

Travel Plan

55 Royd Street

Milnsbridge

Huddersfield

HD3 4RB

Use of Property as an Education Facility (Use Class F1)

March 2026

1.0 Introduction

1.1 In preparation for the submission of a planning application for the change of use of 55 Royd Street, Milnsbridge to an education facility, we have prepared a Travel Plan. The Travel Plan will address matters including predicated vehicle trips, management of pick up and drop offs, and mitigation to reduce vehicle trips for staff and students.

1.2 This statement seeks to address these requirements in full.

2.0 Development Overview

2.1 As laid out within the documents submitted in support of the application, the scheme comprises the change of use of the existing building from a former dementia care home for 13 residents to an education facility for children aged 11-16 with additional needs. The facility will seek to educate up to 36 children with autism spectrum disorders.

2.2 The facility will be operated by up to 14 staff on site at any one time, with children to be the subject of staggered drop offs between 8.30am and 9.15am, and collected at the end of each school day by staggered collections between 2.45pm and 3.15pm each day. The drop off and picks up will take place within the defined site boundary.

2.3 As a result of staff being actively supported to car share, and the ride to work scheme already employed by First Steps Together at other existing facilities, the proposal is predicated to generate in the order of 16 vehicle movements per day for staff; 8 in the morning and 8 in the evening. Traffic associated with students drop offs and pick ups is also expected to be limited, as student transport movements are likely to take place through the local authority home-to-school transport service, with many students sharing trips. Others will also attend site via the local public transport network. Safe, covered and secure cycle parking will also be available within the application site for the use of staff and students as appropriate.

2.4 Given the nature of the proposed use, there are not expected to be a significant greater numbers of vehicle movements for deliveries, or the need for visitors to attend site. In that regard, the main traffic to be generated by this development will be staff and students. However, as laid out above and within this statement, this too will be managed to further reduce impact. The scheme is not therefore deemed to result in significant transport movements, and certainly no greater or more harmful than those associated with the lawful use of the site, which could in reality generate significantly greater traffic movements and parking demands than the development as proposed. The scheme is not therefore deemed to result in detrimental harm to the local highway network.

3.0 Travel Plans

3.1 Travel plans can be used by businesses and other organisations to identify and promote ways to encourage a range of sustainable, or less environmentally damaging transport

modes, usually with the emphasis being on reducing single user private car travel. A travel plan addresses all transport issues within an organisation including staff travel into their place of work, staff travel on business, those visiting the organisation's premises and fleet management.

3.2 All travel plans aim to reduce the impact of travel on the environment related to the organisation. However, businesses may have other drivers for implementing the plan. Here are some of the other benefits a travel plan can bring:

- Reduced business travel costs.
- Reduced staff travel costs.
- Improved physical and mental health of staff, leading to increased productivity and reduced absences.
- Reduced parking problems.
- Reduced local pollution levels.
- Improved corporate image / reputation.
- Improved staff recruitment and retention through offering incentives.

4.0 Travel Plan Policies

4.1 Travel is addressed at both national and local planning policies as follows:

National Planning Policy Framework – Section 9 – Promoting Sustainable Transport

4.2 Section 9 of the National Planning Policy Framework sets out the Government's objectives for sustainable travel. The following paragraphs are deemed to be determinative:

“Paragraph 110: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

“Paragraph 115: In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

“Paragraph 117: Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Kirklees Development Plan

- Local Plan Policy LP20 – Sustainable Travel;

4.3 The Development Plan reiterates the following priorities for sustainable transport modes:

- a. Reduced reliance on car usage;
- b. pedestrians;
- c. cyclists;
- d. public transport users;
- e. special vehicle service (including taxi’s, deliveries and servicing needs) and other motorised transport;

4.4 This Travel Plan sets out how the Applicants will seek to comply with the above hierarchy of travel, and ensures it remains compliant with the provisions of the Development Plan in relation to Green Travel.

4.5 It is clear that encouraging people to get out of the car for journeys that can be taken by cleaner, healthier, more inclusive and more cost-effective ways to travel, will sit across all transport and travel activities and application decisions. By doing so, policies aim to improve the quality of life for others using or experiencing the effects of transport.

5.0 Staff and Student – Car Parking

5.1 As set out at section 2 above, the facility will have up to 14 members of staff. Staff will ideally be sought from within the immediate local area in order to facilitate and encourage walking or cycling to work. For those employees who live further away from the property, a focus will be paid on accessing the site via local bus and rail services as appropriate, with

active support given to a ride-to-work scheme, with on site shower facilities to be provided at first floor level.

- 5.2 Staff will also be encouraged and supported to car share where feasible and appropriate, to assist in further limiting the need for parking.
- 5.3 There is off street parking proposed on site for in the order of 9 vehicles, as well as extensive areas of lawful on street parking in the wider locality. However, in order to seek to manage the parking required to facilitate the development, the following measures will be employed by the school operators:
1. Staggered student drop off times from 08:45am-09:15am, and staggered pick up time from 14:45-15:15pm at the designated drop off and pick up zone which will be managed by on site staff; and
 2. Where spaces are unavailable on site, staff and parents/carers will be required to utilise the lawful on street parking in the wider locality;
- 5.4 All staff, students and visitors will of course be encouraged to use public transport to access the site, and parking and traffic demands will be further reduced with a number of students being brought to site and collected at the end of each day by prearranged minibus or taxi services, as opposed to being brought to site by their guardians. Secure cycle parking has also been provided on site to support access to the site by more sustainable modes of travel, with local bus stops also within a few metres of the site.

6.0 Travel Plan Objectives

- 6.1 First Steps Together will be seeking to achieve the following objectives through the implementation of this travel plan:
1. Reduce First Step's Together's contribution to global warming through the reduction of carbon emissions caused by motorised transport.
 2. Make it easier for employees to make sustainable travel choices.
 3. Improve the health and wellbeing of staff by encouraging active travel.
 4. Improve the local air quality by reducing harmful emissions.
- 6.2 These objectives will be achieved by ensuring all staff are aware of the provisions of this Travel Plan and provided with the information they require to access alternative transport options. This will hopefully result in an overall reduction in staff travel and car usage of around 10% per annum.

7.0 Site Accessibility and Travel Plan Actions

- 7.1 The success of any Travel Plan relates closely to the choice, demand and use of public

transport and other non-car based travel modes. The site is noted to be well located for access to the public transport network, with bus stops available within walking distance of the site on Royd Street, Greenway and Scar Lane.

7.2 Bus services within the local area are understood to run every 10-15 minutes during the day and up to every 30/60 minutes in an evening on a number of routes including route 301, route 302, route 303 and route 394

7.4 Details of local bus services including routes and up to date timetables will be provided to all staff, families and visitors to the education facility, with all encouraged to use public transport, where possible. Current timetables have been included at Appendix 1 of this Plan for completeness.

7.5 The following details of local taxi firms will also be made available to staff, families and visitors to the facility, for use as appropriate.

Myride Taxis – 01484 499999

Sonic Taxis – 01484 499999

Royal Taxis – 01484 460088

7.6 Cycle parking has been made available on site within the main site adjacent to the external storage building on the site frontage, with staff then have access to private showering and changing facilities within the school.

7.7 All those employed and visiting the site will be provided with the up to date public transport information when first attending the site. Details of access to public transport connections will also be published within the school on the office notice board and within the site staff room. Details of alternative modes of travel to site will also be made available to all visitors.

8.0 Parking Provision and Management

8.1 The proposed development site benefits from the delivery of 9 off street parking. However, the site is located within a sustainable location with high levels of accessibility to alternative modes of travel, and good access to public parking opportunities, including lawful on street car parking on the site frontage and wider local area.

8.2 Should there be any resultant issues with on street car parking in the local area, it will be the responsibility of the School Head to address these concerns, and to work with local organisations and the local authority to resolve the situation as necessary.

9.0 Monitoring and Implementation

9.1 The School Head will also act as the Travel Plan Co-Ordinator and will be responsible for:

- Undertaking a staff and visitor baseline travel survey to understand existing travel habits within 3 months of the opening of the facility;
- Ensuring all staff and visitors to the site are in receipt of the Travel Plan;
- For collating monthly data on staff and visitor transport activities and issues in accessing public transport services, if relevant;
- That the Travel Plan is reviewed each quarter to ensure that the details on bus timetables, staff contacts etc remain up to date; and
- Undertaking an annual review of the Travel Plan to assess its impacts in achieving the target reduction in travel over the previous year, and in comparison to previous years, its effectiveness, and whether changes need to be made to the document or proposed travel approach to secure additional improvements in the year ahead.

9.2 All aspects of implementation and monitoring of this Travel Plan will be fully funded by First Steps Together.

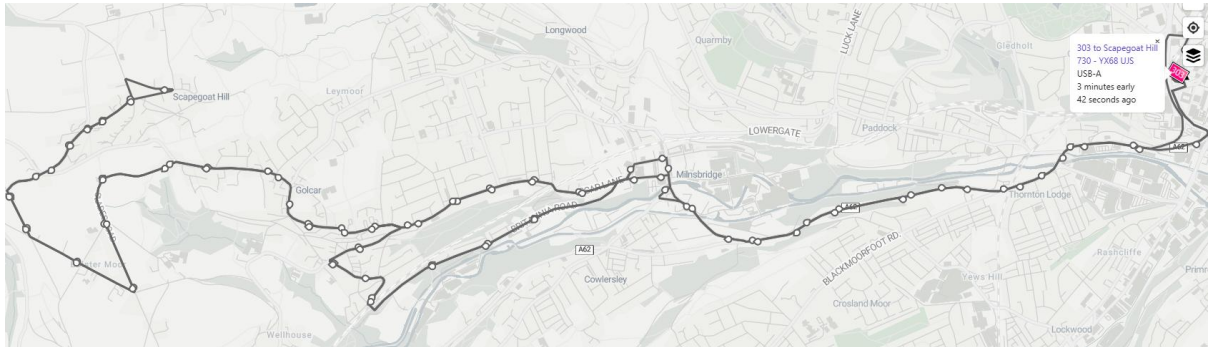
10.0 Conclusions

10.1 The site is sustainably located and access to public transport options will be promoted by the school operators, through the use and circulation of this Travel Plan, and through the advertisement of sustainable travel options within a notice board located within the site office and staff room.

10.2 The scheme is therefore deemed to be acceptable and will be well managed in relation to car parking provision and accessing the site by more sustainable modes of transport.

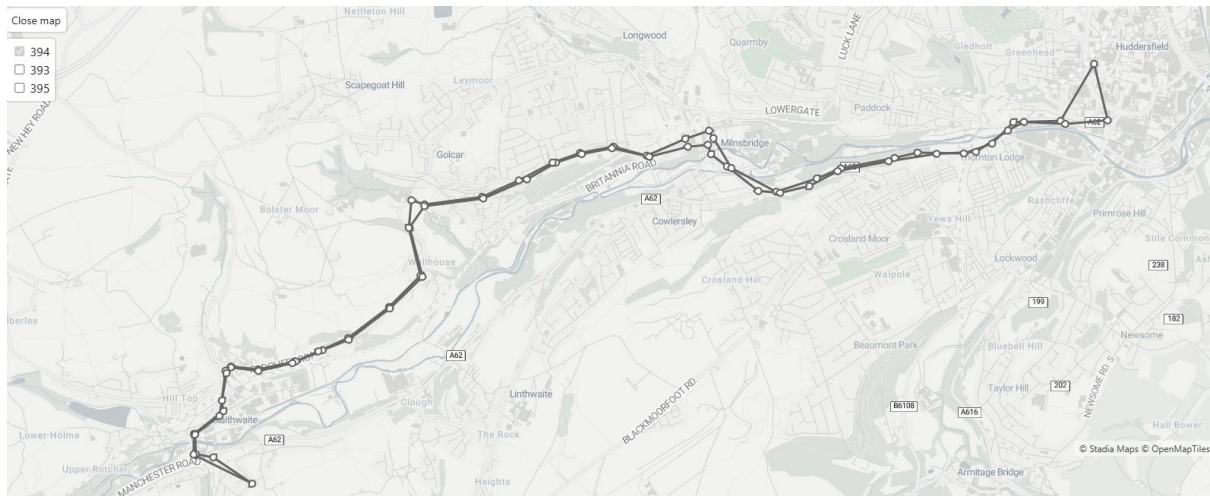
10.3 Should the Council require any additional details in this regard prior to including a compliance condition associated with this Travel Plan on the grant of consent, this can clearly be provided.

Service 303



<https://bustimes.org/services/303-huddersfield-scapegoat-hill-via-milnsbridge-go>

Service 394



<https://bustimes.org/services/394-huddersfield-slaithwaite>

