a car or van	2,355
Passenger in a car or van	189
Bicycle	28
On foot	406
Other method of travel to work	7

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies



Appendix C

Travel Information Pack

This Travel Information Pack includes information on sustainable travel options (walking, cycling, public transport, greener vehicle use) to encourage members of staff and visitors to consider using these modes.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips to the site
- Increase use of sustainable transport options for accessing the site

Which will benefit all users by:

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

A local map, cycle map and website links are included in this document to help you explore these sustainable transport options.

Active Transport

There are many benefits to be gained from walking/running and cycling including:

- Improved mental and physical health and well-being
- Increased connectivity with surroundings
- Increased sense of community
- Avoiding congestion
- Reduced pollution and emissions leading to improved air quality
- Reduced travel costs

Further information on the benefits of walking and cycling can be found at the sites below.



Cycle parking and a shower room are provided on site.

If you want to gain more cycling confidence before heading onto the roads, information on lessons can be found at Bikeability for both children and adults. The website also includes cycle maps, tips and advice.



If you want to plan your journey, Google Maps can be used to search destinations and will suggest a route by walking, cycling and public transport, as will Traveline. Cyclestreets also provides a planner and there is a cycle map for the West Yorkshire, an extract of which is included in this document.



Public Transport

There are also many benefits to be gained from using public transport including:

- Reduced journey times
- Reduced congestion
- Reduced emissions
- You can use the time to read, work or even nap!

Bus no	Route	Operator
360	Huddersfield Royal Infirmary – Bradley Boulevard Circular	Team Pennine
384/385	Huddersfield – ASDA Circular	Stotts Coaches
549	Huddersfield - Halifax	First Bus

The closest bus stops to the development are on St Johns Road, these are shown on the map at the end of this document. The bus services available and their operators are shown in the table below.

Timetable information is available at Metro. Information on fares and passes can be found here as well as on each operator's website.



The most frequent services are the 360 and 549 and these also operate on Sunday.

Your Next bus can be used to see the next buses arriving at your stop.



Huddersfield bus station is located 1km walking distance (12.5 minutes) and Huddersfield Train Station is located 850m walking distance (10.5 minutes) from the site. Along the walking/cycling route signalised crossings are available across all major roads. Informal crossings (comprising dopped kerbs/tactile paving) are available across quieter junctions on the route.

Huddersfield bus station provides access to all bus route destinations from Huddersfield Town Centre.

The Team Pennine website and app includes a journey planner and service updates. The app also avoids the need for cash with instant purchase of daily, weekly and monthly bus tickets which provide a cost saving.



The Stotts Coach Travel website includes timetable information. The First Bus website provides a journey planner, ticket information and next bus information.



The closest train station to the site is Huddersfield station and this is shown on the map at the end of this document. The station can be reached by walking and cycling. The station is managed by TransPennine Express and their website and app provide information on routes, timetables and tickets as well as live train information. For travel further afield, National Rail provide information.



Greener Car Use

It might be that use of a car is unavoidable but there are ways to make it more sustainable.

→ Car sharing

If you share your journey with someone else it can reduce your costs, congestion, pollution and parking problems. Information can be found at Liftshare.



→ Electric vehicles

Electric vehicles (EV) are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information can be found at the Energy Saving Trust. Charging stations close to the site can be found on websites or apps such as Zapmap.



→ Vehicle maintenance and driving style

Ensuring your vehicle's tyres are correctly inflated, reducing its loading, getting regular services and driving smoothly can all reduce fuel consumption having a positive impact on the environment and also reducing running costs. The AA provide information on saving fuel and money when driving.



Other Options

→ Motorcycling

Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. Guidance on travelling by motorcycle, including training, can be found on the government website.



→ Taxi

Taxis can provide a convenient mode of transport for those who don't drive or only need limited use of a vehicle. Taxi ranks are present at Huddersfield train station. Uber operate in Huddersfield as well as many local private firms, including Huddersfield Taxis.



Travel Plan Co-ordinator

For further information, or any assistance, please contact the Travel Plan Co-ordinator, [Name](#), at [email](#) or [phone](#)

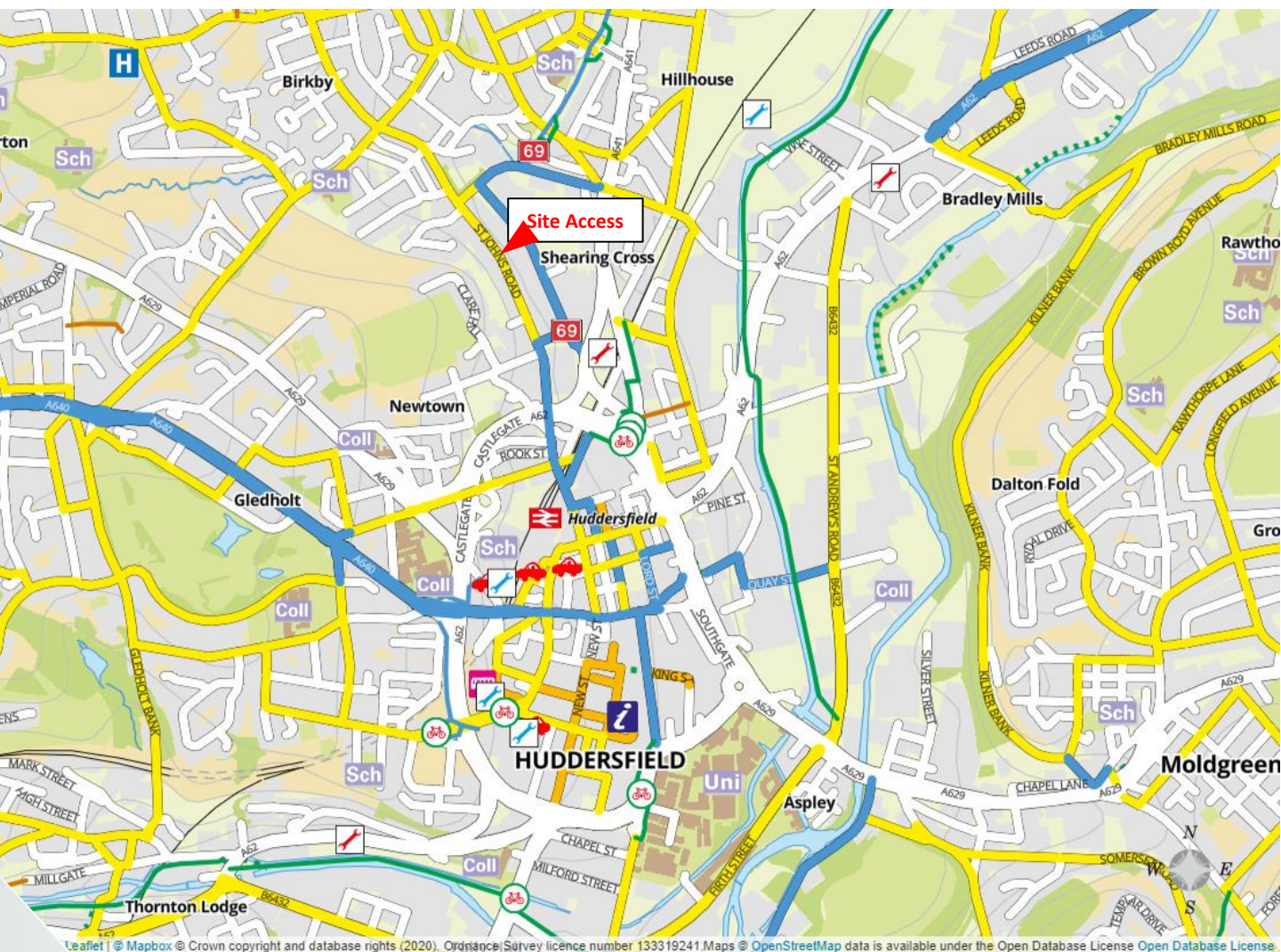
Local Map



Key:

-  Bus Stops
-  Bus Station
-  Train Station
-  Taxi rank
-  Supermarkets
-  Cafes/Restaurants
-  Healthcare
-  Post Office

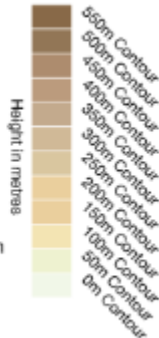
Cycle Map



Leaflet | © Mapbox © Crown copyright and database rights (2020). Ordnance Survey licence number 133319241. Maps © OpenStreetMap data is available under the Open Database License Open Database License.

Map Legend

- | | | | |
|--|---|--|---|
| | Advisory cycle route
(traffic volumes may vary according to the time of day) | | Cycle contraflow |
| | Signed cycle route | | Turns permitted only for cyclist |
| | Pedestrian streets between
10:30 and 16:30 | | Cycle parking / lockers |
| | No through road | | Place of worship |
| | Signed Traffic-free cycle path | | University / College / School* |
| | Traffic-free cycle path | | Post office / Library |
| | City Connect route | | National Cycle Network |
| | Rough bridleway / Cycle track | | One way |
| | Path or footway where you should walk your bike | | Bike shop* |
| | Cycle lane | | Community cycling facility* |
| | Bus lane | | |
| | Covid19 emergency cycling route | | |
| | Car Park | | Wonders for Wakefield and Wakefield Wheel |
| | Toucan / Pelican / Pegasus crossing | | Trans Pennine Trail |
| | Bus / Train station | | Leeds Core Network |
| | Level crossing | | To Alwoodley / Armley |
| | Visitor information / Sports centre | | To Garforth / Middleton |
| | Hospital | | To Roundhay / Temple Newsam |
| | Car Club parking bay | | To West Park |
| | Heritage railway | | |
| | Junctions that require care | | |
| | District boundary / National Park boundary | | |



* interactive symbols
Click symbol for more information

Websites



Walking for Health

www.walkingforhealth.org.uk/



NHS



[uk/live-well/exercise/walking-for-health/](http://www.nhs.uk/live-well/exercise/walking-for-health/)



Brake

www.brake.org.uk/



Sustrans



www.sustrans.org.uk/



Bikeability

<https://www.bikeability.org.uk/>



Google Maps



www.google.com/maps



Traveline

www.traveline.info/



Cycle Streets



www.cyclestreets.net/



Active Travel Map

<https://fourpointmapping.sustrans.org.uk/westyorkshire/recyclemap/westyorkshire.html>



Metro



<https://www.wymetro.com/>



Metro

<https://www.wymetro.com/ynb>



Team Pennine

<https://www.transdevbus.co.uk/teampennine/>



Websites continued



First Bus

<https://www.firstbus.co.uk/>



Stotts Coaches



<https://stottiscoaches.co.uk/local-services/>



Trans Pennine Express

<https://www.tpexpress.co.uk/>



National Rail



www.nationalrail.co.uk/



Liftshare

liftshare.com/uk



Energy Saving Trust



energysavingtrust.org.uk



Zapmap

<https://www.zap-map.com/>



AA

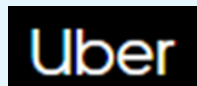
www.theaa.com/driving-advice/fuels-environment/



Motorcycles



www.gov.uk/ride-motorcycle-moped



Uber

<https://www.uber.com/gb/en/r/cities/taxi/huddersfield-eng-gb/>



Huddersfield Taxis

<https://huddersfieldtaxisltd.com/>





Appendix D

Staff and Visitor Travel Questionnaires

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

This will help the Travel Plan in its aims to:

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

Which will benefit all people by:

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

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

About You...

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

.....

→ Do you work: ☐ Full time or ☐ Part time?

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

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

.....

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

About Your Travel...

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

- | | | | |
|---|--|--|-------------------------------------|
| ☐ Car driver alone | ☐ Car share as driver | ☐ Car share as passenger | ☐ Walk |
| ☐ Cycle | ☐ Bus | ☐ Train | ☐ Motorcycle |
| ☐ Taxi | ☐ Work from home | ☐ Other – please specify..... | |

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

→ Are there are particular barriers which make it difficult for you to use these more environmentally-friendly options? ☐ Yes ☐ No

If so, what are they?

.....

.....

Thank you for completing this survey!

Please now return it to the Travel Plan Co-Ordinator.

VISITOR TRAVEL SURVEY, Location: _____ **Date:** _____

For each Visitor:

1. Tick the box which represents how the visitor has travelled to the site (one entry for each visitor). **Ensure you only tick one box.**
If more than one form of transport is used, record the means of travel for the longest (distance) part of the journey.
2. Record the visitors Home Postcode, Arrival Time, Departure Time and where they parked if traveling using a vehicle (Enter code 1, 2, 3 or 4).

Use this sheet for multiple visitor responses, **one row per visitor**, and continue on additional sheets if required.

[illegible]

*Where have they parked? 1. Free parking on nearby street; 2. Paid parking on nearby street; 3. Paid parking in a commercial car park



FAIRHURST



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



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES
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