



Wood Street, Scissett Travel Plan

February 2024

Project number 2289

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Report			
Date	February 2024			
Prepared by	CH			
Checked by	APH			

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Contents

1.0	Introduction.....	4
2.0	Objectives	5
3.0	Development Proposals	6
4.0	Travel Plan	7
5.0	Accessibility	11
6.0	Transport Impact	15
7.0	Travel Plan Initiatives	16
8.0	Targets	21
9.0	Responsibility / Ownership	23
10.0	Implementation	24
11.0	Monitoring and Review	25

Appendices

Appendix A	Development Proposals
Appendix B	Sampe Travel Questionnaire

Figure

Figure 1.1	Site Location Plan
Figure 4.1	The Benefits of a Travel Plan
Figure 4.2	Transport Considerations
Figure 5.1	Walking Isochrone
Figure 5.2	Cycling Isochrone
Figure 8.1	Indicative Targets
Figure 10.1	Action Plan Framework

1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Travel Plan in relation to the demolition of a series of mill buildings and construction of a smaller single industrial building on land off Wood Street, Scissett, in the district of Kirklees. Figure 1.1 shows the site location in relation to the local and regional highway network.

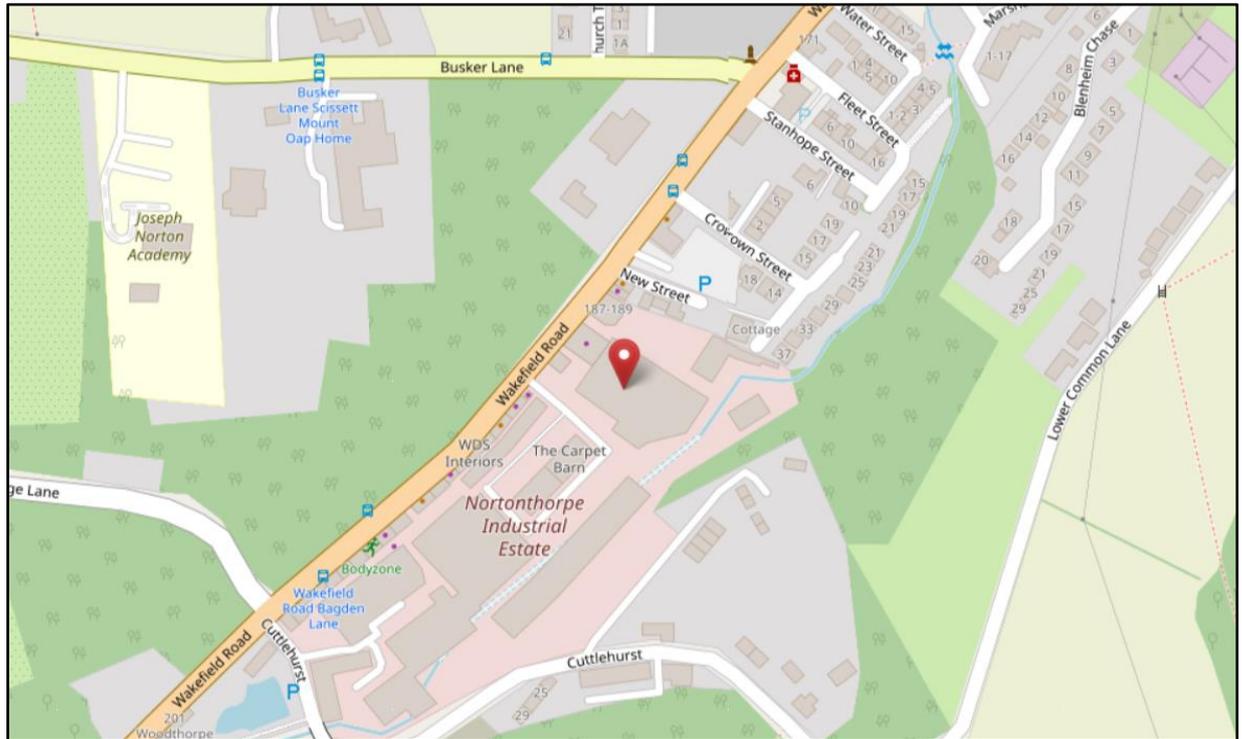


Figure 1.1 Site Location Plan

- 1.2 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage, particularly single occupancy car trips, and increase the use of public transport, walking and cycling.
- 1.3 The location of the site in Scissett is close to bus stops and local shops and provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

2.0 Objectives

2.1 This Travel Plan has been produced in accordance with both Central and Local Government relating to Travel Plans. The Travel Plan is focussed on the future occupiers of the proposed development. The specific measures will help to provide a focussed and effective Travel Plan to encourage users to vary or change from their reliance on private car travel.

2.2 There are several objectives both at local and national level which the implementation of the Travel Plan is intended to help fulfil. These include:

- To influence travel behaviour of staff and potentially visitors
- Reduce the number of single occupancy car trips.
- Promote car sharing.
- Promote ownership of low emission vehicles
- To reduce the need for unnecessary journeys by staff
- Reduction in travel distances
- To help improve the health of staff and visitors.
- Accommodating those journeys that need to be made by car.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals include the demolition of several interjoined mill buildings and the construction of a new industrial building of approximately the same footprint to be used for storage and distribution. The total size of the redevelopment (storage and distribution) will be 1886sqm.
- 3.2 The development proposals will also include an office, kitchenette, changing and toilet facilities and a lobby area.
- 3.3 The development proposals can be viewed in full at Appendix A.

Access and Parking Provision

- 3.4 Vehicular access to the site will be achieved via the existing arrangements off the A636 Wakefield Road. This access arrangement consists of a simple priority junction.

Pedestrian and Cycle Provision

- 3.5 Footways are already in place along the A636 Wakefield Road and continue into the site on the southern edge of the access, thus providing safe and secure access for those travelling on foot.
- 3.6 Cycle storage will be provided; the type and location to be agreed with the LPA.

Servicing

- 3.7 The site will continue to be serviced via the existing arrangements in place.

4.0 Travel Plan

4.1 A Travel Plan (TP) is typically a package of practical measures to encourage staff and, potentially, visitors to choose an alternate to single occupancy car use, and to reduce the need to travel in connection with their place of work.

4.2 The TP should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle parking facilities and potentially restraining car parking. The purpose is to make the more sustainable transport modes safe and practical, and therefore more attractive to staff and visitors.

The Benefits of a Travel Plan

4.3 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.

4.4 It is necessary to look at the way staff and visitors might travel and consider ways of reducing the impact on the surrounding network. This means using more sustainable alternatives such as walking, cycling or public transport use in preference to single occupancy car use. The TP should encourage staff and potentially some visitors, depending upon the distance they have travelled, to reconsider how they make regular journeys.

4.5 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by potentially reducing the demand for parking spaces, including visitor provision.

4.6 The table below summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Staff / Visitors	Community / Environment
Cost savings	✓	
Healthier lifestyle	✓	
Reduced congestion	✓	✓
Time savings	✓	✓
Improved quality of life	✓	✓
Reduced stress	✓	
Improved local air quality		✓
Reduced noise		✓

Figure 4.1 The Benefits of a Travel Plan

- 4.7 TPs produce indirect but significant benefits, such as improving the punctuality of people attending work. staff and visitors who walk / cycle to and from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more caring attitude to staff, visitors and their local community.

Transport Policy

- 4.8 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new developments should be conveniently accessible by a range of sustainable transport modes, such as walking, cycling and public transport. This policy therefore sets out the Framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework

- 4.9 The National Planning Policy Framework was first published in March 2012 and was updated most recently in December 2023. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Give priority first to pedestrians and cycle movements both within the scheme and the surrounding neighbourhood.	Cycle parking facilities will be included in the development proposals. Pedestrian access can be made via the existing footway network.
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.	Access along the existing network to bus facilities is considered acceptable for people with reduced mobility, and adequate parking facilities are also proposed
Create places that are safe, secure and attractive, and minimise the scope for conflict between all users	The architects have acknowledged these issues within the overall design
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road
Allow within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme where necessary

Figure 4.2 Transport Considerations

4.10 Paragraph 117 of the NPPF states, "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."

Local Transport Plan

4.11 The Transport Strategy was adopted by the West Yorkshire Combined Authority on 3rd August 2017 and replaces the Local Transport Plan. The Transport Strategy includes the period up to 2040. The following objectives are identified in the overall vision for the Transport Strategy:

- Economy – create a more reliable, less congested, better connected transport network, increasing business productivity and access to wider labour markets.
- Environment – have a positive impact on our built and natural environment and increase resilience against climate change.
- People and Place – put people first to create a strong sense of place, including access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

Kirklees Local Plan

- 4.12 Local transport policy is set out in the Kirklees Local Plan. Chapter 10: Transport specifically relates to transport and new developments. Relevant policies include:
- Policy LP19: Strategic Transport Infrastructure – The Council is committed to ensuring that all new developments have safe and convenient access to the West Yorkshire Key Route Network.
 - Policy LP20 relates to sustainable travel and ensures that the proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.
 - Policy LP21: Highways and Access – Proposals shall demonstrate that they can accommodate sustainable modes transport and be accessed effectively and safely by all users.
- 4.13 It is considered that this site is generally in compliance with local, regional and national transport policies due to the sustainable location of the site with facilities for travel using modes other than single occupancy car trips.

5.0 Accessibility

Introduction

- 5.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Figure 1.1 shows the local highway network within the vicinity of the development site.
- 5.2 The developer is highly committed to providing a development that is accessible to all. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure to achieve this objective and provide secure, safe and convenient links to the existing network are provided in the following paragraphs.

Site Location / Local Facilities

- 5.3 The site is located in the village of Scissett, approximately 13km southeast of Huddersfield and around 16km northwest of Barnsley.
- 5.4 The site is bounded by commercial buildings in all directions.
- 5.5 Street lighting is present, and the footways in place are suitable standard for their day-to-day use.

Walking

- 5.6 The site is located in a sustainable area with nearby bus stops and local facilities such as an ATM, Post Office, hot and cold food takeaways and a number of convenience stores. The site is also within easy reach of the medium density residential areas within Scissett.
- 5.7 The walking catchment can be found at Figure 5.1 below and demonstrates that the entirety of the village of Scissett is reachable on foot within a 20-minute walking duration.

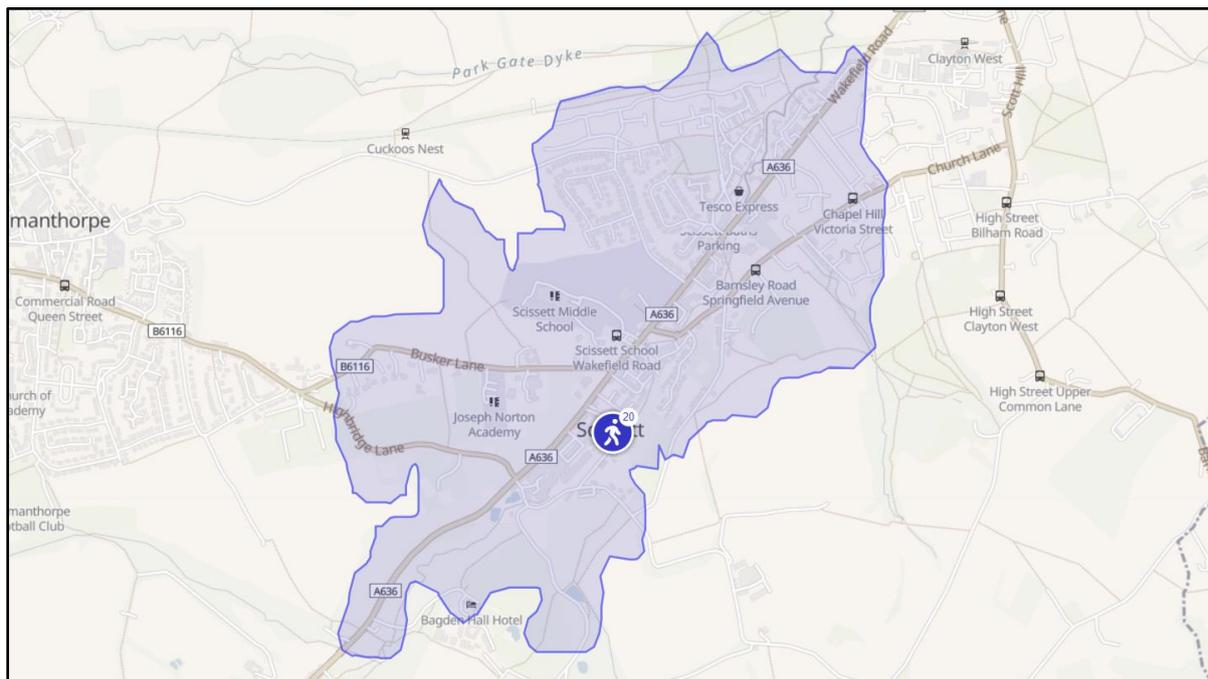


Figure 5.1 Walking Isochrone

Cycling

- 5.8 With regards to cycling, the former guidance within PPG 13: Transport stated, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."
- 5.9 Further destinations are available via bicycle with a 20-minute cycling distance of the proposed development site. These locations include Skelmanthorpe, Clayton West, High Hoyland, Kitchenroyd, Denby Dale, Lower Cumberworth and Shelley; all of which boast their own unique services and amenities.
- 5.10 In addition, the proposed development site is located within cycling distance of railway station at Denby Dale.
- 5.11 Footways and street lighting are to a good standard, with existing opportunities for staff to walk or cycle to the services and further public transport opportunities available via bus and rail.
- 5.12 The cycling catchment can be found below at Figure 5.2.

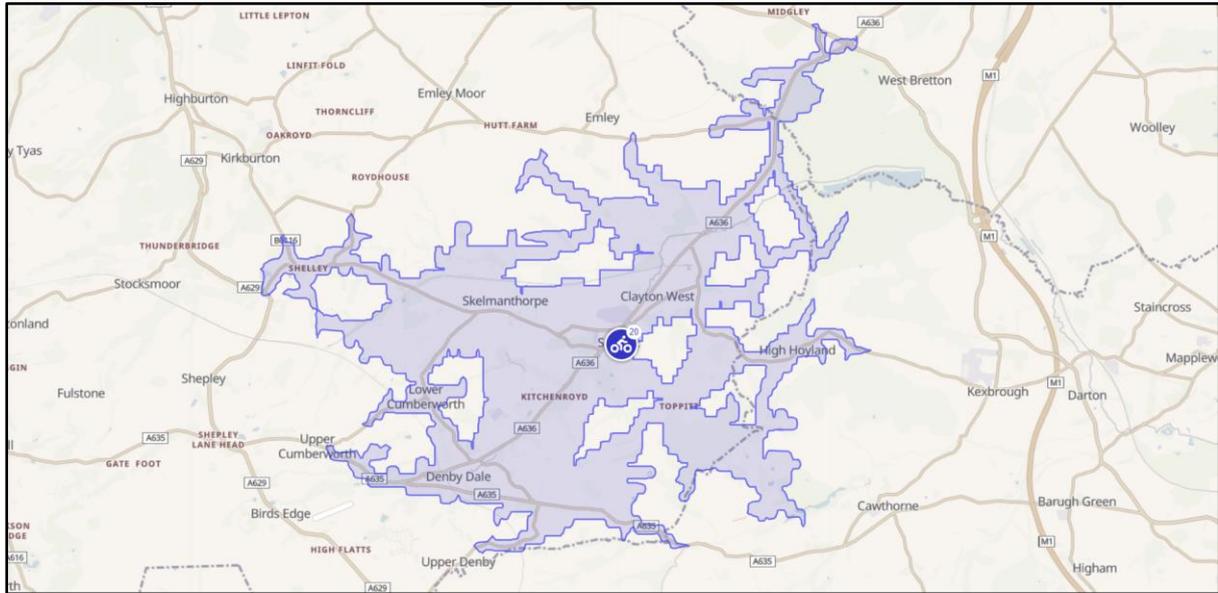


Figure 5.2 Cycling Isochrone

Public Transport

5.13 There are bus stops located on Wakefield Road, with the nearest being located approximately 150 metres to the northeast of the proposed development site. This local fare stage faces northeast and has the benefit of a passenger shelter. Another bus stop facing southwest is located 191 metres northeast of the development site and has the benefit of a passenger shelter.

5.14 The table below summarises the regular services which use these stops.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
99	Denby Dale – Barnsley	N/A	Infrequent	N/A	South Pennine Community Transport
D1	Denby Dale – Huddersfield (circular)	30 mins	30 mins	60 mins	Team Pennine
X1	Holmfirth – Wakefield	60 mins	60 mins	3 hours	Team Pennine

Figure 5.3 Bus Services

5.15 As can be seen from above, there are regular bus services that provide frequent links to various local settlements and the large centres of Huddersfield and

Wakefield, which allows staff and visitors to utilise the bus to provide access to and from the site.

5.16 The closest railway station is located at Denby Dale, approximately 2.91km to the southwest of the proposed development. Denby Dale Station operates on the Huddersfield to Sheffield (Penistone Line) and has the benefit of 8no. cycle storage stands which are covered by CCTV and located on the platform.

5.17 As can be seen, there are excellent public transport links available to a wide range of destinations. It is evident that the site benefits from being in close proximity to these links for travelling around the area via sustainable means, with plenty of scope for multi-modal travel.

6.0 Transport Impact

Travel Questionnaire

- 6.1 To provide a focussed Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of staff characteristics when they move to the site. A copy of a sample questionnaire is included at Appendix B.

Traffic Impact

- 6.2 A separate Transport Statement is to be submitted alongside this Travel Plan which will provide a detailed assessment of the traffic movements associated with the development proposals.

7.0 Travel Plan Initiatives

7.1 The following paragraphs detail both 'hard' (physical infrastructure measures) and 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices.

7.2 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the 'soft' management measures that will be used are then provided.

Infrastructure Improvements

Proposed Infrastructure to Increase Pedestrian Usage

7.3 The layout will provide safe and convenient access for pedestrians to link to the footways in the immediate area. Appropriate levels of lighting will be provided along pedestrian routes within the site.

Proposed Improvements to Increase Cycle Usage

7.4 Safe and convenient access through the site for cyclists will be provided.

7.5 Secure cycle storage facilities are provided as part of the proposals; the type and location of which to be decided with the LPA.

'Soft' Measures

7.6 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as personalised travel plans and travel information packs.

7.7 Travel information and initiatives will be promoted to all staff and visitors. This will be achievable via the Travel Information Pack. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Coordinator (TPC)

7.8 To deliver the 'soft' measures it will be necessary for a Travel Plan Coordinator to be appointed to implement the measures. This appointment will be made at least 3 months prior to occupation of the site and will continue for a minimum of 3 years after full occupation. Generally, the role of the TPC is to ensure promotional material

- for sustainable travel is up to date and that they act as the main point of contact for all travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.
- 7.9 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site.
- 7.10 One of the first tasks of the TPC upon their appointment will be to ensure their contact details are included in the Travel Plan Information Pack. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 7.11 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

- 7.12 The health, environmental and financial benefits of walking will be promoted to staff and visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of staff and visitors to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying if requested.
- 7.13 Information in respect of walking routes to site will be available to staff and visitors. This information will be included on maps to be produced and made available in the Travel Information Pack. Reference to the walking planner (www.walkit.com) will also be provided in promotional and marketing material.

Measures to Promote and Facilitate Cycling

- 7.14 The TPC will promote cycling to work, particularly for those staff who live within a 5km radius of the development site. The health, environmental and other benefits of cycling will be promoted to staff by the TPC. If viable, a bike user group (BUG) and forum will be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy service will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area-wide initiatives.

-
- 7.15 The provision of a 'spares and tools box' to assist with on-site repairs will be maintained throughout the lifetime of the development.
- 7.16 Information on local cycle routes will be made available to staff and visitors. This information will be included on maps to be produced and made available through the Travel Information Pack. Details of the Department for Transport / local council cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

- 7.17 The TPC will liaise with Kirklees Council and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for disseminating this information and to promote the use of these services via promotional material, and the Travel Information Pack.
- 7.18 The TPC will make arrangements to demonstrate to staff how to access real-time bus information and how to use the Journey Planner on the WY Metro website if required. Visitors will also be made aware of all the relevant websites administered by public transport operators.

Measures to Reduce Car Use

- 7.19 Car sharing is a good means of reducing single occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of people travelling to and from the site by implementing and publicising a formal scheme. This can be established by setting up a database of users available via the internet.
- 7.20 It is likely that the most effective method of promoting car sharing schemes is via the district-wide scheme available to the public. Reference will be made to this via the Travel Information Pack with specific reference to operating companies such as www.liftshare.com.
- 7.21 The developer is committed to providing charging infrastructure for electric vehicles to ensure that if car journeys are necessary then they have the opportunity to be made by electric vehicles.

Measures for Staff

- 7.22 Upon the appointment of the TPC, staff will be provided with a Travel Information Pack. Details of the on-site facilities will be provided in the Pack which, if staff are fully aware of, will assist with a reduction in travel demand.
- 7.23 The Travel Information Pack will also provide details in respect of the site and its surroundings. This information will include details of:
- The Travel Plan, its objectives and the role of the TPC
 - Local public transport facilities, including maps, timetables and the location of the nearest bus stops
 - Public rights of way / cycle path network maps for the local area and beyond
 - Local bicycle user groups and cycle shops
 - Local footpath network
 - Car sharing scheme / local taxi services

Summary of Initiatives

- 7.24 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the local footways / footpaths. Appropriate levels of lighting will be provided along routes within the site. Links to the local highway network to provide access for pedestrians and cyclists are also included.
- 7.25 A Travel Plan Coordinator (TPC) will be appointed for this development and will be put in place at least 3 months prior to the occupancy of the site and will continue for a minimum of 5 years in total. The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer, including the monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development.
- 7.26 The TPC will promote walking, cycling and the use of public transport. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area wide initiatives.

-
- 7.27 Should the targets outlined in Section 8 not be met upon completion of the development, it is suggested that the TPC role be extended by 12 months until the actual agreed targets are achieved. During this period, additional on-site modal surveys and data collection will be made and information obtained from staff will be forwarded to the Council's Travel Plan Officer for discussion and agreement.

8.0 Targets

- 8.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART – specific, measurable, achievable, realistic and timed.
- 8.2 A commitment to specific targets is difficult to achieve at this stage. However, indicative targets have been identified to monitor the effects of the Travel Plan.
- 8.3 As stated above, the Department for Transport published in their report, “Smarter Choice, Changing The Way We Travel” which suggests that a reduction of 10 – 15% of driver-only trips can be achieved by the provision of effective and practicable measures included within a Travel Plan. Given this type of location and development, a 10% reduction in single occupancy car trips over the life of the plan which is 5 years.
- 8.4 It is not considered possible to identify a true base level of travel behaviour until the development is 60% occupied and the travel questionnaire has been undertaken. An example questionnaire can be found at Appendix B. An indicative framework for the initial targets is also provided below.

Objective	Target	Base Year	Year 1	Year 3	Year 5	End Target
Private car use	Single occupancy car trips	66%	-3%	-2%	-1%	60%
	Car sharers	7%	1%	1%	0%	9%
Accessibility	Public transport users	11%	1%	1%	0%	13%
Health and wellbeing	Cycling and walking	16%	1%	1%	0%	18%

Figure 8.1 Indicative Targets

- 8.5 Given the sustainable location of the site with respect to public transport facilities and access to local amenities and commercial opportunities, then it would be reasonable to expect future targets to be ambitious in terms of reducing single occupancy vehicle movements.

-
- 8.6 It is not considered possible to identify a true base level of staff travel behaviour until the development is fully operational and the travel questionnaire has been undertaken. The survey would involve the following questions:
- Where people live
 - What mode of transport they use for the trip to and from the development
 - Facilities and initiatives that would be welcomed
 - Opinions on transport
- 8.7 The Travel Plan will then be reviewed and updated as necessary within 3 months of completion of this survey.
- 8.8 Notwithstanding the indicative targets identified above, the baseline data resulting from the initial travel survey will influence the setting of the SMART targets and the latter shall be agreed between the site operator and Kirklees Council.

9.0 Responsibility / Ownership

- 9.1 The site operator will be responsible for implementing the internal infrastructure measures detailed in this report. The developer will appoint a TPC, and this will be maintained throughout the life of the development.
- 9.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer and other interested parties for the continued progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.
- 9.3 Once the development is brought into use the TPC will inform the Council's Travel Plan Officer and set out the preliminary dates for the delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure that up to date area-wide initiatives are delivered and the monitoring procedure is to the approval of the Local Authority.
- 9.4 The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel surveys, presenting the results and discussing targets with the Local Authority and relaying this information to all parties involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed.

10.0 Implementation

- 10.1 The infrastructure provision outlined above will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to the development being brought into use.
- 10.2 The TPC will carry out a survey of staff travel characteristics once the development is fully operative. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform staff of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 10.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of the Travel Plan and its initiatives amongst staff. The results of this survey and the refined targets will be submitted to the Council for approval.
- 10.4 The TPC shall advise staff on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for staff, if requested.
- 10.5 The Travel Plan will be continually marketed through the provision and updating of the travel information made available in the Travel Information Pack, noticeboards, leaflets and newsletters. This will be the responsibility of the TPC.
- 10.6 A suggested Framework for the Actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

Action	Delivery Period
Infrastructure provision (cycle and pedestrian)	Post-planning permission, prior to the site being brought into use
Appointment of TPC	Prior to the development being brought into use
Travel questionnaire	Upon the unit being fully operative
'Soft' measures / promotional material	Prior to the unit being fully operative
Monitor and review	Annually
Action plan	Prepared at the start of the year and then implemented during that period

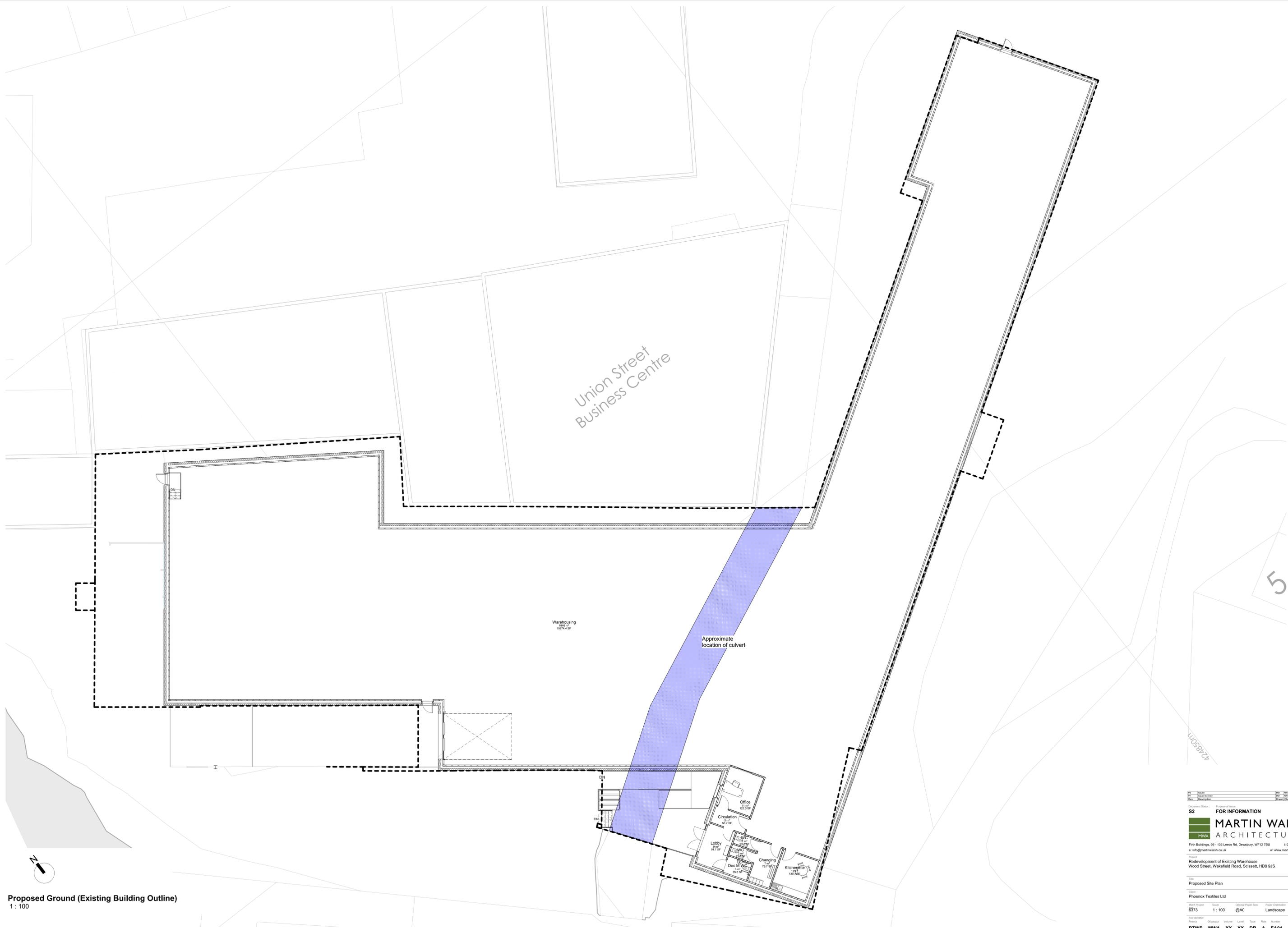
Figure 10.1 Action Plan Framework

11.0 Monitoring and Review

- 11.1 An objective of this Travel Plan is that there will be ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.
- 11.2 The TPC will form a contact point for communication with the Local Authority. Findings from Authority discussions and reviews will then be communicated to staff and visitors. The TPC will then liaise with the Council's Travel Plan Officer to agree the surveys to be undertaken and the monitoring and reporting procedure.
- 11.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the sample questionnaire found at Appendix B. A written analysis of the results of the survey will be used to identify the targets mentioned in Section 8. The results of the monitoring will be fed back to the Travel Plan Officer.
- 11.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Council's Travel Plan Officer and will identify measures to improve on the targets.

Appendix A

Proposed Development Plans



Proposed Ground (Existing Building Outline)
1 : 100

Rev	Description	Rev	Date	Rev	Date
P2	Issue 2	100	10/10/2023	100	10/10/2023
P1	Issue 1	100	10/10/2023	100	10/10/2023
Rev	Description	Rev	Date	Rev	Date

Document Status: **S2** FOR INFORMATION

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Project: **Redevelopment of Existing Warehouse**
Wood Street, Wakefield Road, Scissett, HD8 9JS

Title: **Proposed Site Plan**

Client: **Phoenix Textiles Ltd**

Scale	Original Paper Size	Printed Orientation	Drawn
6373	1 : 100	@A0	MM

File Number	Originator	Volume	Level	Type	Revision
PTWS - MWA - XX - XX - DR - A - FA01					P2

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Appendix B

Sample Travel Questionnaire



PARAGON HIGHWAYS

1. What time do you usually start and finish work? (Please indicate whether it is AM or PM)

Start time AM/PM

Finish time AM/PM

If you work any additional shifts (e.g weekends) please indicate the start / finish times and days of these below.

.....
.....
.....

2. How do you usually travel to work?

Car driver on your own	
Car share with other staff	
Car staff with non-staff members	
Motorbike	
Walk	
Bus	
Train	
Bicycle	
Other – please specify below	

.....

3. If you travel to work by car, what are the main reasons? Please mark a '1' for the highest priority and '2' for the second highest priority. Please choose a maximum of 2 options.

Car is essential to the job	
Dropping off / collecting children	
Guaranteed / flexible journey	
Health reasons	
Personal security	
Lack of alternative (no bus route, etc)	
Cost of travelling by other methods	
Don't like using public transport	
Other (Please specify below)	

.....

4. Which of the following changes would most encourage you to car share? Please choose a maximum of 2 options. If you already car-share, which options would you most like to see implemented?

Help finding a car-share partner	
Free taxi home in the event of an emergency	
Assistance getting home if let down by car-share partner	
Reserved parking for car-sharers	
Would not be willing to car-share	
Other (Please specify below)	

.....

5. Which of the following changes would most encourage you to use public transport for your journey to and from work? Please choose a maximum of 2 options. If you already use public transport, which options would you most like to see implemented?

More accessible bus routes	
More frequent services	
Discounted tickets / travel passes available through work	
More conveniently located bus stops	
Better connections with bus / train stations	
Easier timetable / route information	
Would not be willing to travel by public transport	
Other (Please specify below)	

.....

6. Which of the following changes would most encourage you to cycle to and from work? Choose a maximum of 2 options. If you already cycle to work, which options would you most like to see implemented?

The provision of safe, well-lit cycle paths	
Improvements to existing cycle paths	
More information about local cycle paths	
Improved cycle parking	
Improved changing facilities and lockers at work	
Having a shower at work	
Would not be willing to cycle to work	
Other (Please specify below)	

.....

7. Which of the following changes would most encourage you to walk to work? Choose a maximum of 2 options. If you already walk to work, which options would you most like to see implemented?

Better lighting and security	
Safer crossings / pedestrian priority on the journey to work	
Having a shower at work	
Would not be willing to walk to work	
Other (Please specify below)	

.....

8. Do you have any other comments you wish to make about your journey to and from work?

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9. Full Home Postcode

10. Do you have a disability that affects your travel arrangements? If yes, please provide details below.

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