

PCS Property Solutions Ltd

Land at Barnsley Road,
Grange Moor, Wakefield

Travel Plan



Control Sheet

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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by PCS Property Solutions Ltd to prepare a Travel Plan in order to satisfy condition 41 of the decision notice associated with the redevelopment of the Grange Moor Coachworks site (planning reference 2023/62/90668/E). Condition 41 states:

“Prior to the occupation of the development hereby approved, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include proposals for enabling and encouraging the use of active and sustainable modes of transport, monitoring, review and timings for delivery. The approved Travel Plan and measures shall be implemented prior to occupation or in accordance with agreed timescales as otherwise agreed with the Local Planning Authority.”

- 1.2 The site location is shown at **Figure 1**, below.

Figure 1 – Location of Site

[GoogleMyMaps]



- 1.3 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 assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time bound programme of implementation.
- 1.4 This Travel Plan details the sustainable travel opportunities that exist in the vicinity of the site, as well as those that are incorporated into the development, and the measures to be implemented to encourage future employees to utilise these modes of transport.

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- 1.5 Its primary aim is to positively influence the travel patterns and behaviours of future employees of the industrial unit to reduce reliance on the use of private cars in travelling to work, and in carrying out their work duties, through the encouragement of greater use of public transport and other sustainable modes of travel.

2. The Development

2.1 Overview

- 2.1.1 The site is located just off the Grange Moor Roundabout, approximately 700m from the village of Grange Moor. The site is currently occupied by Grange Moor Coachworks, GMC Café and Pyramid Structures and consists of two sheds, a small office building, a café converted from a container and a large outdoor storage area to the west and south of the buildings.
- 2.1.2 The site is located on the Barnsley Road (A637) and is accessed by two access points. The current site layout is shown in **Figure 2**.

Figure 2 – Current Site Layout

[GoogleMyMaps]



- 2.1.3 The development proposals comprise of the redevelopment of the site to provide an industrial unit, with a footprint of circa 90,000sqft (8,360m²) along with associated car parking, service area and landscaping. The site is to be operated by PC Specialists Ltd with the proposed use being for warehousing and assembly of PC related products. The proposed site layout is included at **Appendix A**.

3. Objectives and Targets

3.1 Objectives

- 3.1.1 The overall aim of this Travel Plan is to “reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable travel”.
- 3.1.2 To assist with this, it is particularly important that employees 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 in order that positive benefit can be taken from these and so that the number of trips made by public transport, cycle or walking are increased.
- 3.1.3 By monitoring the effectiveness of the initial measures contained within the Travel Plan these shall evolve over time to ensure that targets set for modal shift are met.
- 3.1.4 The Travel Plan will remain an evolving document that will grow and develop with time. The Travel Plan will be updated at the time of each review to include the results of the travel surveys. Any alterations to agreed targets and measures contained within the Travel Plan should be agreed with Kirklees Council prior to implementation.
- 3.1.5 The main objectives of a Travel Plan are as follows:
- To maximise the accessibility of the site by means other than the private car/single person car journey.
 - To encourage all staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey.
 - To make staff aware of the benefits to be derived from the Travel Plan.
 - To minimise the level of vehicular traffic generated by the site.
 - To enable the development to protect and enhance the environment.
- 3.1.6 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions but also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.

3.2 Multimodal Assessment

- 3.2.1 The proposed method of operation at the new site has now been implemented at the existing site. That being:
- Office staff work Monday to Friday with flexible hours between 8am and 6:30pm for an 8.5-hour day. Most office staff start between 8 and 9am, finishing between 4:30 and 5:30pm.
 - Production staff work Monday to Saturday from 6am to 7pm. Production staff shifts are split with half working Monday to Wednesday and half Thursday to Saturday.

3.2.2 Due to this, in conjunction with the time that has passed, the online travel survey undertaken in July 2023 was repeated in April 2025 and 121 full responses were received. Staff members provided their home postcodes as part of this and these are summarised by area in **Table 1**. The survey responses and images showing the location of these areas are included at **Appendix B**.

Table 1 – Postcode data

Area	Number	Area	Number	Area	Number
B9	1	HX3	3	SL4	1
BD3	1	HX4	2	WF1	6
BD5	1	HX5	2	WF10	1
BD6	1	LS10	1	WF12	1
DN14	1	LS15	1	WF13	2
DN17	1	LS28	1	WF14	3
HD1	7	LS6	1	WF16	1
HD2	2	M28	1	WF17	1
HD3	1	S11	1	WF2	7
HD4	7	S35	1	WF3	2
HD5	8	S5	1	WF4	6
HD6	1	S70	3	WF5	9
HD7	1	S71	5	WF6	1
HD8	12	S74	1	WF8	1
HD9	5	S75	1	WF9	1
HU15	1	S9	1	Not given	1
				Total	121

3.2.3 The modal split of employees first choice of mode of travel to work is given in **Table 2**.

Table 2 – Modal Split

Method of Travel to Work	Number	Modal Split
Car Driver Alone	70	57.9%
Car Share as Driver	15	12.4%
Car Share as Passenger	21	17.4%
Bus	3	2.5%
Train	0	0.0%
Walk	0	0.0%
Cycle	2	1.7%
Taxi	3	2.5%
Motorcycle	4	3.3%
Other Method of Travel to Work	3	2.5%
Total	121	100.0%

3.2.4 From Table 3 it can be seen that the most popular form of travel for people who work at the existing site is by using private car (87.6%) with 57.9% being single occupancy.

3.2.5 As part of the survey, the 70 members of staff that drive alone were asked how easy it would be to travel by more sustainable means. The response options being very easy, quite easy, quite difficult, very difficult or not possible. **Table 3**, overleaf, shows the number of very easy and quite easy responses.

Table 3 – Ease of using more sustainable modes

	Walk	Cycle	Bus	Train	Car share
Quite easy	1	5	4	1	12
Very easy	1	0	2	0	8

3.3 Targets

3.3.1 The five-year travel plan targets are shown in **Table 4**, below.

Table 4 – Modal Split

Method of Travel to Work	Modal Split
Car Driver Alone	47.9%
Car Share as Driver	16.5%
Car Share as Passenger	21.5%
Bus	3.3%
Train	0.0%
Walk	0.0%
Cycle	2.5%
Taxi	2.5%
Motorcycle	3.3%
Other Method of Travel to Work	2.5%
Total	100.0%

3.3.2 The above targets are based on the travel survey responses detailed in Table 2 and the potential viability of switches to more sustainable modes of travel shown in Table 3.

4. Travel Plan Co-ordinator

- 4.1 PCS Property Solutions Ltd (the occupier of the unit) will appoint a Travel Plan Coordinator (TPC) three months prior to occupation. The details of the TPC will be passed to the appropriate department at Kirklees Council and any other relevant bodies.
- 4.2 The TPC will have responsibility for the implementation and management of the Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives for all staff members and visitors for a period of five years from first occupation of the development.
- 4.3 The TPC's role will include:
- Preparing a Travel Information Pack for issue to all employees upon their engagement;
 - Undertaking a baseline travel survey within three months of occupation and providing an updated Travel Plan to the council within two months;
 - Undertaking annual travel surveys over a period of 5 years following the baseline survey and supply Monitoring Reports to the council within three months of each survey;
 - Raise awareness of the Travel Plan amongst employees;
 - Ensuring that travel information provided to employees is up-to-date;
 - Offering personal travel planning and car share assistance to employees as required;
 - Investigate further sustainable travel incentives such as discounts and offers with cycle shops, taxi firms etc.
 - Being the point of contact for the Council and other relevant bodies.
 - Promoting national sustainable travel events e.g. Walk to Work Day, Cycle to Work Day etc.
 - Manage the Travel Plan budget (see section 6)
- 4.4 The Staff Travel Surveys shall be conducted generally in accordance with the example questionnaire contained at **Appendix C** of this Travel Plan. The results of the surveys will be considered by the TPC, the Council and other relevant bodies and appropriate updates will be made to the Travel Plan.
- 4.5 If, however, previously agreed targets are not met the TPC will put forward to the Council and other relevant bodies a new set of measures for the coming year which will be designed to bring the level of single person car journeys back on track.

5. Accessibility by Sustainable Modes and Measures

5.1 Overview

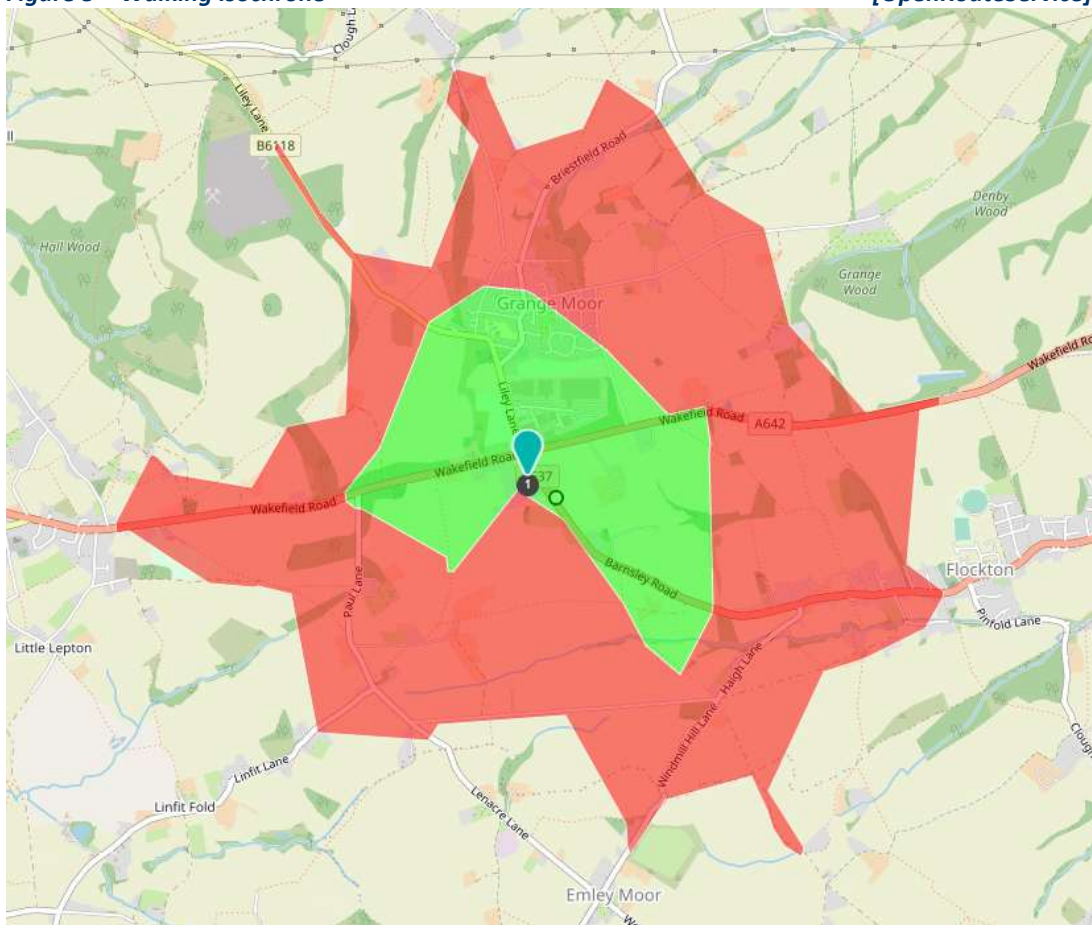
- 5.1.1 The site is located on the outskirts of the villages of Grange Moor and Flockton and staff do have access to sustainable transport options, including walking, cycling and public transport. The location of the site is shown in Figure 1.
- 5.1.2 Information on travel by foot, cycle, public transport, taxi, car sharing and motorcycle is detailed in this section, along with measures to encourage their use and discourage the use of single occupancy car use. The measures included in this section are summarised within the Action Plan at **Appendix D**.
- 5.1.3 Information on all modes of travel will be provided to staff and displayed in a communal staff area. Information will also be provided to expected visitors to the site in advance of their visit.

5.2 Accessibility by Walking

- 5.2.1 Walking is the most common form of travel in Britain and has the potential to replace short car trips, particularly those under 2km.
- 5.2.2 It is important to consider the routes that would be taken to get to these locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:
"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). 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."
- 5.2.3 The IHT publication 'Providing for Journeys on Foot' also identifies suggested acceptable walking distances for commuting, school and sightseeing as follows with times based on a walking speed of 1.4m/s.
 - Desirable 500m – 6-minute walk
 - Acceptable 1000m – 12-minute walk
 - Preferred Maximum 2000m – 24-minute walk
- 5.2.4 **Figure 3** identifies the 1km and 2km walking isochrone from the site, which indicates areas which should be easily accessible to the site on foot.

Figure 3 – Walking Isochrone

[OpenRouteService]



- 5.2.5 Figure 3 illustrates that the location of the proposed industrial unit is in a relatively rural location, with the villages of Grange Moor to the north and Flockton to the east, just within a preferred maximum walking distance to the site.
- 5.2.6 The industrial site may provide some employment opportunities to those in Grange Moor and Flockton who may be able to walk to work.
- 5.2.7 In terms of amenities available to the staff at the industrial unit, they are limited within an acceptable walking distance. The few amenities include:
- Blacksmith Arms (Pub and Restaurant)
 - Garda Italian
 - Premier Stores Grange Moor
 - The Grange (Restaurant)
 - Grange Moor Fisheries

- 5.2.8 While there are facilities within an acceptable walking distance, it is important to consider the quality of the pedestrian infrastructure when determining the accessibility. The A637 (Barnsley Road) – the location of the proposed site – is a 50mph road with a footpath located on one side of the road and has street-lighting. The A642 (Wakefield Road) is another 50mph road with a footpath again located on one side and street-lighting is available. Finally, Liley Lane is a 50mph road, which changes to 30mph, approximately 300m from the roundabout and has a footpath and street lighting present.
- 5.2.9 However, in conjunction with the development, improvements will be made to Grange Moor roundabout. This includes speed limit reductions from 50 to 40mph on all approaches and on the site frontage. Shared use cycle/footways are to be provided around the perimeter of the roundabout, connecting to the site's northern access. Furthermore, improved pedestrian/cyclist crossing points will be provided including pedestrian links to bus stops on Wakefield Road and Liley Lane, and to Grange Moor village beyond. The works are shown on Drawings 151716-001C and 151716-007C included at **Appendix A**.
- 5.2.10 It has been demonstrated that staff who live locally will be able to walk to work, due to the provision of pedestrian infrastructure and other staff will be able to utilise local amenities and services.

Measures

- 5.2.11 The proposed highway improvement measures, detailed at 5.2.9, will provide appropriate pedestrian links between the site and the surrounding infrastructure including nearby residential areas and bus stops.
- 5.2.12 There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active employees take 27% fewer days off and a 20 minute-walk per day could cut the risk of premature death by a third and also;
- Improve an individual's mood;
 - Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
 - Reduces the pollution that would be generated by driving or using public transport;
 - It's free! Therefore, considerably cheaper than driving.
- 5.2.13 During training, staff will be made aware of the information regarding walking and that further information is available from various websites, including <https://www.nhs.uk/live-well/exercise/walking-for-health/>, <https://www.walkingforhealth.org.uk/>.
- 5.2.14 Nationwide events such as Walk to Work Day will be promoted to members of staff who will be encouraged to take part and information will be shared in staff communal areas.

5.3 Accessibility by Cycle

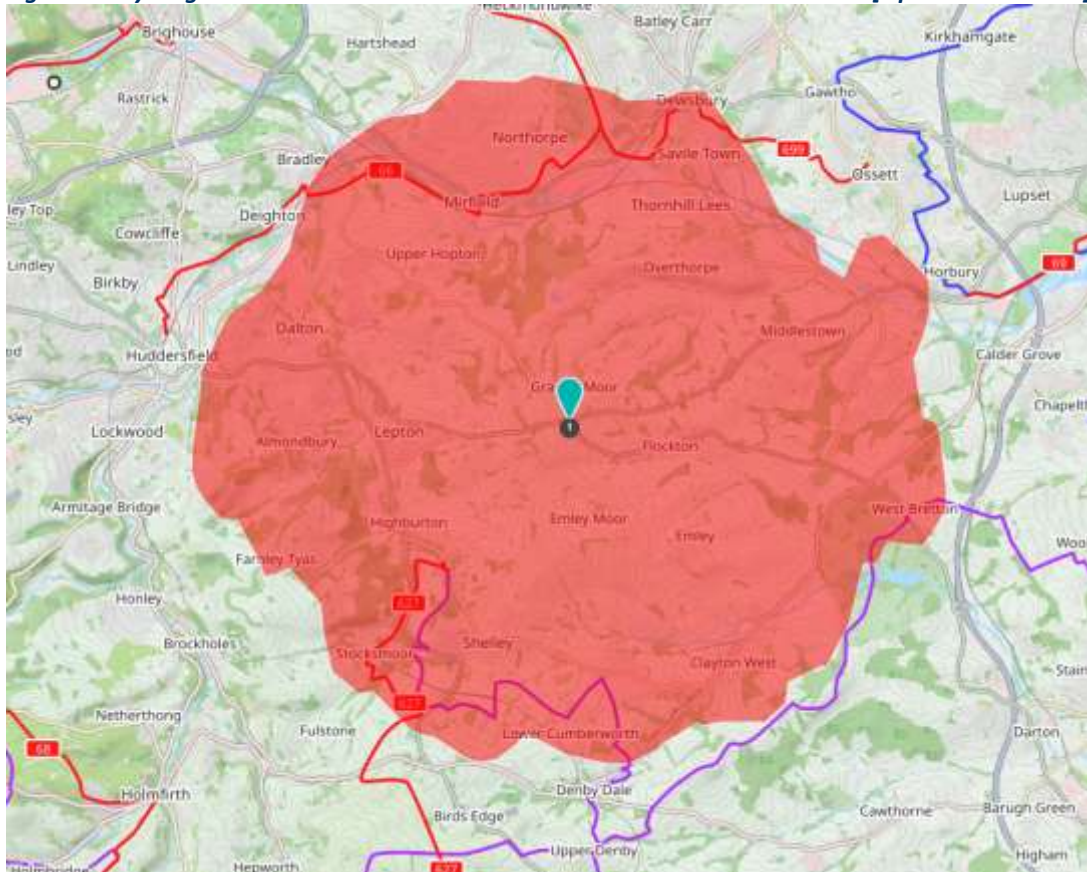
- 5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"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."

- 5.3.2 **Figure 4**, identifies destinations that lie within 8km (5 miles) of the site access.

Figure 4 – Cycling Isochrone

[OpenRouteService]



- 5.3.3 The cycling isochrone shows that a large catchment of residential areas are contained within the isochrone. As with walking, it is considered that the quality of the available cycling infrastructure is an important factor when it comes to accessibility.

- 5.3.4 While there is no dedicated cycling infrastructure at present, in conjunction with the development, improvements will be made to Grange Moor roundabout. This includes speed limit reductions from 50 to 40mph on all approaches and on the site frontage. Shared use cycle/footways are to be provided around the perimeter of the roundabout, connecting to the site's northern access. Furthermore, improved pedestrian/cyclist crossing points will be provided. The works are shown on Drawings 151716-001C and 151716-007C included at **Appendix A**.

Measures

- 5.3.5 The proposed highway improvement measures, detailed at 5.3.4, will provide appropriate cycle links between the site and the surrounding infrastructure including nearby residential areas.
- 5.3.6 The development will provide secure covered bike stores with a capacity of 72 cycles. In addition, shower, locker, changing and drying facilities will be available to both staff and visitors.
- 5.3.7 The benefits to health and wellbeing that can be gained from cycling will be promoted during training to staff. Nationwide events such as Cycle to Work Day will also be promoted.
- 5.3.8 Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device. This information will be shared in staff communal areas.
- 5.3.9 Details of local shops that sell cycle and accessories as well as carrying out servicing and repairs will be provided to staff. The possibility of these shops providing offers or discounts on bicycles, equipment and clothing to encourage the use of cycles will be investigated.
- 5.3.10 It is noted that a number of members of staff indicated in the travel survey that cycling might be a viable alternative to driving alone. Therefore, it is hoped that these measures would encourage these people as well as improving the experience for existing cyclists.

5.4 Accessibility by Public Transport

Bus Services

- 5.4.1 The nearest bus stops are located on Wakefield Road, around 200m from the centre of the site. Further bus stops are located approximately 300m from the site on Barnsley Road and approximately 400m from the site on Liley Lane. The location of the bus stops in relation to the site are shown in **Figure 5**, below.

Figure 5 – Bus Stop Locations

[GoogleMyMaps]



5.4.2 Details of the infrastructure provided from these stops are found in **Table 5**.

Table 5 – Bus Stop Information

Bus Stop Location	Bus Stop Information		
Wakefield Road Barnsley Road	Reference	→	45020681
	Direction of travel	→	Westbound
	Distance from site	→	~200m
	Facilities	→	Shelter with pole and timetable information
	Services	→	231, K78, K98
Wakefield Road Blacksmith Arms	Reference	→	45020680
	Direction of travel	→	Eastbound
	Distance from site	→	~200m
	Facilities	→	Pole with timetable information
	Services	→	231, K98
Barnsley Road Crows Nest	Reference	→	45025865
	Direction of travel	→	Southbound
	Distance from site	→	~300m
	Facilities	→	Pole with timetable information
	Services	→	231

Barnsley Road Crows Nest	Reference	→ 45020689
	Direction of travel	→ Northbound
	Distance from site	→ ~300m
	Facilities	→ Pole with timetable information
	Services	→ 231
Liley Lane Jubilee Way	Reference	→ 45020299
	Direction of travel	→ Southbound
	Distance from site	→ ~400m
	Facilities	→ Shelter with pole and timetable information
	Services	→ 231, K78, K98
Liley Lane Jubilee Way	Reference	→ 45025298
	Direction of travel	→ Northbound
	Distance from site	→ ~400m
	Facilities	→ Pole with timetable information
	Services	→ 230/230A, 231, K98

5.4.3 **Table 6** shows a summary of the bus services available from the above stops.

Table 6 – Bus Service Information

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
230 / 230A	Dewsbury – Thornhill – Grange Moor	60 minutes	No Service	No Service
231	Wakefield – Huddersfield	60 minutes	120 minutes	120 minutes
K78	Grange Moor – King James’s School	1AM / 1PM Service	No Service	No Service

5.4.4 There are local buses which serve Grange Moor and do allow for onward connections to be made in Wakefield (~36 minutes), Huddersfield (~28 minutes) and Dewsbury (~34 minutes), allowing staff to travel from further afield by sustainable modes.

5.4.5 However, some problems may arise for staff who work early or late shifts at the industrial unit as there would be no other alternative than using a private car to travel to work, if they live outside the preferred maximum walking and / or cycling distance.

Rail Services

5.4.6 The nearest train station is located in Mirfield, approximately 4 miles (~6.5km) away from the proposed site, which can therefore be considered within an acceptable cycling distance.

5.4.7 The station is served by Northern and TransPennine Express with both companies offering hourly services to Leeds and Huddersfield. The station is also served by Grand Central which offers direct services to London, via Wakefield, Pontefract and Doncaster.

5.4.8 The services available from Mirfield allow a wider area to be reached, but there are no local bus services which connect Mirfield and Grange Moor directly; staff would have to travel either to Dewsbury or Huddersfield first.

Measures

- 5.4.9 The TPC will organise the issue of bus Taster Tickets for all staff to encourage their use. In order to determine the nature of the tickets to be provided, contact has been made with the West Yorkshire Combined Authority (WYCA) however no response has yet been received. The TPC will continue to attempt to contact WYCA about this.
- 5.4.10 Information on travel by bus can be found at <https://www.arrivabus.co.uk/yorkshire>; <https://southpenninect.co.uk/> and <https://www.traveline.info/>. These websites provide journey planners, timetables and ticket information.
- 5.4.11 The local bus and rail service information will be displayed in a staff communal area in order to make the information clear to staff.
- 5.4.12 Further information on train information can be found at <https://www.northernrailway.co.uk/>; <https://www.tpexpress.co.uk/>; and <https://www.grandcentralrail.com/>
- 5.4.13 It is noted that a number of members of staff indicated in the travel survey that travel by bus might be a viable alternative to driving alone. Therefore, it is hoped that these measures would encourage these people as well as improving the experience for existing bus users.

5.5 Accessibility by Taxi

- 5.5.1 Taxis can provide a convenient mode of transport for those who do not drive or only need a limited use of vehicle. A variety of different taxi firms operate in the local area, which can either be booked online or by phone.

Measures

- 5.5.2 Details of local taxi firm information will be made available to staff.

5.6 Car Sharing

- 5.6.1 Car Share schemes:
- Provide a cheap way to get around
 - Reduce levels of traffic, congestion, 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 within the local community
 - Journeys may be quicker where drivers are allowed to use dual occupancy car lanes.

Measures

- 5.6.2 The Travel Plan Coordinator will develop and administer a car sharing scheme and assist staff with finding a car share partner. 12 preferential car share parking spaces will be marked out, located as shown by the blue area in **Figure 6** below. If it transpires that more are required, further spaces will be marked as such. Members of staff who register on the car share scheme will be given a permit for use when car sharing. In order to use a car share bay, a minimum of two permits will be required to be displayed in the vehicle. This will be monitored on site on a weekly basis.

Figure 6 – Location of car share bays

[Acumen Designers & Architects]



- 5.6.3 In addition, if a car share driver needs to leave early due to an emergency, any passengers will be guaranteed a way home by asking other drivers or by taxi if required.
- 5.6.4 It is noted that a considerable number of members of staff indicated in the travel survey that car sharing might be a viable alternative to driving alone. Therefore, it is hoped that the TPC's development of a car share scheme and assistance in arranging car sharing partners, as well as preferential parking, will encourage more car sharing.

5.7 Motorcycling and Mopeds

- 5.7.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.
- 5.7.2 In addition, the physical size of on-site parking requirements for motorcycles and mopeds are less, so releasing more spaces for operational use.
- 5.7.3 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.
- 5.7.4 24 motorcycle parking spaces are proposed within the site. In addition, locker and changing facilities will be available to both staff and visitors.

5.8 Electric Vehicles

- 5.8.1 While the initial upfront purchase price of an electric vehicle can be higher than traditional engines, this is usually offset by lower running costs. Electric vehicles provide benefits, when compared to traditional engines, with regards air quality and climate change.
- 5.8.2 50 spaces with electric vehicle charging facilities are to be provided within the site.

5.9 Reducing the Need to Travel to Work

- 5.9.1 It may be possible to permit some degree of “home working”. This of course will be dependent on the particular circumstances of each employee and realistically may not be appropriate in many cases.

5.10 Business/Operational Travel

- 5.10.1 When off-site visits are undertaken, the use of public transport is the preferred mode of transport where practicable. If this is not the case, members of staff are required to car share and make use of an electric vehicle, if possible. For trips overseas, members of staff car share to the airport.
- 5.10.2 All company cars, for members of staff that are eligible for them, are to be electric vehicles.
- 5.10.3 With regards operational vehicle movements, all outbound goods are consolidated into a single collection at the end of the day, where possible. Inbound goods are primarily by groupage service which reduces the number of vehicles required by sharing the transportation with others. Where delivery times can be controlled by PC Specialists Ltd, these are normally booked for 7am which avoids peak network hours and arrival times of members of staff.

5.10.4 Recycling is stored on site until a full articulated vehicle load is accumulated in order to minimise the number of vehicle movements generated.

5.11 Other Measures

5.11.1 Whilst car travel will be a first choice for many staff members and visitors it must be acknowledged that the cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to minimise car travel and share trips.

5.11.2 The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:

- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
- The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence.
- The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact.

5.11.3 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.

5.11.4 The Travel Plan Coordinator will be available to provide personalised travel planning for each member of staff, if required.

6. Marketing and Communication Strategy

- 6.1 Sanderson Associates Consulting Engineers will provide PCS Property Solutions Ltd with a copy of this Travel Plan when approved.
- 6.2 The TPC will be provided with a budget of £1,500.00 per year by PCS Property Solutions Ltd for travel plan measures and for monitoring the Travel Plan, for five years from first occupation of the development.
- 6.3 A Staff Travel Information Pack will be prepared and a copy of this will be provided to members of staff as part of the induction process. The Travel Information Pack will include information on sustainable travel options in the vicinity of the site. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 6.4 It will be the responsibility of the TPC to prepare annual newsletters that will be provided to members of staff which will provide an update following each travel survey and give the latest information on travel options. The Council may also be able to provide posters, leaflets and timetables for distribution.
- 6.5 The TPC will promote sustainable travel events, such as Walk to Work Day, in order to encourage participation. Travel information will also be displayed on noticeboards in staff areas and on the company website. Internet forums such as a Facebook page, a development intranet etc. will be investigated to encourage staff to interact and share and discuss travel arrangements.

7. Monitoring and Reporting

- 7.1 Initial travel surveys will be undertaken by the TPC within three months of occupation. Following this, travel surveys will be repeated annually for the lifetime of the plan.
- 7.2 Results of the initial travel surveys will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan. The Travel Plan shall be monitored and reviewed on an annual basis after its initial implementation and a written analysis will be issued to the Council within three months of the completion of the annual travel surveys as shown in **Table 7**. Monitoring and surveys will continue annually with formal reporting to the Council continuing throughout the occupation of the units to which this travel plan relates.

Table 7 – Annual Monitoring Timetable

When		What
Month	Week	
1	1	Issue travel survey questionnaires.
2	5	Travel survey forms returned – commence analysis.
	7	Complete analysis of surveys and commence preparation of draft Annual Monitoring Report and Action Plan and summary document.
	8	Finalise draft Annual Monitoring Report and Action Plan and summary document for discussion with Council.
3	9	Issue Annual Monitoring Report, Action Plan and summary document to Council.

- 7.3 As part of the annual review, the TPC will also produce an annual action plan detailing measures to be undertaken for the following 12-month period over the life span of the Travel Plan. The measures should be designed to meet the travel plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required.
- 7.4 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement.
- 7.5 It is acknowledged that a monitoring fee will be payable to Kirklees Council for their involvement in the monitoring of the Travel Plan over its lifetime and this will be secured through a S106 agreement. It is understood that for a development of this scale (classed as a 'Large Scale Major Development' that is in excess of 10,000m²) the fee is £15,000 (£3,000 per year for 5 years).
- 7.6 PC Specialists Ltd, as the future occupier, will join the West Yorkshire Travel Plan Network. Initial contact has been made with WYCA however, as yet no meaningful response has been received.

8. Summary and Conclusions

- 8.1 This Travel Plan sets out a series of measures which aim to encourage changes in the travel patterns of staff to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 8.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 8.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn, the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 8.4 PCS Property Solutions Ltd and PC Specialists Ltd are committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 8.5 This Travel Plan will be further developed in conjunction with Kirklees Council once the development is operational and specific travel needs are identified.



Appendix A

Proposed Site Layout

Drawing 151716-001C Proposed Works

Drawing 151716-007C Proposed Junction Improvements



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

Satellite imagery from Google shown indicatively for context purposes only.

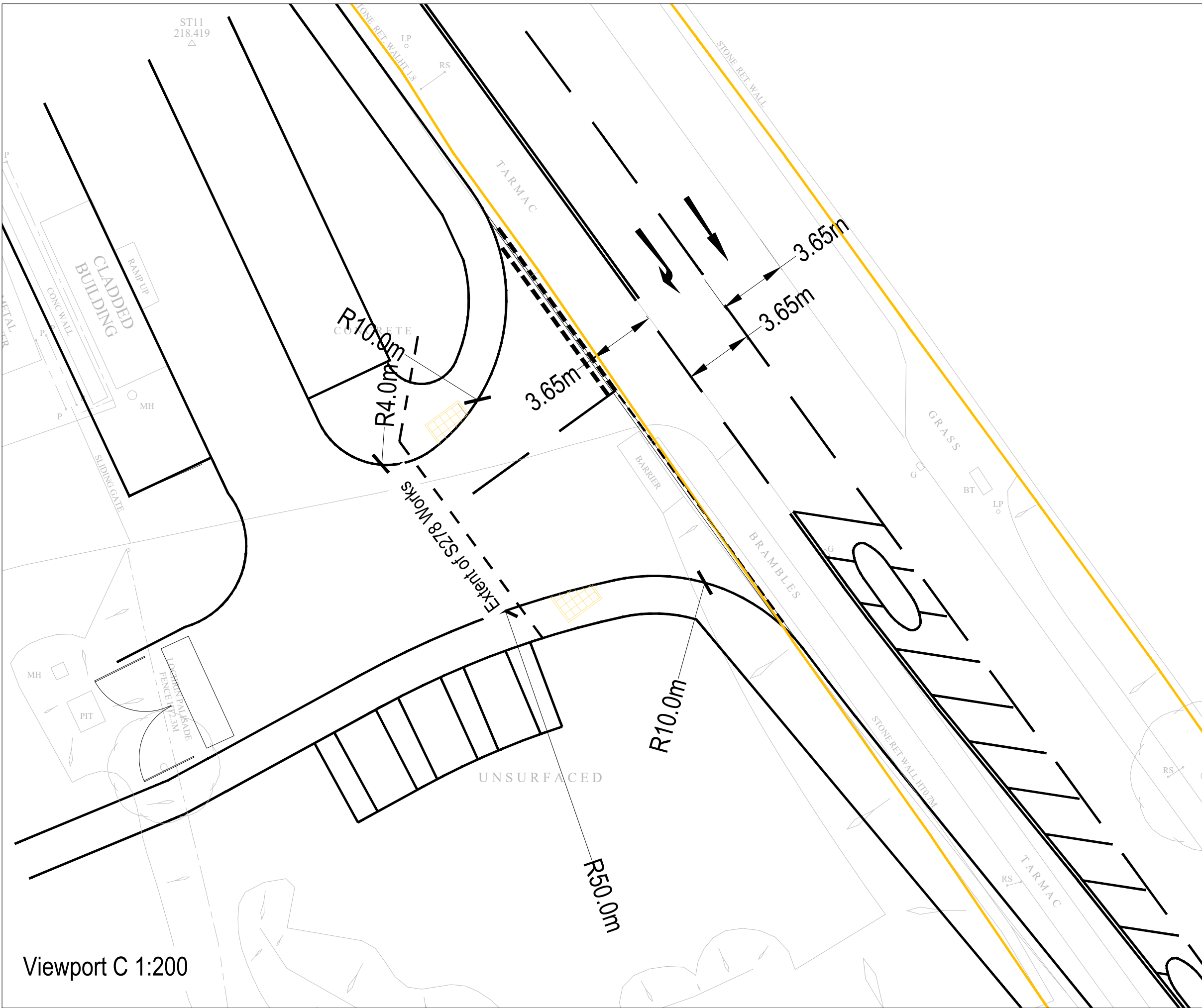
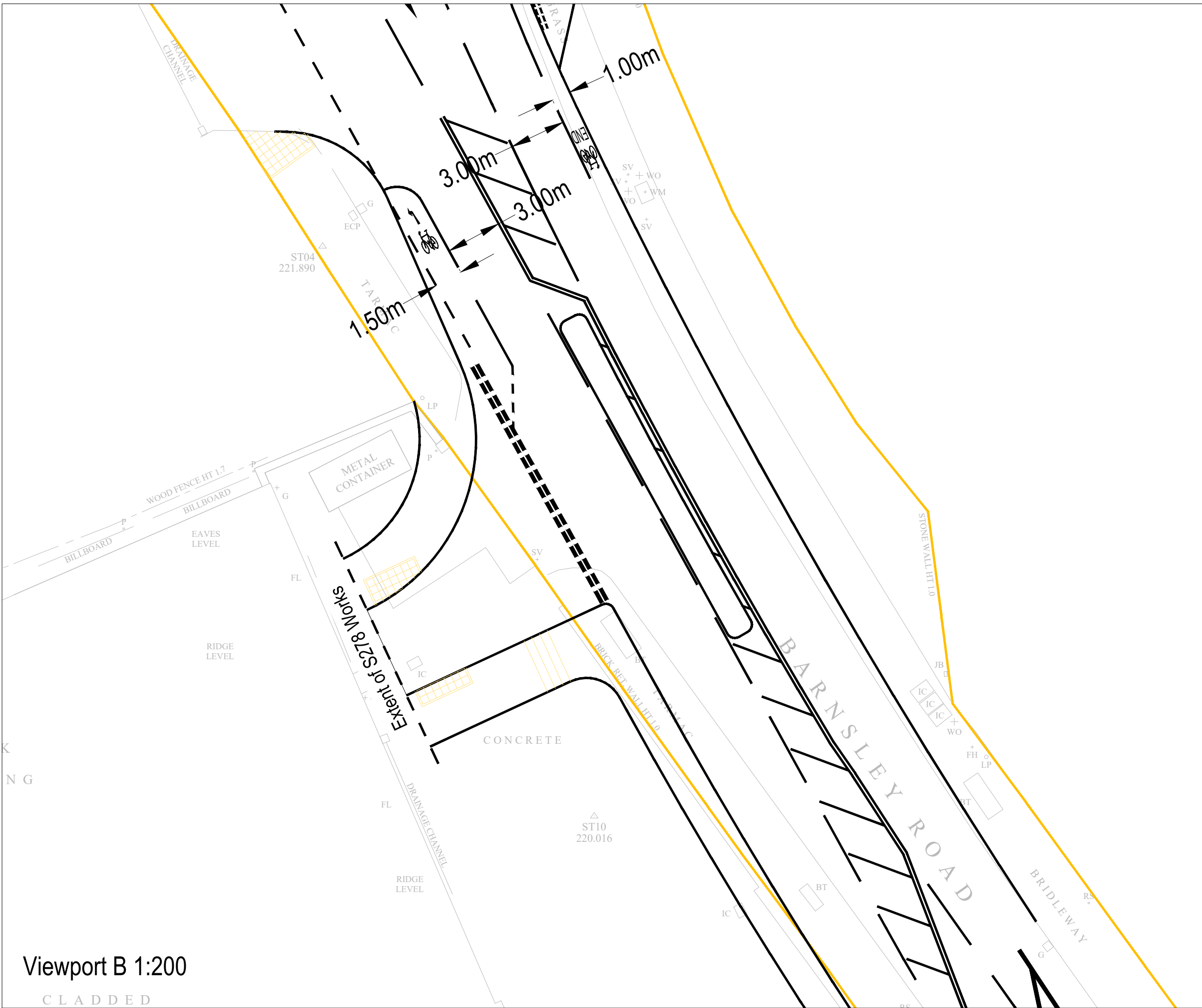
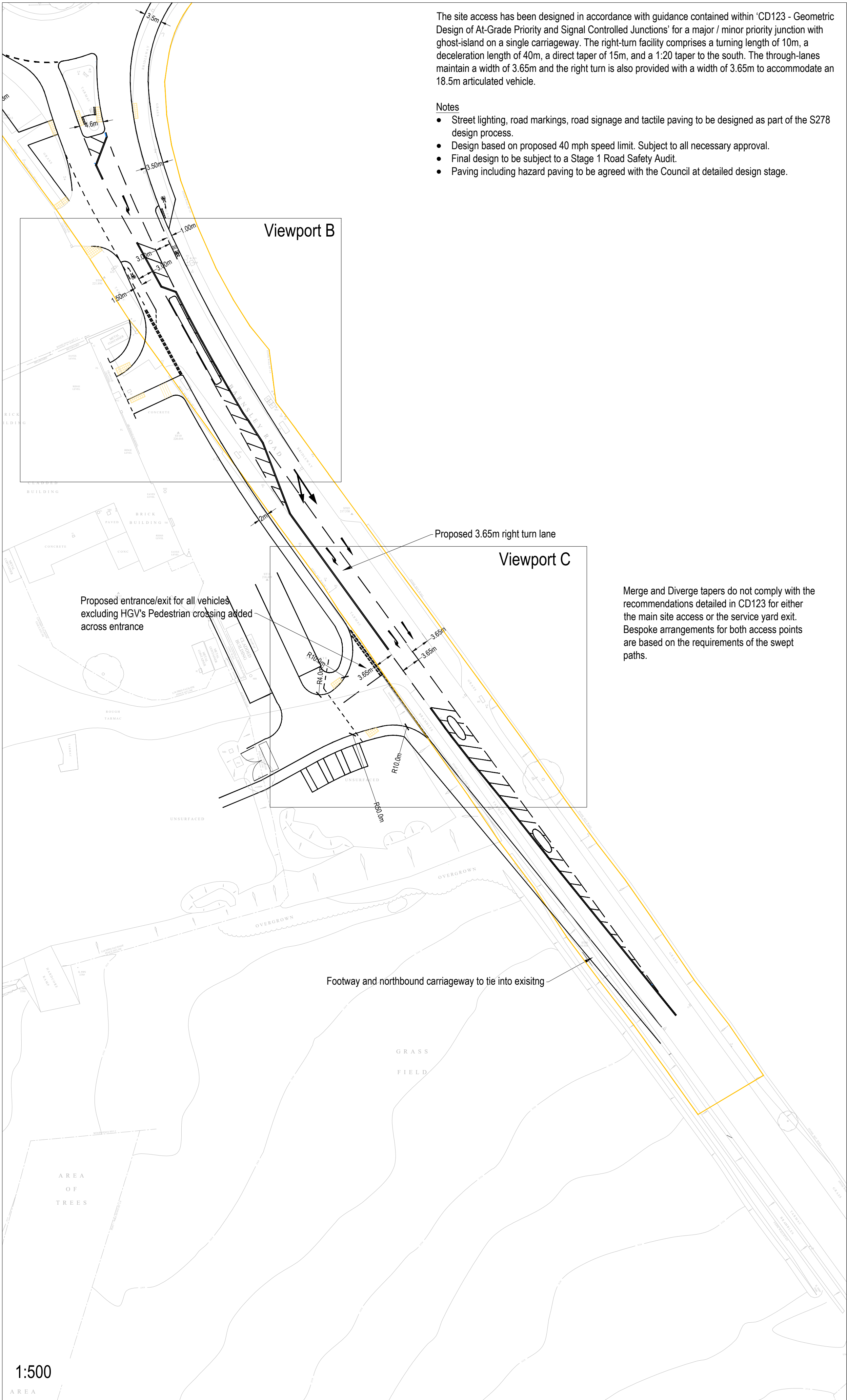
NB to be read in conjunction with ZEBRA Landscape architect scheme, Sandersons highways scheme, AVIE drainage strategy & NOVO mechanical & electric pack.

010203040506070809101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100

GRAPHIC SCALE 1:500

North

04	Modified highway layout shown following 538 feedback.	JF	JC	22.05.2024
03	Modified building placed on site. Amended highway design and parking layout shown. Substation location updated, charging lay-by omitted, modified retaining wall position shown.	JF	JC	17.04.2024
02	Modified building placed on site. Amended highway design and parking layout shown. Charging lay-by shown. MC parking shown.	JF	JC	11.01.2023
rev	description	drawn	auth	date
100 NORTH SCALE OFF THIS DRAWING				
ACUMEN Designers & Architects				
acumenarchitects.co.uk 01484 544 000 Headrow House, Old Leeds Road, Huddersfield HD1 1SD				
Client PCS PROPERTY SOLUTIONS LTD.				
Project LAND AT GRANGE MOOR				
Description PROPOSED MASTERPLAN				
Drawing No. P2753-ACU-XX-DR-A-102-04				
Scale 1 : 500	@	A0	Date Drawn FEB'23	Drawn By JF
Purpose of Issue Planning			Authorised By JC	
Building Stage: ☐ Tender: ☐ Construction: ☐ Comment: ☐ Info: ☐				



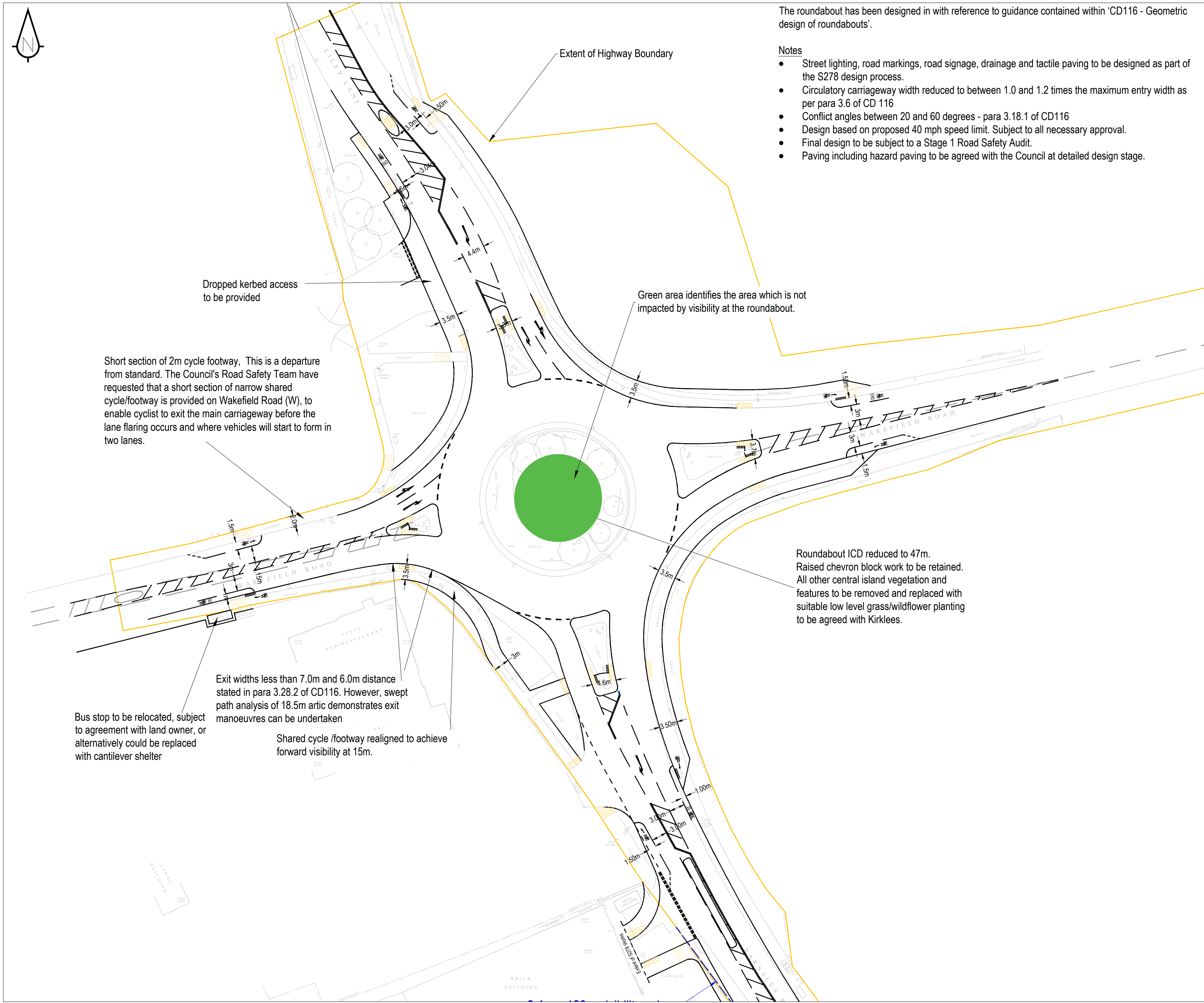
- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.



C	Layout Amended Following Comments From Kirklees Council	SB	May 2024	KS
B	Layout Amended Following Comments From Kirklees Council	SB	Apr 2024	KS
A	Layout Amendment	SB	Jan 2023	KS
Rev	Amendment	Drawn	Date	Checked



Client	PCS Property Solutions Ltd			
Project Title	Land at Grange Moor Wakefield			
Drawing Title	Proposed Works			
Scale	AS SHOWN	Drawn By	TOD	
Drawing Size	A1	Checked By	PJM	
Date	Jan 2023	Approved By	KS	
Drawing Number		151716-001		Rev
				C



The roundabout has been designed in with reference to guidance contained within 'CD116 - Geometric design of roundabouts'.

Notes

- Street lighting, road markings, road signage, drainage and tactile paving to be designed as part of the S278 design process.
- Circulatory carriageway width reduced to between 1.0 and 1.2 times the maximum entry width as per para 3.6 of CD 116
- Conflict angles between 20 and 60 degrees - para 3.18.1 of CD116
- Design based on proposed 40 mph speed limit. Subject to all necessary approval.
- Final design to be subject to a Stage 1 Road Safety Audit.
- Paving including hazard paving to be agreed with the Council at detailed design stage.

- Sanderson Associates Consulting Engineers ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

C	Layout amendments following comments from Kirklees	SB	21.05.24	KS
B	Layout amendments following comments	AA	16.04.24	KS
A	Notes added	AA	18.03.24	KS

Rev	Amendment	Drawn	Date	Checked
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Client

PCS Property Solutions Ltd

Project Title

Land at Grange Moor, Wakefield

Drawing Title

Proposed Junction Improvements

Scale 1:500	Drawn By AA
Drawing Size A2	Checked By SB
Date February 2024	Approved By KS
Drawing Number 151716-007	Rev C



Appendix B

Staff Travel Survey Responses

Postcode Information

you're very rarely committed to money on your own or with someone's promise to give us as best we can.

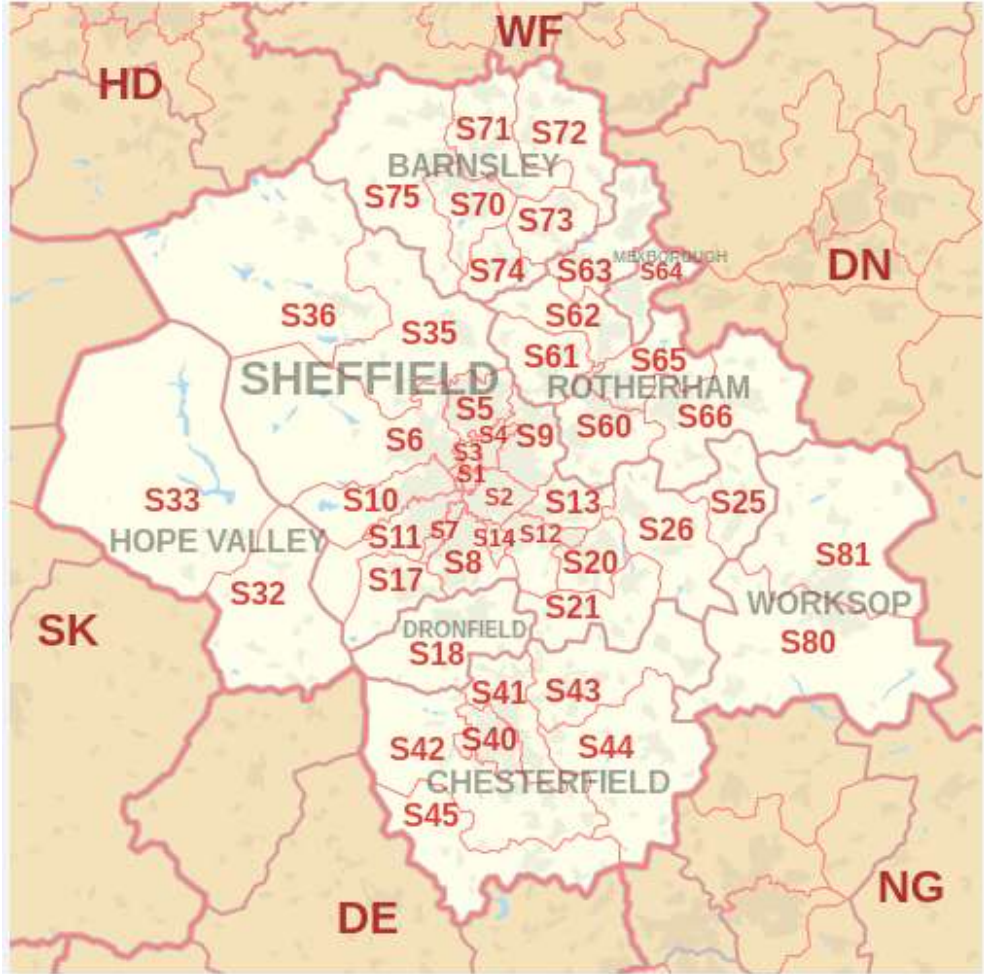
124	Full time	Production	Office	07:30-16:00	07:30-16:00	07:30-16:00	07:30-16:00	07:30-16:00	HD5 09R	No	Car driver alone	Car where as driver				Quite difficult	Very difficult	Quite easy	Not possible	Very easy	
125	Full time	Production	Office						HD5 10R	No	Car where as passenger	Car where as passenger									
126	Full time	Production	Office						HD1 25Z	No	Car where as passenger	Car where as passenger									
127	Full time	Production	Office						HD4 12N	No	Other	Dropped off at my work by a taxi									
128	Full time	Production	Office	11:30 - 20	11:30 - 20	11:30 - 20	11:30 - 20	11:30 - 20	HD1 09R	No	Car driver alone	Car driver alone									
129	Full time	Production	Office						HD1 09R	No	Car driver alone	Car driver alone									
130	Full time	Production	Office	08:00-17:00	08:00-17:00	08:00-17:00	08:00-17:00	08:00-17:00	HD1 12N	No	Car where as passenger	Car where as passenger									
131	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
132	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
133	Full time	Production	Office						HD1 12N	No	Car where as passenger	Car where as passenger									
134	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
135	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
136	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
137	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
138	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
139	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
140	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
141	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
142	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
143	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
144	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
145	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
146	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
147	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
148	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
149	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
150	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
151	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
152	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
153	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
154	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
155	Full time	Production	Office						HD1 12N	No	Car driver alone	Car driver alone									
156	Full time	Production																			

B9	1	 A map of Birmingham and its surrounding districts, including Tamworth, Sutton Coldfield, West Bromwich, Oldbury, Smethwick, Rowley Regis, Cradley Heath, Halesowen, Bromsgrove, Redditch, Studley, Henley-in-Arden, Alcester, and Solihull. The map shows various council boundaries and district names, along with numerous numbered areas (e.g., B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B35, B36, B37, B38, B39, B40, B41, B42, B43, B44, B45, B46, B47, B48, B49, B50, B51, B52, B53, B54, B55, B56, B57, B58, B59, B60, B61, B62, B63, B64, B65, B66, B67, B68, B69, B70, B71, B72, B73, B74, B75, B76, B77, B78, B79, B80, B81, B82, B83, B84, B85, B86, B87, B88, B89, B90, B91, B92, B93, B94, B95, B96, B97, B98, B99, B100).
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BD3	1	
BD5	1	
BD6	1	
DN14	1	
DN17	1	

HD1	7	
HD2	2	
HD3	1	
HD4	7	
HD5	8	
HD6	1	
HD7	1	
HD8	12	
HD9	5	
HU15	1	

HX3	3	
HX4	2	
HX5	2	
LS10	1	
LS15	1	
LS28	1	
LS6	1	

M28	1	
S11	1	
S35	1	
S5	1	
S70	3	
S71	5	
S74	1	
S75	1	
S9	1	

SL4	1	
WF1	6	
WF10	1	
WF12	1	
WF13	2	
WF14	3	
WF16	1	
WF17	1	
WF2	7	
WF3	2	
WF4	6	
WF5	9	
WF6	1	
WF8	1	
WF9	1	
Not given	1	
Total	121	



Appendix C

Staff Travel Survey Questionnaire

Travel Survey Questionnaire

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, [NAME](#), at [EMAIL](#) or [ADDRESS](#)



Appendix D

Action Plan

Action Plan of Measures

Measure	Objective(s)	Timescale	Responsibility
Improvements to Grange Moor roundabout including speed limit reductions from 50 to 40mph on all approaches and on the site frontage, shared use cycle/footways around the perimeter of the roundabout connecting to the site's northern access and improved pedestrian/cyclist crossing points.	A, B	Prior to occupation	Developer
Provision of shower, locker, changing and drying facilities for staff and visitors.	B	Prior to occupation	Developer/occupier
Provision of secure covered cycle stores for 72 cycles.	B	Prior to occupation	Developer/occupier
Join the West Yorkshire Travel Plan Network	B, E	Prior to occupation	Occupier
Provide 12 preferential car share parking spaces.	A, B, E	Prior to occupation	Developer/occupier
Provide 24 motorcycle spaces.	A, B, E	Prior to occupation	Developer/occupier
Provide 50 spaces with electric vehicle charging facilities.	E	Prior to occupation	Developer/occupier
Appoint a Travel Plan Co-ordinator (TPC)	C	3 months prior to occupation	Occupier
Provide budget for travel plan measures	C	From outset and ongoing	Occupier
Explore the possibility of home working being possible for some members of staff	D	From outset and ongoing	Occupier
Use public transport for off-site visits where practicable. If not, car share and use an electric vehicle where possible. Car share to the airport for overseas visits.	B, D, E	From outset and ongoing	Occupier
All company cars to be provided as electric vehicles.	E	From outset and ongoing	Occupier
Consolidate inbound and outbound goods as far as practicable.	D	From outset and ongoing	Occupier
Provide electronic Travel Information Pack to staff	A, B, C, D, E	Upon occupation/employment	TPC
Display Travel Information Pack in communal areas	A, B, C, D, E	Upon occupation and whenever updated	TPC/occupier
Provide personalised travel planning.	B	From outset and ongoing	TPC
Promote the benefits of walking and cycling to health and wellbeing within Travel Information Pack	A, B, C, D, E	From the outset and ongoing	TPC
Promote nationwide events such as Walk to Work Day & Cycle to Work Day.	A, B, C, D, E	1 month prior to each event	TPC
Provide details of journey planners and websites with further information within Travel Information Pack.	A, B, D, E	From the outset and ongoing	TPC
Provide details of local cycle shops and investigate the possibility of these shops providing offers or discounts.	A, B, D, E	From the outset and ongoing	TPC
Provide bus taster tickets following discussion with WYCA	A, B, D, E	Upon occupation	TPC/Occupier
Provide details of local taxi firms within Travel Information Pack.	A, B	From the outset and ongoing	TPC
Develop and administer a car sharing scheme, organise permits and assist members of staff in finding a car share partner.	A, B, D, E	Upon occupation/following baseline survey	TPC/Occupier
Monitor usage of car share spaces.	A, B	From outset and ongoing	Occupier
If more car share spaces are required, mark out further spaces.	A, B, E	As required	Developer/occupier
Provide guaranteed lift home for car sharers in an emergency.	A, B	From outset and ongoing	Occupier
Update Travel Information Pack	B	Annually or whenever any changes occur	TPC
Undertake baseline staff travel survey	C	Within 3 months of occupation	TPC
Provide updated Travel Plan to the Council	C	Within 2 months of completion of the baseline survey	TPC
Undertake annual staff travel survey	C	Annually for 5 years following the baseline survey	TPC
Provide updated Travel Plan to the Council	C	Within 2 months of completion of the annual survey	TPC

Objectives	
A	To maximise the accessibility of the site by means other than the private car/single person car journey.
B	To encourage all staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey.
C	To make staff aware of the benefits to be derived from the Travel Plan.
D	To minimise the level of vehicular traffic generated by the site.
E	To enable the development to protect and enhance the environment



FAIRHURST



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