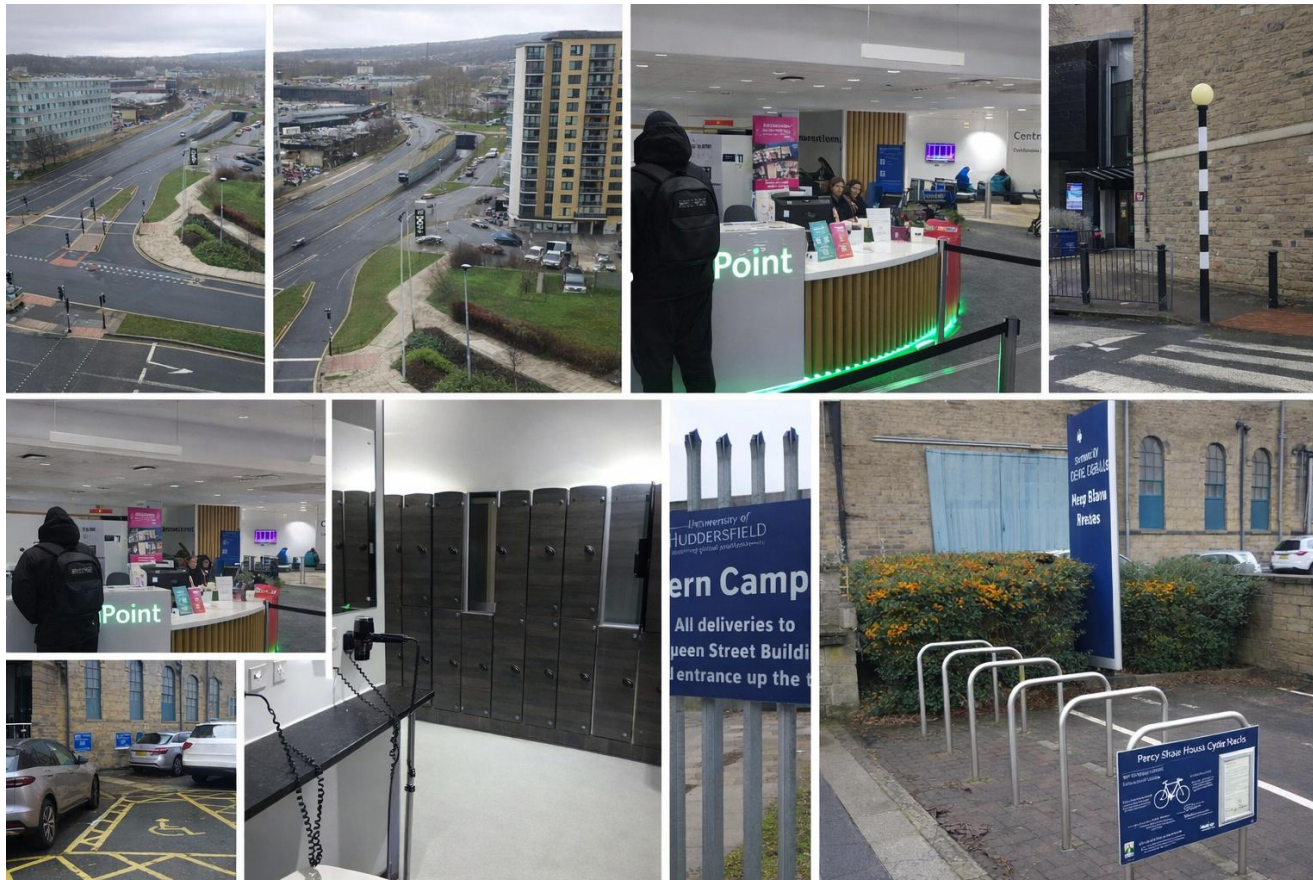




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1 Executive Summary

Overview

- 1.0 The Integrated Transport and Parking Strategy (ITPS) provides a long-term, evidence-based framework to support the University of Huddersfield's growth, estate transformation, and role as a key civic and economic driver. Developed through detailed transport analysis and extensive stakeholder engagement, the ITPS aligns transport and parking provision with the University's strategic ambitions, the development of the National Health Innovation Campus (NHIC), and wider town centre regeneration initiatives.
- 1.1 The strategy sets out a vision for a **connected, sustainable and future-ready transport system**, reducing reliance on private vehicles while maintaining appropriate access for staff, students, patients, and visitors.

Strategic Context

- 1.2 The University operates across two primary campuses; Queensgate and NHIC located within close proximity but currently fragmented by infrastructure, particularly the A62 corridor. Despite short distances, this severance limits walking, cycling and integration with the town centre, contributing to continued car dependency.
- 1.3 At the same time, Huddersfield is undergoing significant transformation through regeneration programmes, public transport reform, and regional investment (e.g. the West Yorkshire "Weaver Network"). These changes create both **challenges and opportunities**:

Challenges

- Increasing pressure on parking due to town centre capacity loss (over 480 spaces in recent years),
- Public transport reliability and connectivity issues,
- Safety and quality gaps in walking and cycling infrastructure,
- Growing and increasingly complex travel demand.

Opportunities

- Alignment with major regeneration schemes (Station-to-Stadium corridor, Cultural Heart etc)
- Bus franchising and integrated transport improvements,
- Development of NHIC as a major mobility hub,
- Reconfiguration of key corridors to prioritise sustainable travel.

Vision and Objectives

- 1.4 The ITPS vision is to create a **unified campus environment supported by high-quality sustainable transport infrastructure**, integrating the University with the town centre and regional transport networks.

1.5 Key strategic objectives include:

- Reducing reliance on single-occupancy vehicles,
- Improving accessibility and connectivity between campuses and key destinations,
- Supporting sustainable travel through walking, cycling and public transport,
- Aligning parking provision with long-term estate and growth plans,
- Enabling inclusive, safe and efficient access for all users.

1.6 The strategy adopts a **phased approach over 15 years**, ensuring deliverability while responding to evolving travel behaviours and infrastructure investment.

Key Components of the Strategy

1. Integrated Transport Hub (ITH)

1.7 The ITH at the NHIC is central to the strategy, providing:

- **Circa 544 parking spaces** with EV charging and secure cycle storage provision,
- A consolidated, efficient parking solution,
- A **multi-modal gateway** integrating active travel and public transport,
- Capacity to support future growth and estate development,
- The ITH will intercept vehicle trips at the campus edge, reducing traffic within core pedestrian areas and enabling a shift toward sustainable travel.

2. Active Travel and Connectivity

1.8 The strategy prioritises a step-change in walking and cycling infrastructure:

- Continuous active travel routes linking Queensgate, NHIC and the town centre,
- Improved crossings, safety, lighting and wayfinding,
- Integration with regional networks (**Local Cycling and Walking Infrastructure Plan (LCWIP)**, Station-to-Stadium corridor etc),
- Enhanced cycle facilities and supporting infrastructure,

1.9 This supports both **modal shift and improved user experience**, particularly for short-distance journeys.

3. Public Transport Integration

1.10 The ITPS aligns closely with regional transport reforms:

- Integration with the **Weaver Network** and bus franchising rollout (from 2027),
- Improved bus services, frequency, and reliability,
- Enhanced “first/last mile” connectivity,
- Potential expansion of shuttle and campus connector services.

4. Parking Strategy

- 1.11 Parking remains a critical component of accessibility but will be **actively managed and rebalanced**:
- Retention of a **critical mass of parking at Queensgate**,
 - Delivery of the ITH to meet future demand,
 - Transition to **needs-based** permit allocation and/or more **flexible pay as you go parking**,
 - Increased use of flexible ("License to Hunt") permits,
 - Support for Electric Vehicle (EV) adoption and low-emission vehicles.
- 1.12 The strategy recognises that demand is currently constrained and seeks to better align provision with actual need while supporting sustainable travel.

5. Mobility Hubs

- 1.13 Mobility hubs will play a key role in integrating transport modes:
- Potentially located at NHIC, Queensgate and key town centre locations,
 - Combining public transport, cycling, EV charging and shared mobility,
 - Providing user amenities and real-time information.
- 1.14 These hubs will improve convenience, encourage modal shift and support inclusive access.

Evidence and Demand Insights

- 1.15 Analysis of staff and student travel patterns highlights:

Staff:

- 44% travel by single-occupancy vehicle (down from 50% in 2021),
- Over 50% live within cycling distance (8km),
- Strong potential for increased active travel.

Students:

- More locally based (average 5.7km commute),
- High use of walking (31.8%) and public transport (36.5%),
- Lower but still significant car use (~29%).

- 1.16 These findings demonstrate **significant opportunity for modal shift**, particularly through improved infrastructure and services.

Delivery Strategy

1.17 The ITPS is structured around three phases:

Short Term (Years 1–5): Stabilise and Enable

- Improve safety and accessibility,
- Enhance wayfinding and information,
- Begin EV and mobility hub delivery,
- Strengthen partnerships and evidence base.

Medium Term (Years 6–10): Integrate and Shift

- Deliver continuous active travel networks,
- Reshape public transport services,
- Expand mobility hubs,
- Reduce single-occupancy vehicle use.

Long Term (Years 11–15): Transform and Embed

- Fully integrate campuses with the town centre,
- Consolidate parking into strategic hubs,
- Embed sustainable travel behaviours,
- Align with future technologies and policies.

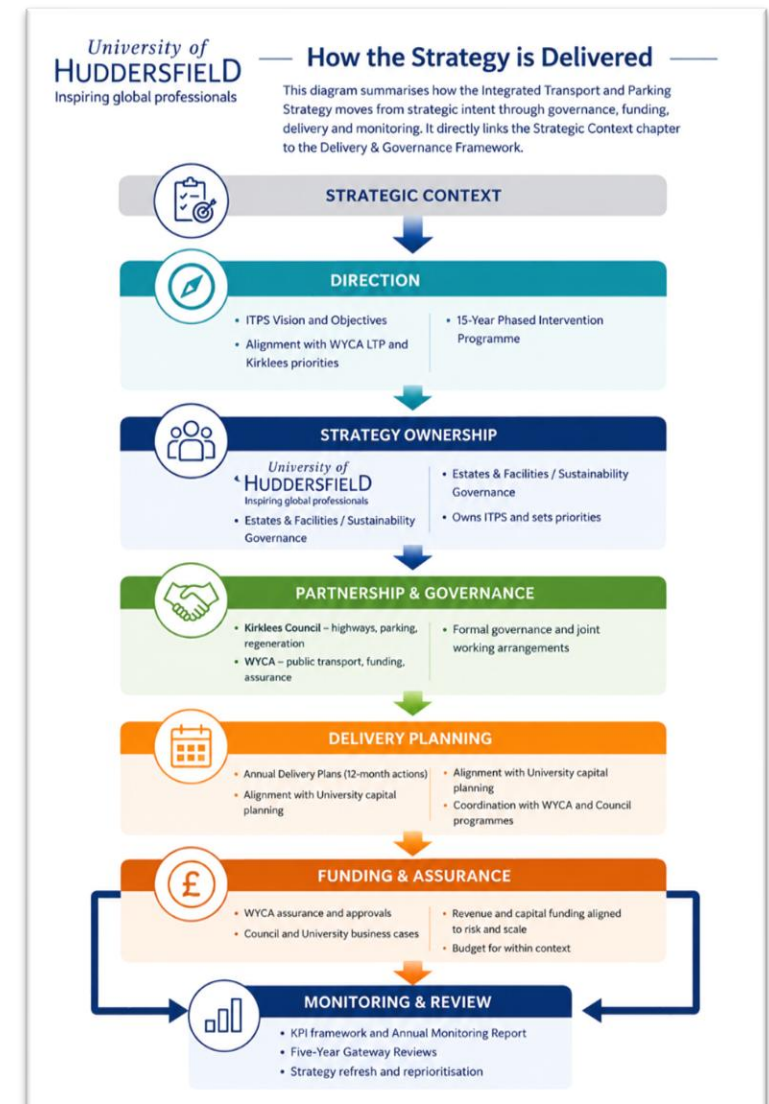
Conclusion

1.18 The ITPS provides a **comprehensive, realistic and ambitious roadmap** for transforming transport and parking at the University of Huddersfield. It balances the need to maintain accessibility with the imperative to reduce car dependency and support sustainable growth.

1.19 By integrating infrastructure investment, policy reform, and behavioural change, the strategy will:

- Enable the University's academic and estate ambitions,
- Improve accessibility and user experience,
- Support regional transport and regeneration objectives,
- Position the University as a **leader in sustainable campus mobility**.

1.20 Ultimately, the ITPS ensures that transport acts as an enabler of growth and place-making, rather than a constraint, delivering long-term benefits for the University and Huddersfield as a whole.



2 Introduction

Introduction

- 2.0 The Parking Consultancy (TPVC) have developed an Integrated Transport and Parking Strategy (ITPS) through the analysis of transport and parking data, and through engagement with a wide range of both internal and external stakeholders.
- 2.1 The ITPS is a visionary strategy which looks to link the two main campuses (Queensgate and the National Health Innovation Campus) together with excellent supporting sustainable travel infrastructure whilst improving facilities to facilitate active and sustainable travel within the developing Estates Masterplans. The Strategy will also consider the wider linkages to other modes of travel within the town centre masterplans and to the major transportation hubs (Huddersfield bus and rail station), along with the regional context of significant transport improvements associated with WYCA Local Transport Plan ambitions and prioritises including public transport and active travel investment and improvements, a reduction in car borne travel and behavioural change.
- 2.2 The Strategy will consider the operational requirements of the University and its users to formulate the parking element of the strategy whilst setting targets to reduce the reliance on car borne trips to the University.
- 2.3 The strategy will be realistic but ambitious and align to wider strategic objectives of the University. Strategic targets and objective will be formulated into 5-, 10-and 15-year timescales, along with demand forecasting and targets for each mode of travel.

Context

Institutional Strategy and Positioning

- 2.4 The University of Huddersfield positions itself as a civic university embedded in regional economic and social development, with particular focus on health innovation, skills development, research impact and regional productivity.
- 2.5 Key institutional priorities include:
 - Enhancing teaching and graduate employability, particularly in professional disciplines such as health, engineering and business.
 - Strengthening research and knowledge exchange through partnerships with industry, the NHS and regional authorities.
 - Driving regional economic growth, especially across West Yorkshire and the Leeds City Region.
 - Delivering civic impact, addressing social inequality, health outcomes and workforce development.
- 2.6 The National Health Innovation Campus (NHIC) is a central element of this strategy, intended to connect research, education and clinical practice while improving regional health outcomes and economic productivity.

3 Background

Queensgate Campus

- 3.1 The Queensgate Campus is the University's main campus located close to Huddersfield town centre.

Key characteristics

- 3.2 Compact urban campus bisected by the Huddersfield Broad and Narrow canals.
- 3.3 Houses the majority of:
- academic schools,
 - libraries and teaching spaces,
 - student services and social facilities.
- 3.4 Publicly accessible with significant green and pedestrian spaces integrated into the town's fabric.

Queensgate Estates Development

- 3.5 The estate strategy focuses on:
- **Redevelopment of brownfield land,**
 - Improving **public realm and pedestrianisation,**
 - Increasing **energy efficiency and building quality,**
 - Consolidating activities to support collaboration and the student experience.
- 3.6 Recent estate initiatives include:
- Major public realm and landscape improvements,
 - Creation of pedestrianised campus spines,
 - Investment in high-quality learning environments and specialist research facilities.
- 3.7 The estate masterplan aligns Queensgate with adjacent redevelopment sites, including the Western Campus and the Southgate NHIC site, forming a unified long-term campus strategy.



The Queensgate Estate Masterplan

- 3.8 A meeting held on 2nd February 2026 focused on the emerging Queensgate Campus Estates Masterplan and its implications for future campus consolidation and parking provision. The discussion was intended to inform ongoing work on the University's Integrated Transport and Parking Strategy and to help future-proof parking provision in the context of wider estate, sustainability and strategic objectives. The work being undertaken also has direct relevance to the design principles of the proposed Integrated Transport Hub at the National Health Innovation Campus.
- 3.9 As part of the consolidation programme, several buildings at the Queensgate Campus have been identified for disposal or leasing, with associated impacts on parking capacity:
- Atkinson Holt is to be disposed of, resulting in the loss of 10 fixed parking bays.
 - Percy Shaw House is subject to a potential lease, which will require 100 parking spaces, while the Sir John Ramsden Building is also to be leased, with 7 fixed bays within Wakefield Road Car Park allocated to support this use.
 - In addition, the Patrick Stuart Building and Lockside Building have been mothballed and are considered unlikely to be refurbished due to energy efficiency constraints.
- 3.10 It was noted that development of the Estates Masterplan is at an early stage, with the first phase focused on strategic engagement with Schools and Deans. This engagement is intended to establish future academic needs, align the estate with academic vision, improve staff and student experience, and support consolidation towards a central campus core. The Masterplan will also be aligned with the University's Strategic Plan, Digital Strategy and Net Zero ambitions. No further committed disposals or leases were identified at this stage, with outcomes dependent on engagement activity expected to conclude no earlier than April 2026.
- 3.11 Other sites were discussed in the context of future parking and estate use. A former scrapyard site on Firth Street, for which outline planning permission for 54 parking spaces exists, is not currently proposed for overflow parking and is considered unlikely to be used for academic purposes due to its peripheral location. Similarly, there are currently no committed plans for the Western Campus, which is presently used for contractor compounds and servicing associated with ongoing developments.
- 3.12 Finally, it was acknowledged that while the Estates Masterplan will influence long-term parking strategy, it is unlikely to be sufficiently developed to directly inform the detailed design and planning of the Integrated Transport Hub. As a result, the parking strategy will need to remain adaptable to future estate decisions while supporting the University's broader transport and sustainability objectives.

The National Health Innovation Campus

- 3.13 The National Health Innovation Campus (NHIC) is a major strategic development by the University of Huddersfield designed to create a world-class hub for health research, education, and collaboration between academia, the NHS, industry, and the wider community. Located on the Southgate site close to Huddersfield town centre and the railway station, the campus will deliver approximately 75,000 m² of development across seven plots. The vision is to establish Huddersfield as a regional centre for health innovation and wellbeing, supporting healthcare training, research, public-facing clinical services, and partnerships with external organisations.
- 3.14 The masterplan sets out a phased framework for academic, research, and innovation buildings supported by high-quality public realm and sustainable transport infrastructure. Key design principles focus on walkability, human-scale streets and spaces, sustainability, and contextual architecture that reflects Huddersfield's character. A strong emphasis is placed on creating an integrated urban environment with landscaped public spaces, green corridors, and pedestrian routes connecting the campus with the town centre and the University's Queensgate campus. Transport planning prioritises active travel and public transport, with a dedicated Integrated Transport Hub providing cycle storage, electric vehicle charging, and other low-carbon mobility facilities.
- 3.15 The NHIC operates as a key node on the Station-to-Stadium corridor, capturing car trips, prioritising walking and cycling, and allowing the sustainable movement spine between the station and the stadium, to pass seamlessly through the NHIC.
- 3.16 Development will be delivered in phases to allow flexibility and respond to funding and research demand. The first completed building, the Daphne Steele Building, provides advanced teaching facilities for the School of Health and Human Sciences, including simulation suites, clinical training environments, and community health facilities. The NHIC forms a key part of wider regeneration ambitions for Huddersfield, aligning with local development strategies to stimulate economic growth, strengthen links with healthcare providers and industry, and increase activity within the town centre.
- 3.17 The Emily Siddon Building includes the UK's first Community Diagnostic Centre on a university campus (open in February 2026) in partnership with Calderdale and Huddersfield NHS Foundation Trust (CHFT). It also houses a Community Dentistry Centre (operated by Locala), health Innovation labs/offices and academic teaching space.



NHIC Masterplan Sustainable and Active Travel - Design Principles

- 3.18 The Station-to-Stadium Enterprise Corridor (SSEC) Masterplan establishes a continuous, legible corridor connecting Huddersfield Railway Station, the town centre, the NHIC and the stadium. The NHIC masterplan clearly aligns with and complements the Station to Stadium Masterplan, with NHIC functioning as a key node along the corridor rather than as a destination itself. The intention is to establish a 'movement spine', continuous, legible urban flow and to integrate landscaping, lighting, seating, and active frontages to make movement routes sociable and safe. The NHIC masterplan and design of the NHIC site needs to safeguard these objectives and ensure the long-term integrity of the Station-to-Stadium movement network.
- 3.19 Figures 3.1 and 3.2 below, are extracts from the SSEC which demonstrate how the NHIC fits into the movement-led framework of the SSEC.

Figure 3.1: SSEC - Section 5.1 Improved Routes and Permeability

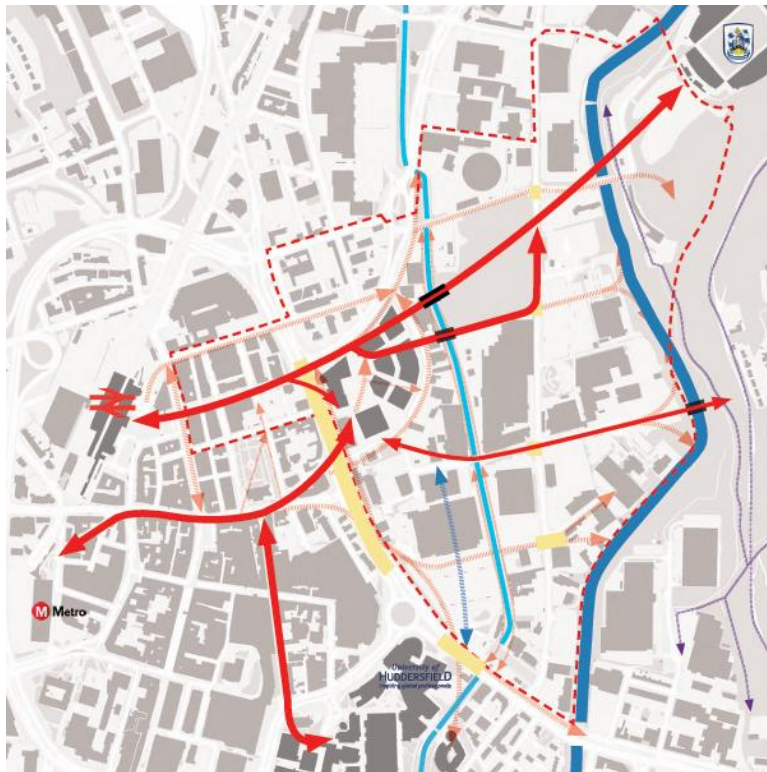
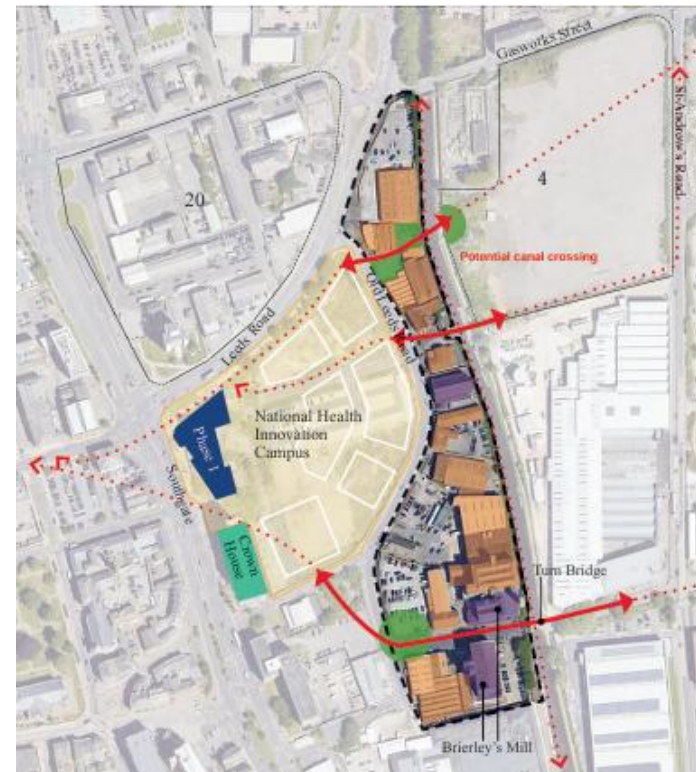


Figure 3.2: SSEC - Masterplan Proposition 3: Old Leeds Road Development



3.20 The permeability of the NHIC for pedestrians and cyclists is therefore very important for the longer-term delivery of wider town centre movement frameworks. As the NHIC develops it is important to ensure the following design principles and objectives are embedded:

- **Shared strategic role:** movement spine rather than isolated, standalone developments,
- **Pedestrian and active travel continuity:** desire lines and movement routes have generous pavements (3m wide shared use: suitable for walking, wheeling and cycling), traffic calming, tree-lined routes, and simplified crossings to improve comfort and legibility,
- **Wayfinding and legibility:** A user arriving from the station can move seamlessly and intuitively through NHIC enroute to the stadium, or vice versa, without disruption to the route's logic or to the movement hierarchy,
- **Health, wellbeing, and inclusive access:** these principles underpin both of the above strategies,
- **Car park management:** the introduction of the ITH at the meeting of the north-south, east-west pedestrian spines through the NHIC intercepts car movements and keeps them to the campus edges, away from the movement spine.

Strategic Vision of the NHIC

3.21 NHIC aims to create a national centre for health education, research and innovation, bringing together:

- Academia,
- NHS partners,
- Industry,
- Community healthcare services.

3.22 It is designed to improve health outcomes, workforce training and regional economic development.

Scale and Development

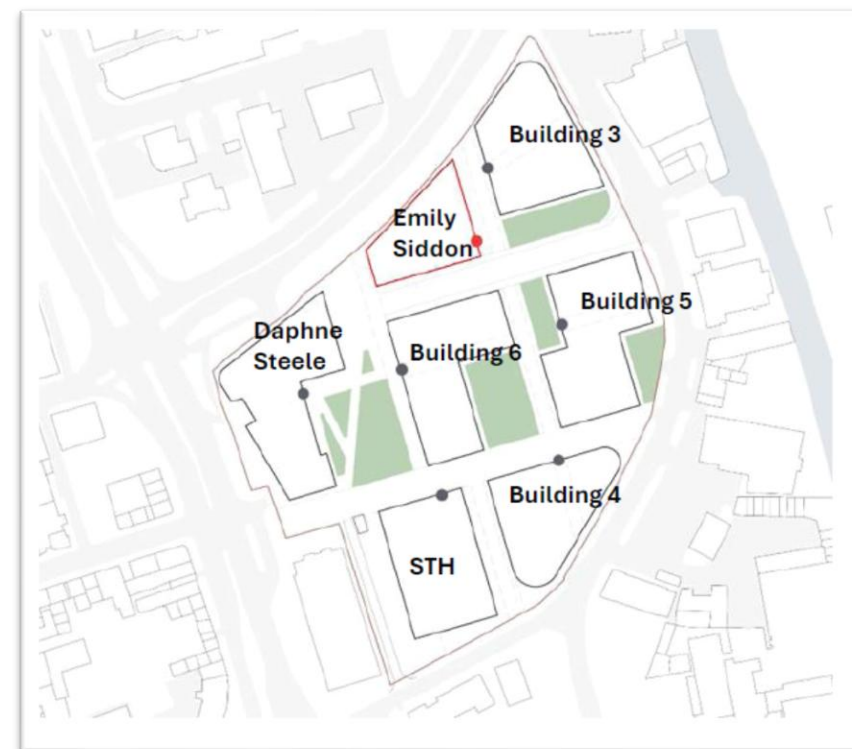
3.23 Key elements include:

- Up to 75,000 m² of new accommodation,
- A multi-phase development of seven buildings over the next decade,
- Approx. £200m+ total investment.

Strategic functions

3.24 NHIC supports:

- Expansion of nursing, midwifery and allied health programmes,
- Clinical simulation and diagnostic facilities,
- Collaboration with the NHS,



- Healthcare innovation and research commercialisation.

3.25 It also anchors the “Station to Stadium Enterprise Corridor”, linking university research with town centre regeneration and investment zones.

Sustainability in the NHIC

3.26 NHIC buildings are designed to achieve:

- BREEAM Excellent,
- WELL Platinum.

3.27 Integrated green infrastructure and biodiversity enhancements

¹The Integrated Transport Hub (ITH)

3.28 The Integrated Transport Hub (ITH) is a key enabling project within the University of Huddersfield’s Southgate Campus masterplan, providing a **consolidated, future-ready parking and mobility solution**. The scheme delivers circa **544 parking spaces across eight levels**, alongside cycle, motorcycle, and servicing provision, supporting both immediate demand and long-term campus growth. **Table 3.1** below shows an overview of the proposed type and quantities of spaces within the ITH.

Table 3.1 Overview of Space Designation²

Category	Provision
Total car parking spaces	544
Standard spaces	453
EV charging spaces	53
Accessible spaces	26
Accessible EV spaces	2
Motorcycle bays	10
Cycle spaces (double-stacked)**	109



¹ Source: ITH Stage 1 Report with Appendices (Feb 2026), AHR

² Source: RIBA Stage 1 Brief Summary (March 2026), Gardner and Theobald

- 3.29 The design is driven by **operational efficiency and clarity of movement**. A helical ramp arrangement provides intuitive vehicle circulation, reducing conflict points and simplifying navigation, while clear separation of pedestrian and vehicular routes enhances safety and user experience. First-floor pedestrian access responds to site levels and strengthens integration with the wider campus.
- 3.30 Capacity has been optimised within a constrained footprint through a highly efficient, repeatable layout. The parking mix includes **10% EV provision (53 spaces)**, accessible and accessible EV bays, and supporting infrastructure designed to accommodate future expansion. This is complemented by digital management systems, including ANPR and pay-on-exit technology, ensuring a modern, scalable operational model.
- 3.31 Sustainability is embedded within the scheme. A roof-level photovoltaic array is proposed to maximise on-site energy generation, supported by naturally ventilated decks that minimise operational energy demand. The development aligns with the University's wider environmental ambitions and supports a transition toward low-emission transport.
- 3.32 The ITH is fully integrated into the campus masterplan, enhancing connectivity and public realm. Improved pedestrian links to surrounding buildings, alongside the consolidation of servicing and bin storage within the structure, contribute to a more coherent and higher-quality campus environment.
- 3.33 From a delivery perspective, the scheme has been designed for **simplicity, compliance, and buildability**. The building height is maintained below 30 metres to streamline fire strategy, and the infrastructure approach aligns with local utility constraints, ensuring deliverability within existing network capacity.
- 3.34 Strategically, the ITH underpins the University's broader transport vision by **centralising parking, enabling estate development, and supporting modal shift** toward electric vehicles and cycling, with provision for a minimum of 109 cycle spaces. It also aligns with the emerging wider town parking strategy in collaboration with Kirklees Council.
- 3.35 In summary, the ITH provides a high-capacity, efficient, and future-proofed transport hub that is critical to unlocking the next phase of campus development while supporting the University's and wider town centre sustainability and mobility objectives by:
- Acts as a multi-modal gateway, integrating walking, cycling, public transport and shared mobility in one location,
 - Intercepts car trips at the campus edge, reducing vehicle movements through core pedestrian areas,
 - Provides high-quality cycle facilities and EV charging, supporting low-carbon travel choices,
 - Enables development of mobility hubs, linking NHIC, Queensgate and the town centre into a connected network,
 - Supports modal shift away from single-occupancy vehicles by improving convenience and interchange between modes,
 - Strengthens first/last mile connectivity to bus and rail stations, improving access without reliance on cars,
 - Aligns with regional transport initiatives (Weaver Network, WYCA LTP) to deliver integrated, sustainable mobility,
 - Contributes to town centre regeneration and place-making, embedding sustainable transport within the Station-to-Stadium corridor.

NHIC and Queensgate Estates Masterplan Principles and Development Framework

3.36 The university's estates strategy seeks to:

Right Size the Academic Estate

- New buildings for health, research and teaching,
- Flexible learning environments and specialist laboratories,
- Consolidation of the Queensgate Campus into the central core with the disposal or lease of buildings on the periphery of the campus or that are in need of significant refurbishment.

Improve Campus Connectivity

- Integration between Queensgate and Southgate campuses,
- Improved pedestrian routes and active travel infrastructure between campuses and major transportation interchanges,
- Prioritisation of the A62 to support cycling, walking and public transport,
- Improved wayfinding within and between campuses and major destinations within the town centre.

Improve Active Travel Facilities and Infrastructure on Campus

- Shared use cycle and walking routes through the core of the campuses and key desire lines,
- Development of 'Mobility Hubs' at strategic location within the campuses and town centre,
- Ensure adequate secure cycle parking, with associated changing facilities, cycle maintenance and drying rooms for wet clothing,
- Ensure sufficient short stay cycle storage close to building entrances which provide natural surveillance, lighting and potentially building cover from the elements.

Improve the Quality and Sustainability of Buildings

- Upgrade existing buildings,
- Improve ventilation, efficiency and space utilisation.

Support Town Centre Regeneration

- The University estate acts as a driver of local economic growth and investment,
- The combined Queensgate–Southgate masterplan effectively creates a unified academic district integrated into the town centre.

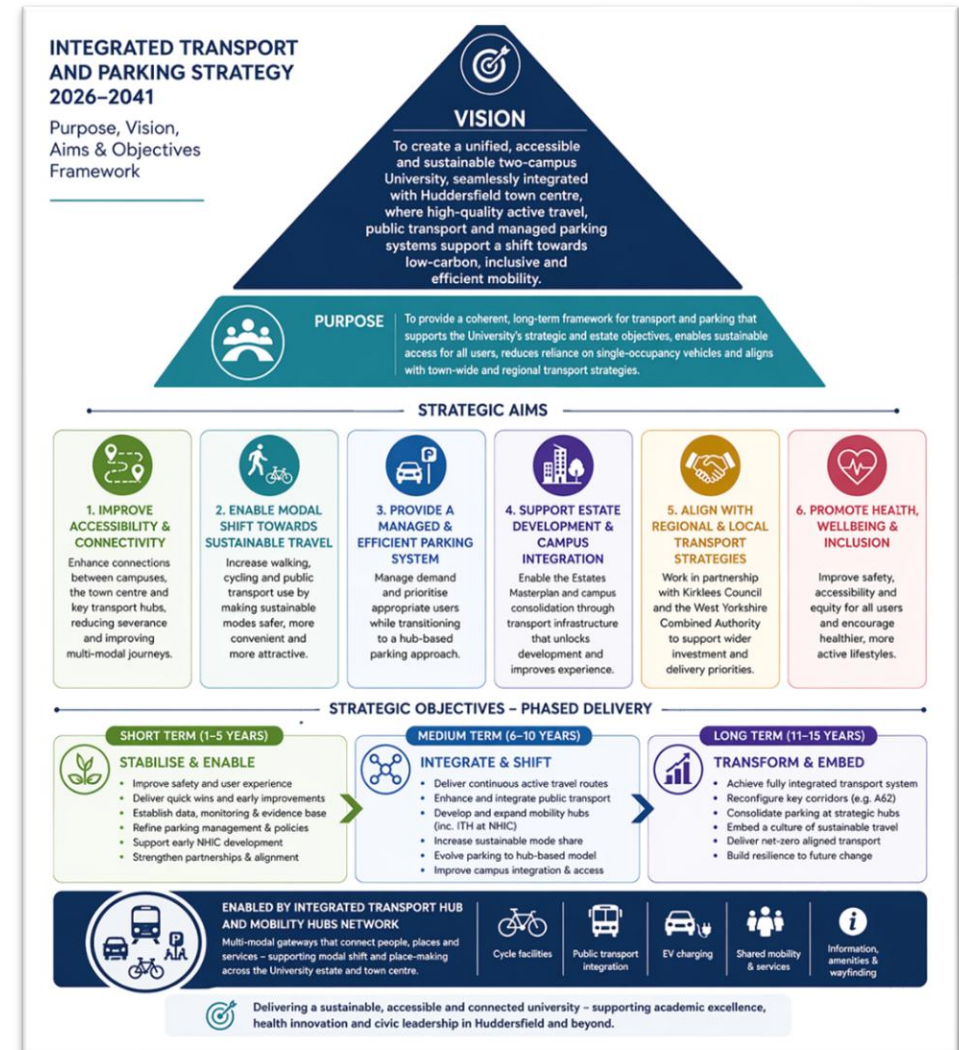
4 Vision, Aims and Objectives

Introduction

- 4.0 This chapter sets out the overarching purpose, vision, aims and objectives of the University of Huddersfield's Integrated Transport and Parking Strategy (ITPS). It establishes a clear strategic narrative that links the University's long-term ambitions with the practical delivery of interventions identified throughout this strategy.
- 4.1 The ITPS is not solely a transport strategy; it is a place-making and enabling framework designed to support the University's academic growth, estate transformation, and civic role within Huddersfield. It aligns transport and parking provision with the emerging Estates Masterplan, the development of the National Health Innovation Campus (NHIC), and wider town centre regeneration initiatives.
- 4.2 The strategy responds to key challenges including campus severance, car dependency, changing travel behaviours, and increasing pressure on parking provision, while capitalising on opportunities presented by regional transport investment and local regeneration programmes.

Purpose

- 4.3 The principal purpose of the ITPS is to:
- **Provide a coherent, long-term framework** for transport and parking that supports the University's strategic, operational and estate objectives,
 - **Enable sustainable access to the University** for staff, students, patients, visitors and partners,
 - **Reduce reliance on single-occupancy vehicle travel** while maintaining appropriate access for essential users,
 - **Support the integration of the Queensgate and NHIC campuses** into a unified academic district,
 - **Align University transport planning with town-wide and regional transport strategies**, including those led by Kirklees Council and the West Yorkshire Combined Authority,
 - **Facilitate estate development and campus consolidation**, particularly through the role of the Integrated Transport Hub (ITH) and mobility hubs.



- 4.4 Fundamentally, the strategy seeks to ensure that **transport is an enabler of growth rather than a constraint**, supporting both the University's ambitions and wider economic and regeneration outcomes.

Strategic Vision

- 4.5 The strategic vision for the ITPS is:

To create a welcoming, connected and sustainable University that places people first, seamlessly linking our campuses with Huddersfield town centre and the wider West Yorkshire region through outstanding public spaces, integrated transport, active travel and a high-quality mobility network.

- 4.6 This vision reflects a transition from a **car-dependent and fragmented system** to a **connected, people-focused transport network**, underpinned by:
- Reprioritisation of movement corridors (particularly the A62),
 - Development of continuous active travel routes,
 - Integration with public transport networks and regional investment programmes,
 - Strategic management and consolidation of parking provision,
 - Delivery of mobility hubs, anchored by the NHIC Integrated Transport Hub.

Strategic Aims

- 4.7 The six strategic aims set out overleaf establish the core priorities that will guide decision-making, investment and delivery of a more accessible, sustainable and integrated transport system across the University and its wider context.

STRATEGIC AIMS



1. IMPROVE ACCESSIBILITY AND CONNECTIVITY

- Enhance physical and perceived connections between Queensgate, NHIC, the town centre and key transport interchanges
- Reduce severance caused by major infrastructure, particularly the A62
- Provide seamless multi-modal journeys across the University estate and beyond



2. ENABLE MODAL SHIFT TOWARDS SUSTAINABLE TRAVEL

- Increase the proportion of trips made by walking, cycling and public transport
- Reduce reliance on single-occupancy vehicles where viable
- Improve the attractiveness, safety and convenience of sustainable modes



3. PROVIDE A MANAGED AND EFFICIENT PARKING SYSTEM

- Align parking provision with demand, operational needs and sustainability objectives
- Transition from dispersed parking to a more strategic, hub-based approach
- Prioritise parking for essential users while supporting behavioural change



4. SUPPORT ESTATE DEVELOPMENT AND CAMPUS CONSOLIDATION

- Enable the delivery of the Estates Masterplan and consolidation of the Queensgate campus
- Support the growth and functionality of the NHIC as a major destination
- Use transport infrastructure, including the ITH, to unlock development opportunities



5. ALIGN WITH REGIONAL AND LOCAL TRANSPORT STRATEGIES

- Support delivery of the WYCA Local Transport Plan and Weaver Network
- Integrate with Kirklees Council regeneration and movement frameworks
- Position the University as a key partner and stakeholder in regional transport delivery



6. PROMOTE HEALTH, WELLBEING AND INCLUSION

- Improve safety and accessibility for all users, including those with mobility needs
- Encourage active travel as part of healthier lifestyles
- Ensure equitable access to campus for diverse user groups



These aims are interdependent and will be delivered through a coordinated programme of infrastructure, services, policy and engagement – underpinned by data, monitoring and continuous improvement.

Strategic Objectives

- 4.8 The strategic aims are translated into a set of **clear, phased objectives**, aligned with the intervention programme set out in this strategy, in **Chapter 14**.

Summary

- 4.9 The ITPS establishes a clear and structured framework to guide the University's transition towards a **sustainable, integrated and future-ready transport system**.
- 4.10 By combining:
- A strong strategic vision,
 - Clearly defined aims,
 - Phased, deliverable objectives.
- 4.11 The strategy ensures that transport and parking are **aligned with institutional priorities, regional policy, and long-term place-making ambitions**.
- 4.12 Ultimately, the ITPS positions the University of Huddersfield as a **leader in sustainable campus mobility**, supporting both its own growth and the wider regeneration of Huddersfield town centre.



5 Engagement Findings

Introduction

5.1 During February and March 2026 TPC undertook wide scale engagement with all of the University's schools and departments to gain feedback on transport and parking from their perspective. Engagement was also undertaken with Kirklees Council, West Yorkshire Combined Authority (WYCA) and a local major employer Cummins Technology. This feedback has been used to help formulate the University's ITPS.

5.2 The main discussion points were:

- Background to the study and previous work undertaken by TPC on parking and the NHIC Masterplan.
- Strategic objectives of school/department, changes in student/staff demographics and service delivery.
- How does this relate to parking and travel?
- Constraints associated with travel and parking at the University.
- Opportunities for improvements to travel and parking at the University.

5.3 **Appendix A** provides detailed notes from each of the internal engagement events with schools and departments and **Appendix B** with external stakeholders.

Summary of Internal Engagement Findings

5.4 Below is a summary of the main points of discussion and feedback received from UoH's School Managers and Senior colleagues from each of the University's departments. The feedback is grouped into cross cutting themes along with specific feedback grouped by department or school.

Cross-cutting themes

- **Public transport reliability and coverage:** repeated concerns about rail and bus reliability (including disruption/roadworks), limited links from some areas (e.g., Bradford), and the impact on commuter students and staff, especially for early/late teaching and events.



- **Parking availability, flexibility and perceived fairness:** pressure at peak times and for late arrivals (particularly in local private parking facilities); interest in more flexible options (daily/carnet/pay-as-you-go/part-time) and questions about access to underused staff spaces versus student demand.
- **Visitor, contractor and volunteer parking:** discomfort about charging guest speakers, external examiners, volunteers and contractors; suggestions included departmental recharge/validation and clearer waiver processes, plus improved ability to book multi-day visitor parking.

- **Commuter and mature student needs:** commuter-heavy cohorts (often 70%+) and mature/postgraduate/caring responsibilities drive demand for practical, flexible travel/parking solutions; timetabling and placements can constrain mode shift.
- **Events and evening access:** event delivery is constrained by limited evening parking at Queensgate, access complexity (codes/apps) and barriers for older visitors; requests for clearer signage and more accessible payment options.
- **Safety, walking/cycling routes and facilities:** concerns about poorly lit/unsafe routes and crossings between campuses/transport hubs; calls for better cycle security, lighting/CCTV, and supporting facilities (showers/changing/drying/lockers).
- **Communication and awareness:** low awareness of the Travel Plan and initiatives; strong demand for a single, consolidated source of information and more consistent promotion/wayfinding.
- **2040 vision** seen as ambitious: multiple stakeholders questioned feasibility of eliminating petrol/diesel single-occupancy travel by 2040; preference to reframe toward “significant reduction” while maintaining Net Zero alignment.
- **Support for partnerships and integrated planning:** appetite to work with Kirklees Council, West Yorkshire Combined Authority and local employers on infrastructure, services, ticketing, and mobility hub development.
- **Car sharing - limited formal uptake, interest in enablers:** informal sharing exists; suggestions included priority bays, matching groups (e.g., WhatsApp), and “emergency lift home” support.

Key Points by Schools and Department

- **School of Business, Education and Law (SBEL):** public transport reliability issues (incl. rail) affect commuters and events; request for free parking when rail services are unavailable; concern about charging guest speakers/contractors (suggested departmental recharge); interest in priority bays for car sharers; EV charging expected to become more relevant over time.
- **School of Arts and Humanities (AH):** significant commuter cohort; recurring concern about student parking availability/affordability and expectations set on open days; some cycle storage/security concerns at specific buildings; Travel Plan information seen as scattered - recommend a single portal.
- **School of Applied Sciences (SAS):** high commuter share (incl. pharmacy/optometry); postgraduate/caring responsibilities may increase need for flexibility; concerns about practicality of reducing single-occupancy travel; rail upgrades and limited links influence mode choice; peak periods (induction/graduation/exams) create parking strain.
- **School of Computing and Engineering (SCE)** generally fewer specific complaints; public transport reliability affects early/late teaching; cycling facilities positive but drying provision lacking; desire for improved campus connectivity and better promotion/consolidation of Travel Plan information; suggestions for targeted late-arrival bays and flexible student parking for certain cohorts.
- **School of Human and Health Sciences (HHS):** balancing parking for staff/students and public clinical visitors is challenging; accessibility and payment barriers for some public users (digital-only payments) highlighted; active travel constrained by surrounding road infrastructure; staff awareness of Travel Plan low; 2040 vision seen as very ambitious for practical/vocational courses

- **Graduate School / Doctoral College:** visitor parking is a major issue (reduced capacity, limited booking for multi-day visits; external examiners parking off-site); appetite for flexible/pay-per-use staff parking given hybrid working; low awareness of Travel Plan initiatives; suggestion to change core hours of operation to allow student parking in the evening.
- **Planning and Business Intelligence:** demand for flexible permits (daily/carnet) and more equitable access between staff/student needs; barriers to active travel include infrastructure gaps (crossings, lighting, weather exposure) and limited shower/drying facilities; timetabling constraints noted; opportunities in partnerships and better data use (geographic data for grouping/car share).
- **Marketing and Communications:** commuter students are central to recruitment; open days/school visits need flexible visitor/coach parking and staff displacement; town-wide parking shortages affect visitor experience; wayfinding/signage between campuses and hubs is a priority; improved promotion of sustainable travel initiatives needed.
- **Events Department:** parking constraints (especially Queensgate) impact event attendance and venue choice; evening access is complex and not user-friendly for older visitors; requests for more accessible payment options and clearer signage; staff safety and lighting at night raised; interest in partnerships for event parking (e.g., Kingsgate) and flexible/24-7 permit options for irregular hours.



- **Student Services & Disability Services:** strong demand for flexible/pay-as-you-go parking given commuter majority; concern about reduced accessible spaces and the location/maintenance of accessible bays during campus works; need for inclusive objectives and engagement with disabled staff/student networks; interest in improved inter-campus connections and potential mobility schemes.
- **Students' Union:** persistent student concern about parking, fairness of staff-only spaces, and recruitment/open-day messaging; safety concerns on walking routes; interest in real-time public transport info on campus; limited formal car-share uptake; support for park-and-ride and better campus connectivity and accessibility (including mobility needs).
- **Human Resources:** parking remains an important staff benefit for recruitment/retention; preference for flexibility rather than expanding capacity; needs-based allocation viewed as complex/unfair; support for consolidating travel information and monitoring unintended consequences of policy changes; need to consider staff in areas with poor public transport.

- **Strategic Teaching & Learning (VC's Office):** commuter experience (incl. mature/childcare responsibilities) central; request for clearer policy on waiving/validating parking for volunteers/unfunded visitors; interest in more agile, day-based permits and possible prioritisation for specific needs; advocacy for targeted improvements to term-time public transport; support for better cycle facilities and balancing sustainability with on-campus experience.

Summary of External Engagement Findings

5.5 Below is a summary of the main feedback received from engagement with external stakeholders.

**Kirklees Council (Parking Operations: Sarah Durdin;
Regeneration/Transport Strategy: David Wildman)**

- Provided an overview of relevant master planning and regeneration activity (e.g., Station to Stadium corridor, Cultural Heart, Gasworks site) and how these may affect movement patterns and parking supply.
- Noted that Huddersfield currently lacks an overarching strategic parking strategy (parking is largely operational), and a town-wide capacity/demand study is underway.
- Shared that some workstreams are at concept/early design stage and dependent on future funding and political decisions; committed to improving transparency via Connecting Kirklees.
- Outlined sustainable/active travel programmes (behaviour change activity, annual active travel plan refresh, Vision Zero, canal towpath work) and expanding EV infrastructure via the LEVI scheme.
- Recognised key connectivity/severance issues (particularly across the ring road and between campuses) and indicated that short-term operational tweaks (e.g., signal timing adjustments) may be possible alongside longer-term schemes.



- Committed to introductions and information sharing: connect the University to relevant sustainable transport and regeneration colleagues and share appropriate elements of internal frameworks (e.g., Movement and Access Framework) in meetings.

West Yorkshire Combined Authority (James Nutter: Head of Transport Policy)

- Positioned the University as a major trip generator and partner for delivering the Local Transport Plan (LTP) objectives (active travel and public transport), with an emphasis on aligning proposals to regional outcomes. Updated on regional policy and delivery context: new LTP, devolved multi-year funding settlement, and bus franchising rollout (including network branding and investment in zero-emission buses/depots).
- Discussed mobility hub concepts and potential sites (rail & bus station, Queensgate campus, NHIC) and the need to strengthen EV charging provision in Huddersfield.
- Responded to concerns about public transport facilities by referencing planned bus station investment and a wider programme of bus stop upgrades (including real-time information) as franchising rolls out.
- Highlighted uncertainties requiring follow-up: status/funding of Huddersfield Blueprint walking/cycling schemes and how University input can influence prioritisation of upgrades and pipeline decisions.
- Agreed next steps including data-led analysis (postcode/accessibility) and ongoing engagement with Kirklees, WYCA and local employers to shape interventions and investment pipeline.

Cummins Technology (Jennifer Hurst: Sustainability Manager)

- Shared site context: large employer with expanded on-site parking (so parking pressure currently limited), and sustainability initiatives such as solar panels, with interest in solar canopies but constrained by payback/costs and competing business priorities.
- Noted workforce travel patterns include longer-distance commuting for specialist roles; confirmed there is no recent travel survey.

evidence base due to lapsed participation in the West Yorkshire Travel Plan Network.

- Raised safety and access concerns around nearby crossings (following a serious incident), with interim operational controls and an ambition for infrastructure improvements (e.g., pedestrian bridge), supported by evidence gathering on near misses.
- Expressed interest in re-starting travel surveys and engagement (potentially using University templates and modern analysis tools) to inform future interventions.
- Identified collaboration opportunities with the University (Bike to Work initiatives, car sharing, joint lobbying for transport improvements) and willingness to engage in regional opportunities created by bus re-franchising and regeneration funding.
- Agreed actions: request/adapt a travel survey template, share results for joint analysis, explore EPICS Group as a partner, and arrange reciprocal site visits for knowledge sharing.

6 Postcode and Accessibility Mapping

6.1 This section of the report presents the findings of the University's travel survey of staff and students and also staff and student home postcode data.

6.2 Distance is given in kilometres (measured from Queensgate Campus) and is calculated as a straight-line distance (geodesic) from the centre of the postcode area. Travel times are based on average speeds to and from a given postcode area by mode of transport.

6.3 The University of Huddersfield manages access by car on campus through a parking permit system. This report provides an initial summary of geographical distribution of staff and student postcodes, and car park permits allocated.

Staff Travel

6.4 The most recent staff survey data 2025/26 indicates:

- Staff numbers: 1780,
- Average journey distance: 15.5km,
- Average walk speed 5km/h, Average cycle speed 11km/h, Average car speed 24km/h.

Mode of Travel

6.5 The survey captured the choice of travel mode for staff but only recorded 209 responses. **Table 6.1** provides a breakdown of the responses to the question 'Please select your main mode of travel to/from campus each day of the week':

Table 6.1: Staff Mode of Travel 2025/26

Mode	Average Users	%
Bike/electric bike (e-bike)	7	3.3
Walking/running	43	20.5
Bus	20	9.5
Train	21	10.0
Single occupancy vehicle	92	43.8
Taxi/lift	2	1.0
Car share	22	10.5
Other private transport	2	1.0
TOTAL		100

6.6 **Table 6.1** indicates that more than half of staff do not use Single Occupancy Vehicles (SOV) for travel to work trips, 20% using public transport and nearly a quarter use an active mode of travel.

6.7 The proportion of SOV users (43.8%) has dropped from 50.2% in 2021. Similarly, 23.8% of staff reported being pedestrians or cyclists, which is a significant improvement on 2021 (13.3%). Conversely, there is a drop in the use of public transport from 23.9% in 2021 to 19.5% in 2025.

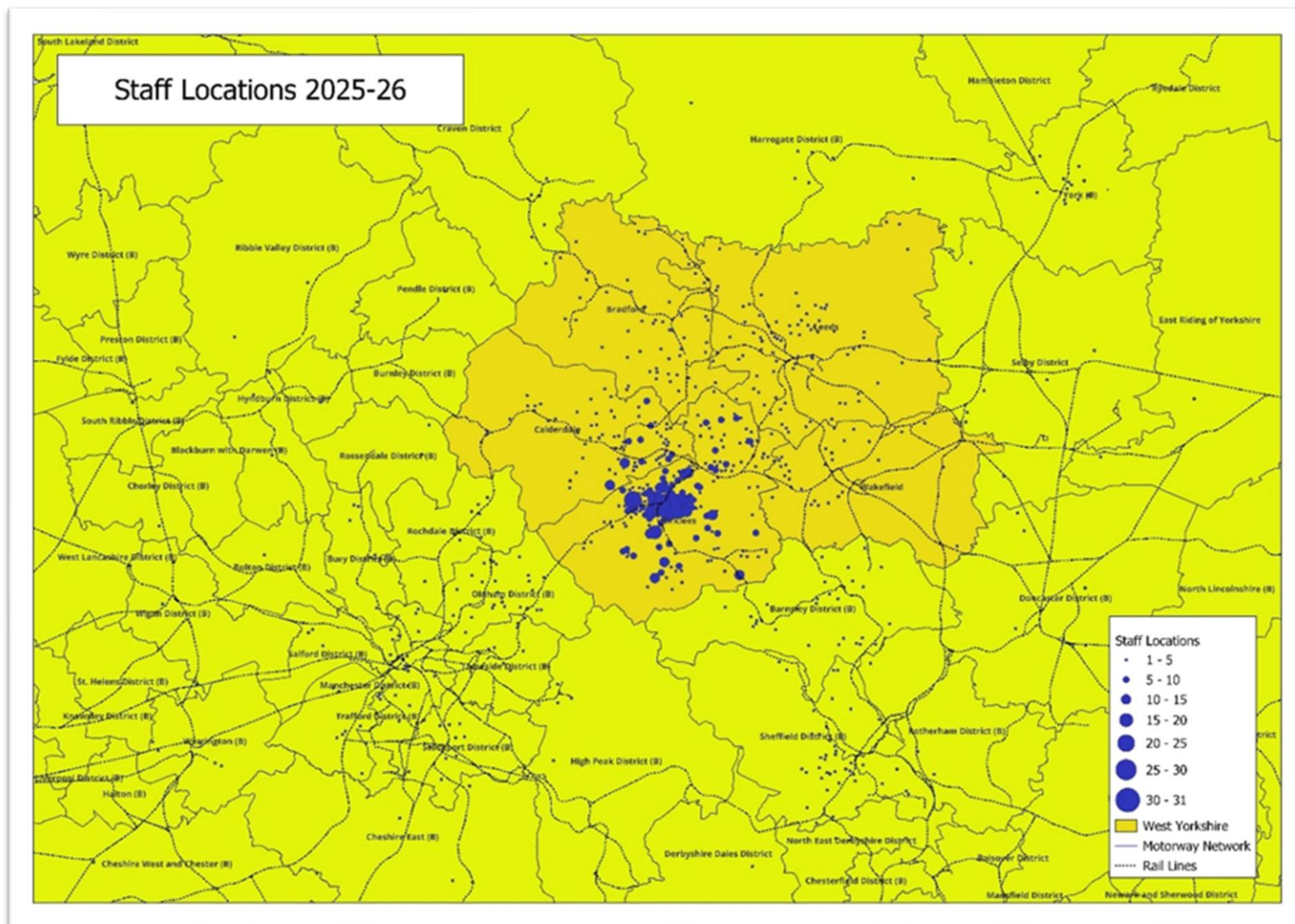
Staff Home Postcodes and Distance Travelled to Work

6.8 **Table 6.2** below presents the analysis of staff home postcodes. **Figure 6.1** overleaf shows the home locations of staff working at the University. The majority of the 1780 staff surveyed travel from the Kirklees area, which accounts for nearly 60% of all staff.

Table 6.2 Staff Home Postcode Area

Staff	Total	%
Kirklees	1045	58.7%
wider West Yorkshire	385	21.6%
Greater Manchester	109	6.1%
South Yorkshire	84	4.7%
Other	157	8.8%
Total	1780	100.0%

Figure 6.1. Staff locations 2025/26

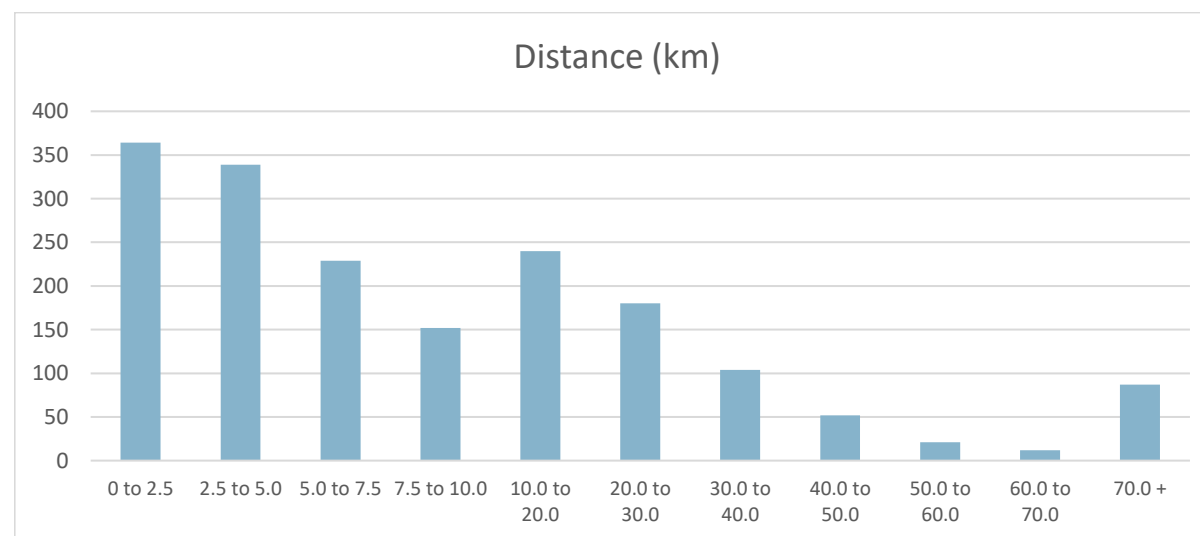


- 6.9 **Table 6.3** and **Figure 6.2** below show the distance travelled by staff to the university by any mode of travel, using the home postcode data.
- 6.10 Table 6.3 shows that 61% of staff travel 10.0 km and under to work (1084 staff) and 24% of journeys are between 10.0km to 30.0 km in length (420 staff) and 5% of staff (87 staff) travel over 70km to get to work on the campus.
- 6.11 It also shows that 20.4% of staff travel less than 2.5km to work on the campus, which is the highest proportion of all distance 'bands' presented.

Table 6.3: Travel Distances by All Modes

Distance	Number	%
0 to 2.5	364	20.4%
2.5 to 5.0	339	19.0%
5.0 to 7.5	229	12.9%
7.5 to 10.0	152	8.5%
10.0 to 20.0	240	13.5%
20.0 to 30.0	180	10.1%
30.0 to 40.0	104	5.8%
40.0 to 50.0	52	2.9%
50.0 to 60.0	21	1.2%
60.0 to 70.0	12	0.7%
70.0 +	87	4.9%
Total	1780	100.0%

Figure 6.2: Staff Travel Distances



Staff Mode of Travel by Journey Distance and Time

- 6.12 The recommended distances contained in the Chartered Institution of Highways and Transport (CIHT) guidance documents for cycling³ and walking⁴ are a 1km (desirable) or 2km (maximum) walk, or a 5km (desirable) or 8km (maximum) cycle ride of the campus. These distances equate to a 12- or 24-minute walk and a 25- and 40-minute cycle ride.
- 6.13 **Table 6.4** overleaf shows a breakdown of journey time by mode of travel and the number of staff located within each of those bands. **Figures 6.4 to 6.7** then show the same data and staff postcodes overlaid by a series of mode specific journey time isochrones for walking, cycling, car and bus journeys.

³ https://www.ciht.org.uk/media/4461/ciht_-_planning_for_cycling_proof_v2_singles.pdf

⁴ https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

Table 6.4: Number of Staff within Journey Time Bands by Mode of Travel

Journey Time (mins)	Walk	%	Cycle	%	PT	%	Car	%
0 to 5	0	0.0%	43	2.4%	128	7.2%	226	12.7%
5 to 10	31	1.7%	173	9.7%	236	13.3%	326	18.3%
10 to 15	97	5.4%	182	10.2%	170	9.6%	247	13.9%
15 to 20	37	2.1%	136	7.6%	169	9.5%	156	8.8%
20 to 30	199	11.2%	239	13.4%	229	12.9%	214	12.0%
30 to 45	170	9.6%	217	12.2%	187	10.5%	121	6.8%
45 to 60	169	9.5%	126	7.1%	115	6.5%	125	7.0%
60 to 75	108	6.1%	99	5.6%	69	3.9%	89	5.0%
75 to 90	121	6.8%	41	2.3%	78	4.4%	61	3.4%
90+	848	47.6%	524	29.4%	399	22.4%	215	12.1%
TOTAL	1780	100.0%	1780	100.0%	1780	100.0%	1780	100.0%

6.14 **Figures 6.3 and 6.4** below show the walking and cycling journey data.

Figure 6.3. Staff Locations and Walking Journey Time

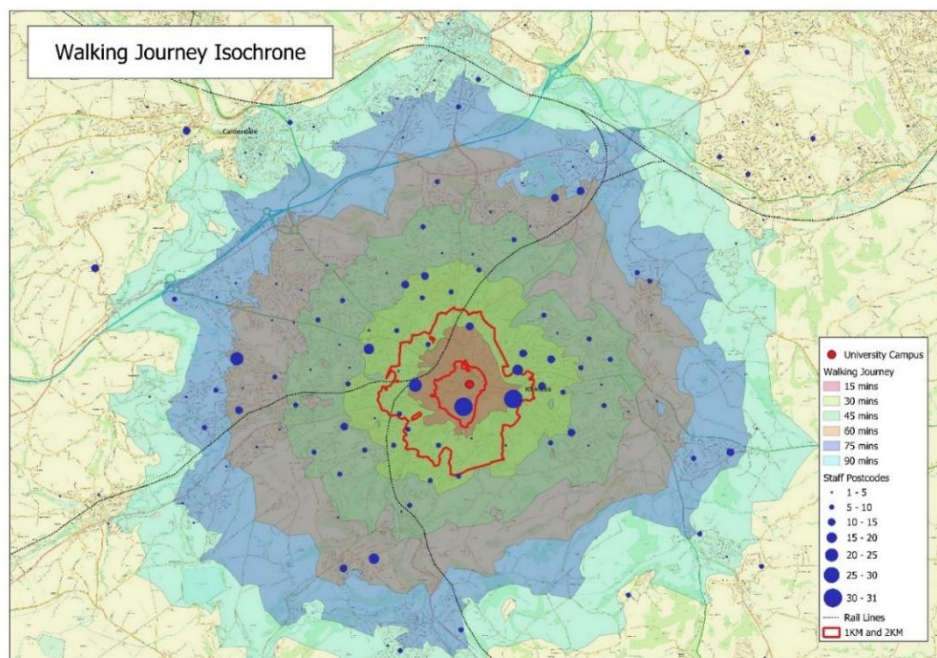
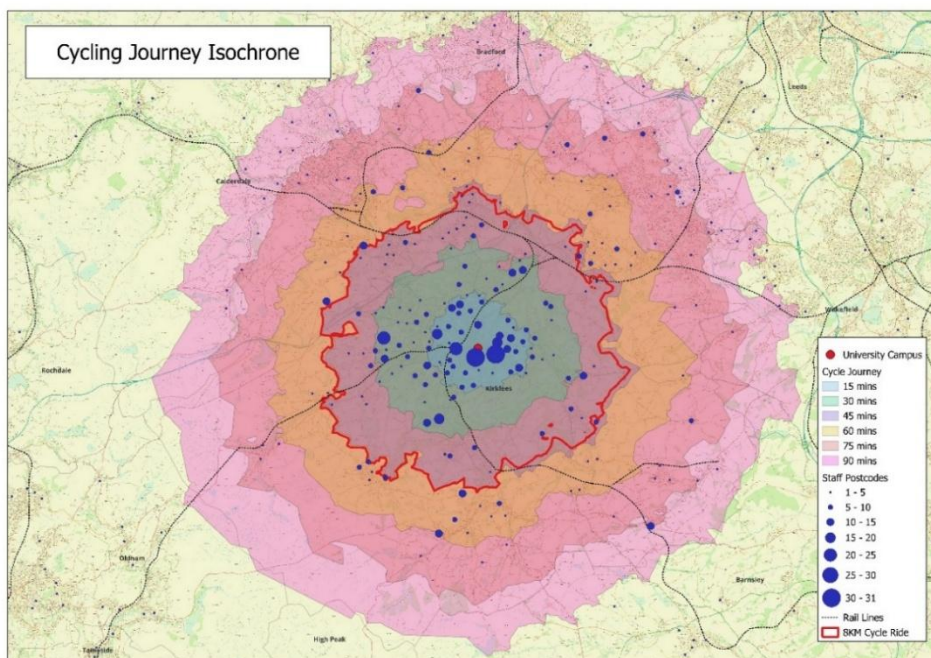


Figure 6.4. Staff Locations and Cycle Journey Time



6.15 The numbers of staff who live within the desirable and maximum recommended walking and cycle distances is summarised below:

- 0 to 1km walk: 78 staff (4.4%),
- 1 to 2km walk: 148 staff (8.3%),
- 0 to 2km walk in total: 226 staff (12.7%),
- 0 to 8km cycle: 955 staff (53.7%).

6.16 The staff postcode analysis and accessibility mapping in Figure 6.3 and 6.4 indicates that 12.7% of staff live within the acceptable maximum walking distance of 2km, and 53.7% within the acceptable maximum cycling distance (8km) from campus.

6.17 The 2025 staff travel survey indicates that in 2025, 20.5% of staff walked, and 3.3% of staff cycled to work as their main mode of transport.

6.18 Whilst we would not expect all staff to be able to walk or cycle to work for various reasons, including topography of the route, working patterns, childcare commitments, perceived safety, flexibility etc, this evidence base can be used to set realistic and attainable targets for walking and cycling.

6.19 **Figures 6.5 and 6.6** below show the bus and car journey data.

Figure 6.5. Staff locations and Bus Journey Time

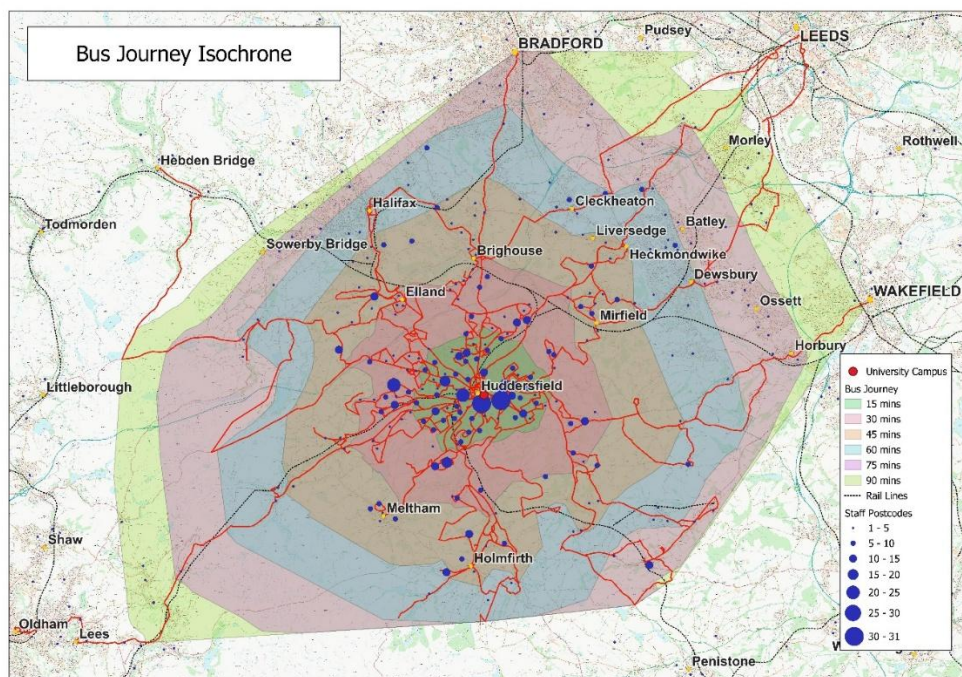
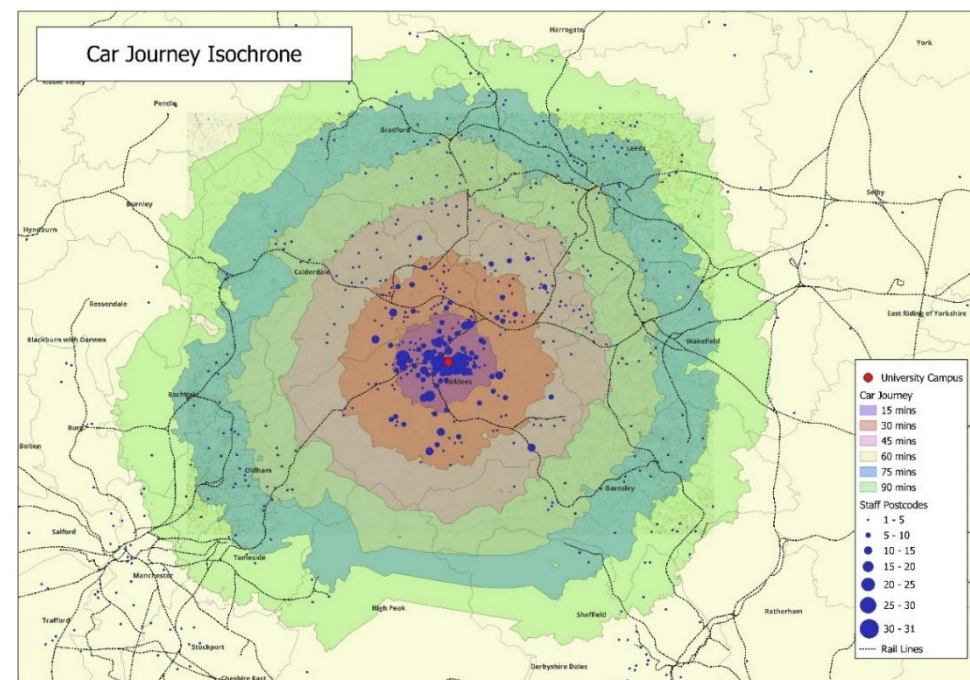


Figure 6.6. Staff Locations and Car Journey Time



- 6.20 Table 6.4 and figure 6.6 shows that 69.3% staff live within a 60-minute public transport journey and of the 1,780 staff, 1,121 (63%) have a home postcode within 400m of a direct bus route to Huddersfield. The 2025 staff travel survey indicates that in 2025, 19.5% of staff used public transport as their main mode of travel.
- 6.21 Table 6.4 and Figure 6.7 show that the significant proportion of staff (65.6%) live within a 30-minute car journey and 79.5% within a 60-minute car journey of the campus.
- 6.22 The staff journey times and location show a strong correlation to the locations which have direct bus services to Huddersfield, suggesting that public transport among staff could be higher than it currently is. There is a lack of direct bus route coverage in the area bounded by Heckmondwike, Batley and Dewsbury. Not all bus routes to Huddersfield serve the Queensgate or the NHIC, only routes from the south and east of Huddersfield serve Queensgate and those to Leeds serve NHIC and therefore is a need for interchange through the centre of Huddersfield.

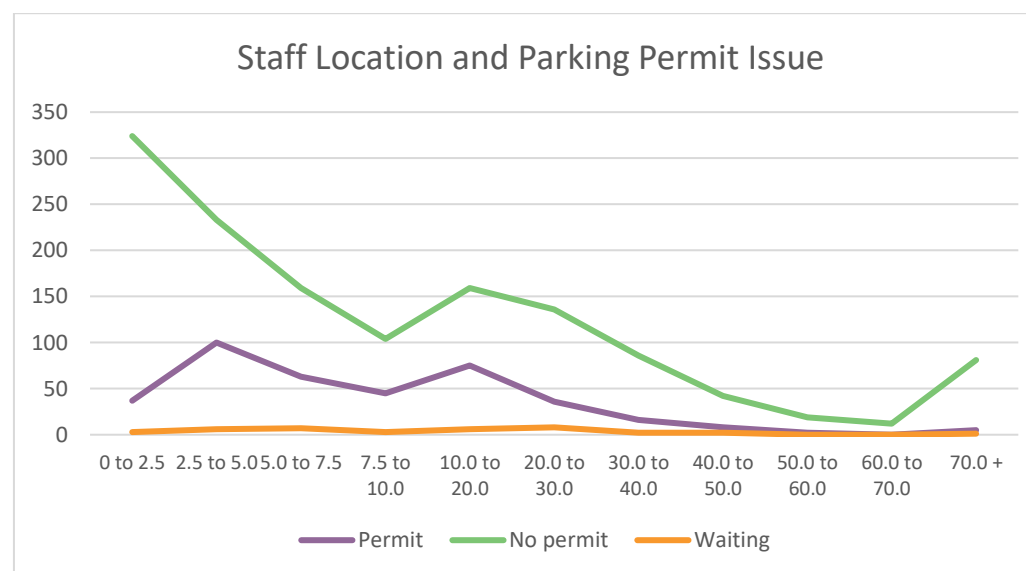
Staff Parking Permit Availability

- 6.23 **Table 6.5** provides the data set of staff travel distance by permit availability and the data is plotted in **Figure 6.7**. In the 2025/26 survey 387 staff (21.7%) had a parking permit, 1355 (76.1%) had no permit and 38 staff (2.1%) were awaiting an opportunity to obtain a permit.
- 6.24 The data indicates that 54.4% of staff who have an existing parking permit live within 7.5 km of the site which is within the maximum cycling distance from the campus. It also shows a higher proportion of permits in the 2.5 to 5.0km distance band than other distance bands; again, within the desirable cycling distance of 5km. Over 33.5% of staff live over 10km from campus, with 9.9% of this total living over 30 km from campus.

Table 6.5. Staff Travel Distances by Parking Permit Availability

Distance (KM)	Permit	No Permit	Waiting for
0 to 2.5	37	324	3
2.5 to 5.0	100	233	6
5.0 to 7.5	63	159	7
7.5 to 10.0	45	104	3
10.0 to 20.0	75	159	6
20.0 to 30.0	36	136	8
30.0 to 40.0	16	86	2
40.0 to 50.0	8	42	2
50.0 to 60.0	2	19	0
60.0 to 70.0	0	12	0
70.0 +	5	81	1
Total	387	1355	38
%	21.7%	76.2%	2.1%

Figure 6.7. Staff location and Parking Permit Issue



- 6.25 There are however many reasons why staff choose to travel by car. For example, all day parking in Huddersfield costs circa £5.00 which is comparable to the £6.00 West Yorkshire wide all-day bus ticket.
- 6.26 Table 6.1 set out the mode choice of the 209 survey responses with the percentage mode share for each mode given. If these mode share proportions are projected to the full 1780 staff members the total numbers travelling by each mode would be as per **Table 6.6** below.

Table 6.6. Staff Mode of Travel Choice 2025/26

Mode of Travel	Mode Share %	Projected Staff Numbers
Bike/electric bike (e-bike)	3.3%	60
Walking/running	20.6%	366
Bus	9.6%	170
Train	10.0%	179
Single occupancy vehicle	44.0%	784
Taxi/lift	1.0%	17
Car share	10.5%	187
Other private transport	1.0%	17
Total	100%	1780

- 6.27 If these numbers of staff journeys are assumed to occur every weekday and are overlaid against the National Travel Survey 20245 average journey lengths we would see the following distances (**Table 6.7**) being covered on a daily basis, by staff accessing the campuses.

Table 6.7 Average Journey Distances (from NTS 0409)

Mode	Ave Journey Km	Indicated Daily Kms
Rail	49.2	2,933
Car	13.7	5,017
Bus	7.4	1,260
Cycle	5.6	1,002
Walking	1.5	1,175
Total		11,388

- 6.28 It can be seen that staff car travel is estimated to account for 5,000km each day.
- 6.29 With 387 parking permits issued, **Table 6.6** suggests there is circa 400 staff driving in single occupancy cars to the campus but parking either on street or in local private car parking facilities.
- 6.30 The data suggested that there are a large proportion of staff with a home postcode within 10km of the University who have parking permits. Consideration should be given to limiting permit allocation where sustainable travel options are feasible, given the dense public transport network within 5.0km of Huddersfield and the potential for cycling over that distance.

⁵ National Travel Survey, Department for Transport: Dataset NTS0409 Average number of trips and distance travelled by purpose and main mode: England, 2002 onwards [nts0409.ods](#)

Student Travel

- 6.31 Student travel has a different dynamic to the staff travel ecosystem. Student numbers are higher than staff numbers, however travel may be less frequent due to attendance patterns being more varied. As a general overview, students are more locally based, presumably reflecting the University's approved private accommodation on or near the campus.
- 6.32 The most recent survey data 2025/26 indicates:
- Student numbers 12,442,
 - Average journey distance 5.7km,
 - Average walk speed 5km/h, Average cycle speed 11km/h, Average car speed 24km/h.
- 6.33 Students live on average much closer to campus with their average distance from campus being 5.7km when compared to staff at 15.5km.

Mode of Travel

- 6.34 **Table 6.8** below provides a breakdown of the student travel survey responses regarding travel to and from campus.

Table 6.8: Student Mode of Travel 2025/26

Mode	Average Users	%
Walk	421	30.8
Car/van driver	377	27.6
Car passenger	52	3.8
Bus	251	18.3
Rail	225	16.4
Taxi / Uber	18	1.3
Other private transport	11	0.8
Other public transport	10	0.7
Bicycle	3	0.2
TOTAL	1421	100

- 6.35 **Table 6.8** indicates that public transport is the most common form of travel at 36.5% and 31.9% students use a form of active travel (walking, wheeling and cycling) . Single occupancy vehicle travel accounts for just under 30%.

Student Home Postcodes and Distance Travelled to Campus

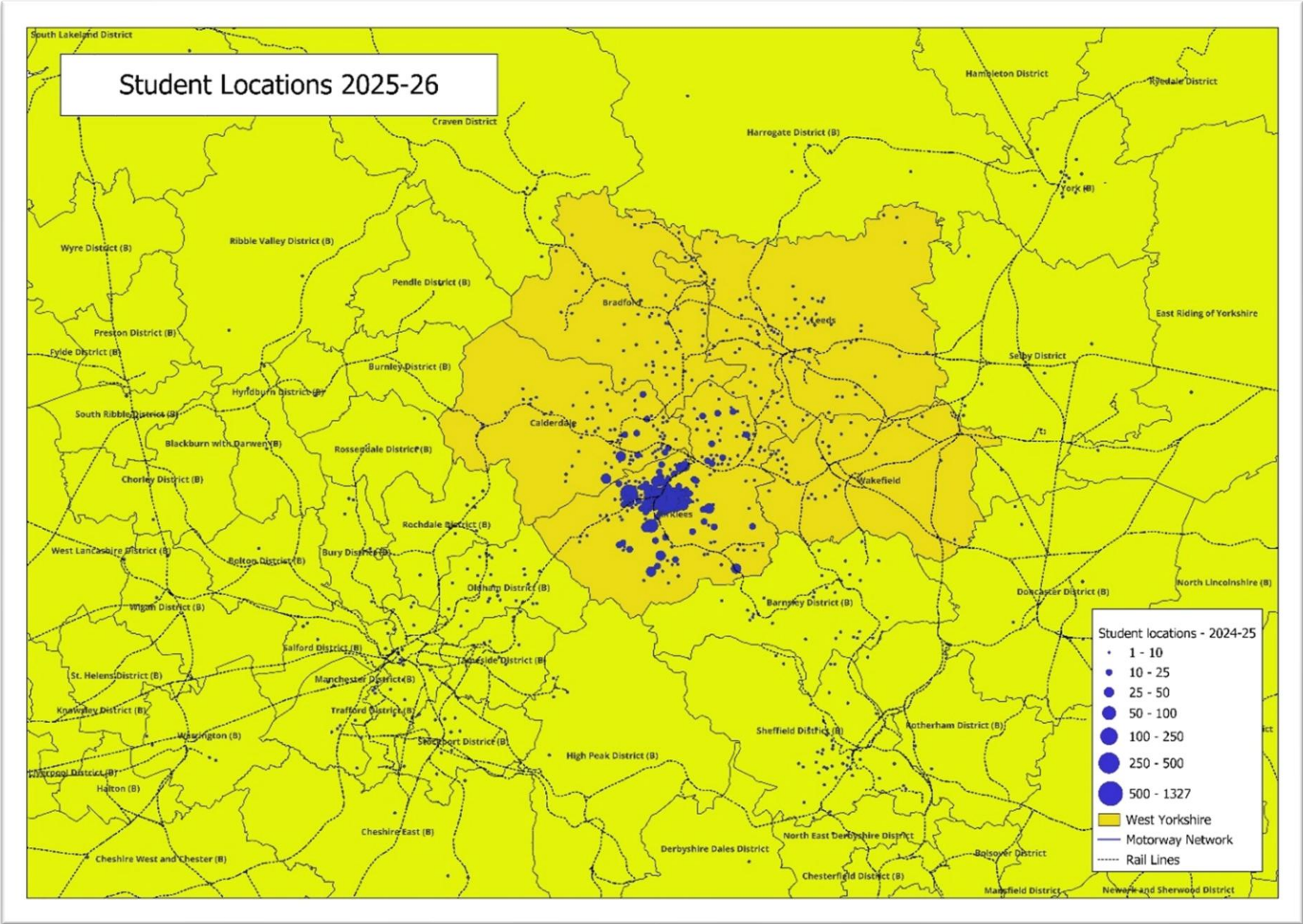
- 6.36 **Table 6.9** below presents the analysis of student home postcodes. **Figure 6.8** overleaf shows this data visually.

Table 6.9 Student Home Postcode Area

Staff	Total	%
Kirklees	5787	46.5%
Wider West Yorkshire	3777	30.4%
Greater Manchester	1631	13.1%
South Yorkshire	648	5.2%
Other	599	4.8%
Total	12442	100.0%

- 6.37 This shows that students are less concentrated in Kirklees than staff (46.5% against 58.7%) and similarly across the wider West Yorkshire area where about 80% of staff live compared with 30% of students.
- 6.38 These lower numbers may reflect the more fluid nature of students often on 1–3-year courses whereas staff will be often longer term or permanent appointments.
- 6.39 Also notable is the strong pull of students based in Greater Manchester which is approximately double the level of staff based in the same area. This may reflect students having a greater propensity to use rail with a reasonable service from the Manchester areas to Huddersfield.

Figure 6.8 Student locations 2025/26



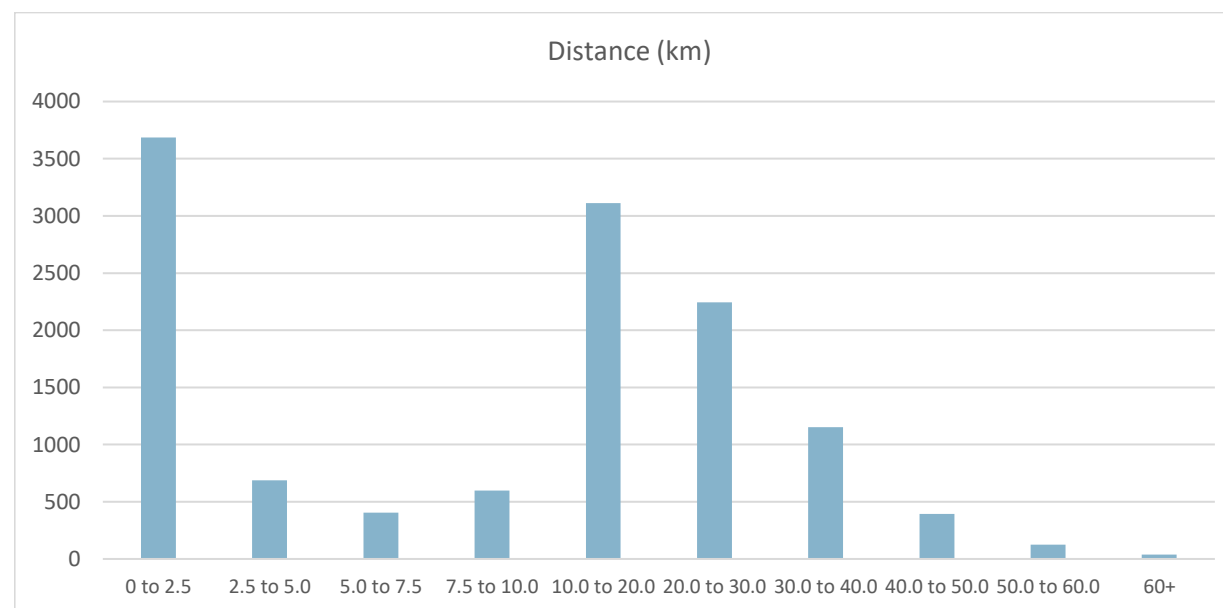
6.40 **Table 6.10 and Figure 6.9** below show the travel distances by students to the university by any mode of travel, using the home postcode data.

This shows that 29.6% students travel less than 2.5km to the university, presumably reflecting student accommodation close to campus. Significantly, 43.1% travel 10km or less and a further 25% between 10 and 20km.

Table 6.10: Student Travel Distances by All Modes

Distance (Km)	Number	%
0 to 2.5	3686	29.6%
2.5 to 5.0	689	5.5%
5.0 to 7.5	404	3.2%
7.5 to 10.0	597	4.8%
10.0 to 20.0	3112	25.0%
20.0 to 30.0	2244	18.0%
30.0 to 40.0	1152	9.3%
40.0 to 50.0	395	3.2%
50.0 to 60.0	125	1.0%
60+	38	0.3%
Total	12442	100.0%

Figure 6.9: Student Travel Distances



Student Mode of Travel by Journey Distance and Time

6.41 The recommended distances contained in the Chartered Institute of Highways and Transport (CIHT) guidance documents for cycling⁶ and walking⁷ are a 1km (desirable) or 2km (maximum) walk, or a 5km (desirable) or 8km (maximum) cycle ride of the campus. These distances equate to a 12 or 24-minute walk and a 25 and 40-minute cycle ride.

6.42 **Table 6.11** shows a breakdown of student journey time by mode of travel. **Figures 6.10 to 6.13** then show the home locations of students overlaid by a series of mode specific journey time isochrones for walking, cycling, car and bus journeys.

⁶ https://www.ciht.org.uk/media/4461/ciht_-_planning_for_cycling_proof_v2_singles.pdf

⁷ https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

Table 6.11: Number of Students within journey time bands by mode of travel

Journey	Walk	%	Cycle	%	PT	%	Car	%
0 to 5	0	0.0%	2077	16.7%	2646	21.3%	3244	26.1%
5 to 10	1327	10.7%	1148	9.2%	1040	8.4%	892	7.2%
10 to 15	1319	10.6%	584	4.7%	391	3.1%	420	3.4%
15 to 20	277	2.2%	256	2.1%	298	2.4%	294	2.4%
20 to 30	763	6.1%	401	3.2%	404	3.2%	1521	12.2%
30 to 45	391	3.1%	447	3.6%	1218	9.8%	1480	11.9%
45 to 60	298	2.4%	965	7.8%	1085	8.7%	1527	12.3%
60 to 75	203	1.6%	889	7.1%	1029	8.3%	1353	10.9%
75 to 90	201	1.6%	636	5.1%	899	7.2%	802	6.4%
90+	7663	61.6%	5039	40.5%	3432	27.6%	909	7.3%
TOTAL	12442	100.0%	12442	100.0%	12442	100.0%	12442	100.0%

6.43 Figures 6.10 and 6.11 below show the walking and cycling journey data.

Figure 6.10: Student locations and Walking Journey Time

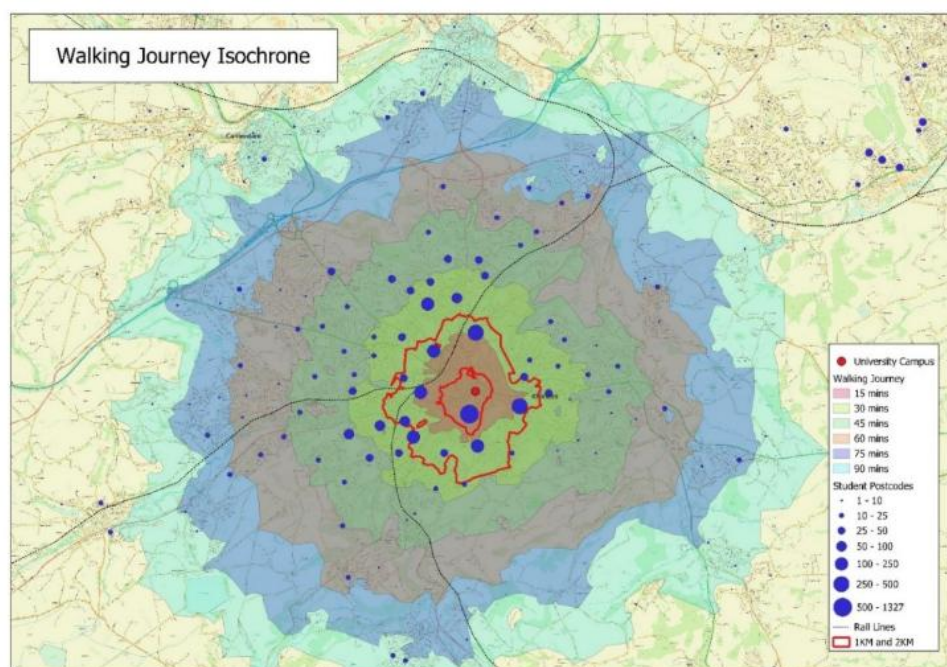
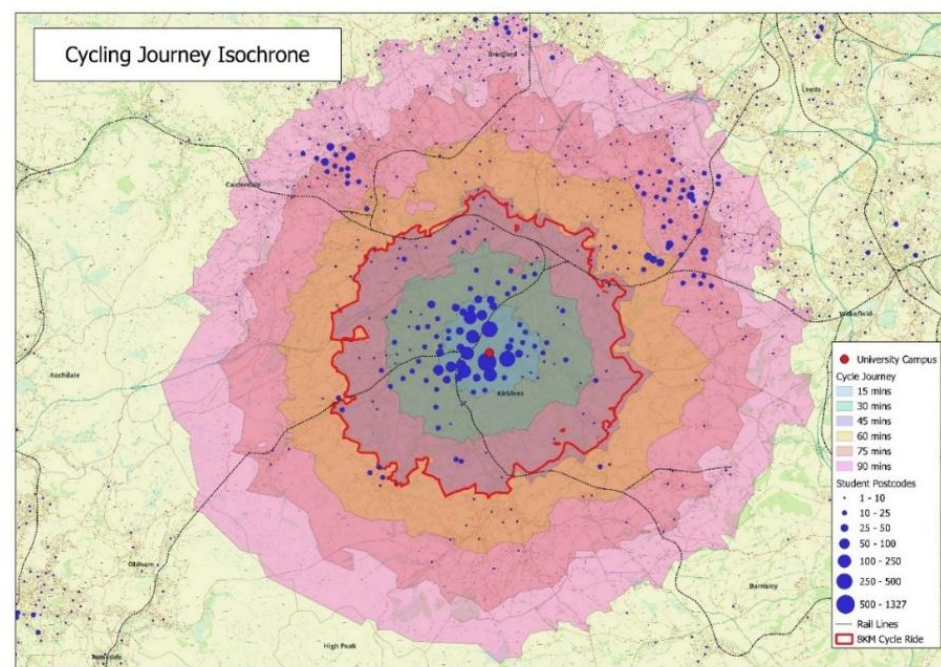


Figure 6.11. Student locations and Cycle Journey Time



6.44 The numbers of students who live within the desirable and maximum recommended walking and cycle distances are summarised below:

- 0 to 1km: 2245 (18.0%),
- 1 to 2km: 999 (8.0%),
- 0 to 2km total 3244 (26.0%),
- 0 to 8km: 4850 (39.0%).

6.45 The student postcode analysis and accessibility mapping indicates that 26.0% of students live within an acceptable maximum walking distance of 2km, and 39.0% within an acceptable maximum cycling distance (8km) from campus. The 2025 travel survey indicates that 31.8% of students walked, and 0.1% cycled as their main mode of transport.

6.46 **Figures 6.12 and 6.13** below show the bus and car journey data.

Figure 6.12: Student locations and Bus Journey Time

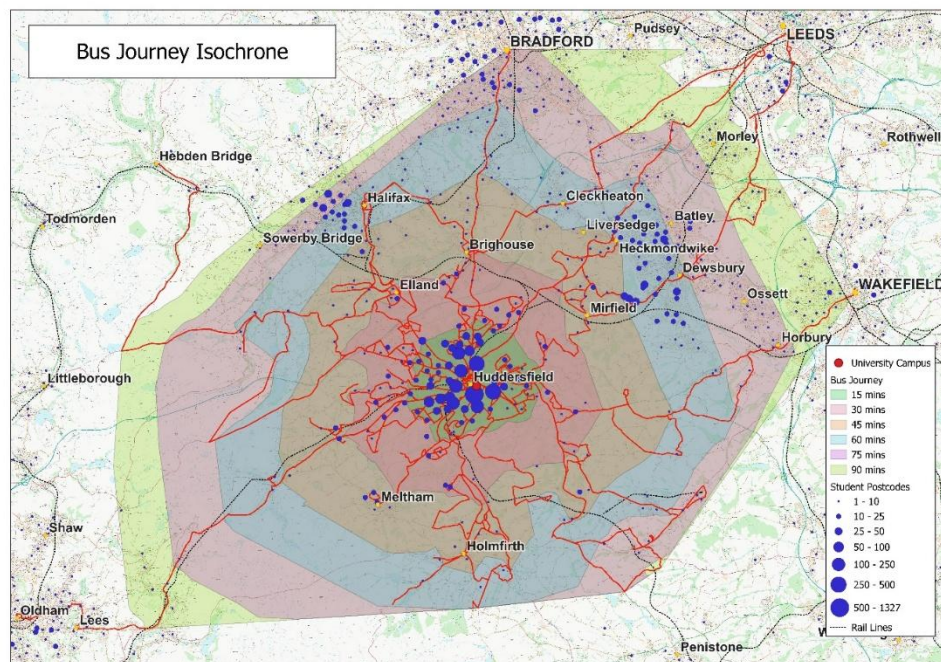
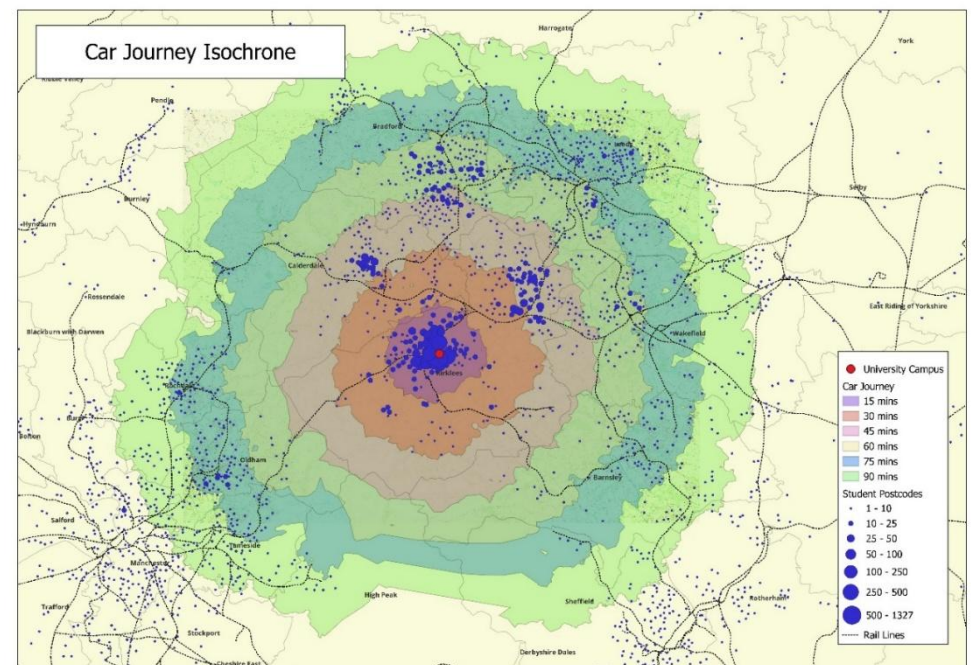


Figure 6.13: Student locations and car journey time



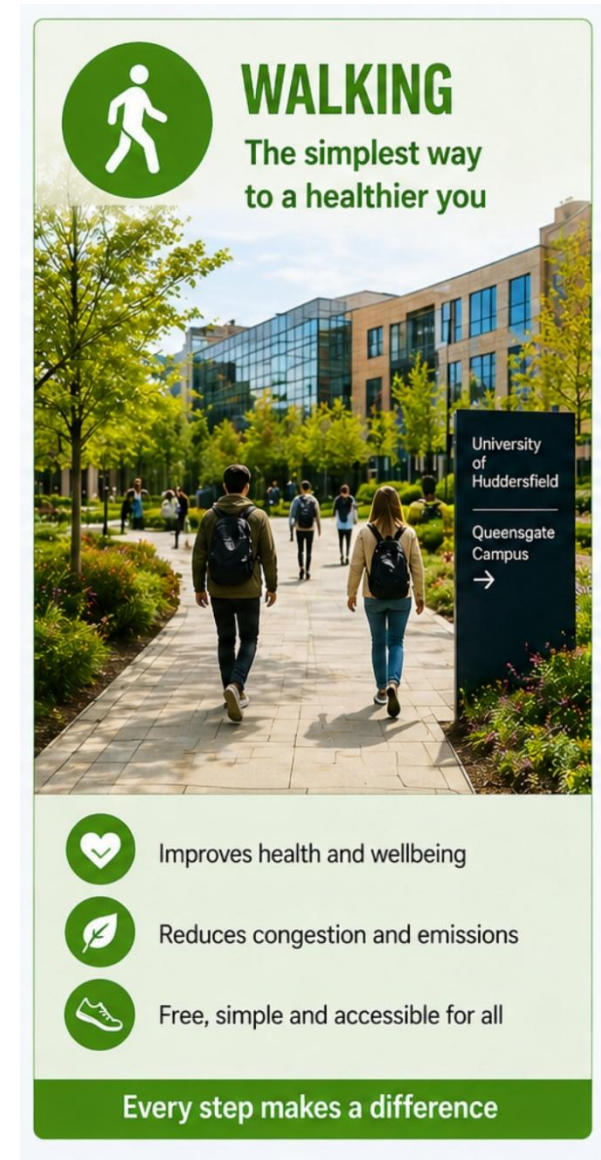
6.47 **Figure 6.12** shows that 56.9% students live within a 60-minute public transport journey of the University, and of the 12,442 students in the survey 5,717 (45.9%) have a home postcode within 400m of a direct bus route to Huddersfield. The 2025 student travel survey indicates that in 2025, 35.5% of students used public transport as their main mode of travel.

- 6.48 **Figure 6.13 and Table 6.11** shows that the majority of students (51.2%) live within a 30-minute car journey and 75.4% within a 60-minute car journey of the campus.
- 6.49 The student travel isochrones develop reflect a high concentration of home locations under 10km from the University with 43.1% based within 10km of the site which is reflected in the high use of public transport. Huddersfield has good connections to the regional public transport network, and this may account for the number of students based across the region; this is also supported by the concentrations of student postcodes in locations where key interurban bus routes exist such as Halifax, Bradford and Dewsbury.
- 6.50 As with staff, the main area that lacks direct public transport access for students is the area bounded by Heckmondwike, Batley and Dewsbury, but also there are significant concentrations of students west of Halifax and north of Bradford that have no direct access to Huddersfield by public transport. A high number of students live in the Greater Manchester, east of Leeds and Sheffield areas, but these would have the advantage of direct rail services to Huddersfield.
- 6.51 As with staff, not all bus routes to Huddersfield serve the Queensgate Campus or the NHIC. Only routes from the south and east of Huddersfield serve Queensgate and only those to Leeds serve the NHIC and so there is a need for interchange through the centre of Huddersfield.

7 Walking

Policy Context

- 7.1 Walking is key in the transformation of transport across West Yorkshire and Kirklees, with a regional ambition to create a safer, greener, healthier, and more equitable mobility system. At the regional level, the West Yorkshire Combined Authority (WYCA) embeds walking within its West Yorkshire Local Transport Plan (LTP4) and the emerging Weaver Network, a fully integrated transport system designed to tackle climate change, reduce congestion, and improve public health. The LTP highlights walking as a critical mode for reducing transport emissions, targeting an 81% carbon reduction by 2038 by enabling substantial modal shift away from car use. Walking is recognised as playing a vital role in achieving cleaner air, supporting well-being, and enhancing the liveability of neighbourhoods across the region.
- 7.2 Specifically, the LTP4 Active Travel policies A1 to A6, look to deliver Active Travel as part of the Weaver Network, which will be delivered under the 'Streets for Everyone' approach. This will provide a consistent and integrated network that enables all users to safely walk, wheel and cycle whether as part of a longer journey or longer active travel trip.
- 7.3 The monitoring of the progress of the LTP4 will be undertaken against a number of target indicators, set out in the LTP. Those relevant to walking, as part of active travel, are:
- **T1 Travel by Sustainable Modes:** By 2040 we want to increase sustainable mode share to 40% and decrease car to 59% of distance travelled.
 - **T17 Frequency of Walking Activity:** In 2023, 28% of adults in West Yorkshire walked for any purpose at least 5 times a week. By 2040, we want to increase this proportion to 50% of adults in West Yorkshire.
- 7.4 Kirklees Council aligns strongly with WYCA's regional objectives through its emerging Transport Strategy (2025). The transport strategy strengthens this commitment by placing active travel; walking, wheeling, and cycling at the heart of future mobility planning. The strategy reinforces a focus on Vision Zero, aiming to eliminate traffic fatalities, and includes policies for developing safe, high-quality and integrated walking networks. Active Travel policies AT1 to AT6 guide the prioritisation of active travel improvements.
- 7.5 The Kirklees Transport Strategy looks to deliver the Active Travel policies through the Local Cycling and Walking Infrastructure Plan (LCWIPs), which identifies preferred walking routes, core pedestrian zones, and priority investment corridors, enabling a structured pipeline of improvements. The Kirklees LCWIP identifies a priority cycle route between Huddersfield town centre and following a route along the A629 Wakefield Road to the south of the town centre.



- 7.6 Locally, Kirklees is delivering the active travel priorities through place-based infrastructure upgrades as part of regeneration masterplans such as Huddersfield Blueprint, and a commitment to embedding active travel in all aspects of transport decision-making. Practical pedestrian infrastructure delivery in Kirklees is undertaken through investment programmes such as the Transforming Cities Fund, jointly delivered with WYCA. Many projects are already upgrading key pedestrian environments, including walking routes and wayfinding around Huddersfield rail and bus stations and the improvements to the station gateway, George Hotel, Northumberland Street, the markets areas and Old Cultural Heart. These interventions aim to make accessing public transport on foot easier, safer, and more appealing, helping shift short trips away from car dependency.

Infrastructure Overview (existing)

- 7.7 The pedestrian infrastructure provision through and around the Queensgate Campus and NHIC is generally of a good order, with pedestrian infrastructure around Queensgate being well established, and the urban public realm emerging as part of the NHIC proposals offering high quality pedestrian spaces. Proposals being brought forward as part of the regeneration schemes and masterplans set out above, will complement the interventions in this strategy.
- 7.8 The figures in **Appendix C** show the existing pedestrian infrastructure, and routes to and from the campuses where there is high quality pedestrian infrastructure in place already.

NHIC Area and the A62 Corridor

- 7.9 New segregated pedestrian and cycle routes along the A62, and signalised pedestrian/toucan crossings at Northumberland Street junction, improve the east-west movement of pedestrians to the NHIC from nearby bus stops, residential areas, the Gasworks area and the stadium towards the central town and station area. Signalised crossings take pedestrians north towards Castlegate.
- 7.10 To the south of NHIC on the A62 Southgate, there are shared pedestrian and cycle facilities and three signalised crossings on Southgate supporting movement to Queensgate Campus, although routes are less consistent and coherent from this direction. Alternatively, pedestrians can travel towards Queensgate Campus via the Old Leeds Road and the canal towpath for a more pleasant off-road route using existing blue infrastructure routes.
- 7.11 Canal towpaths on the Huddersfield Narrow and Huddersfield Broad canals have been enhanced, with the latter used by the University to support wellbeing walks.

Queensgate Campus

- 7.12 Queensgate benefits from excellent internal walking provision, with multiple entrances from Queensgate, Queen Street South, Firth Street and surrounding areas. Within the campus, dedicated pedestrianised routes and information boards provide clear internal navigation.
- 7.13 High-quality pedestrian routes connect the campus northwards to Huddersfield town centre, bus/rail stations, and local destinations. These make use of pedestrianised areas of the town centre on High Street, New Street and King Street. Improvements around Queensgate Market as part of Our Cultural Heart are expected to enhance these connections further.

- 7.14 Wide footways and signalised crossings on the A62 to the north of the Shorehead roundabout facilitate access to bus stops and towards the NHIC.
- 7.15 Numerous crossings on Firth Street support movement to/from southern student accommodation and beyond.
- 7.16 The LCWIP priority route for Huddersfield will seek to improve pedestrian and cycle accessibility to the town centre from the south-east, along the A62 Wakefield Road, along Queensgate and to the town centre.

Gap Analysis

- 7.17 There are gaps in pedestrian provision for staff, students and visitors approaching the University on foot from the south-east and east of both university campuses. As the NHIC masterplan emerges, there is the opportunity to provide high quality pedestrian routes through the NHIC both east to west and north to south. Access from the north of the town centre is inconsistent although improved by the crossing points close to the NHIC. The improvement of links between the two campuses offers the highest potential for change, alongside a revised external wayfinding strategy for the University within the town centre.
- 7.18 The SSEC and Gasworks masterplans present ambitious proposals for new active travel links, moving through NHIC, across the river towards green infrastructure, development sites and the stadium to the east of the town. A number of these proposals will benefit the NHIC and UoH, offering routes for pedestrians away from the A62 and highly trafficked routes.
- 7.19 The LCWIP priority route for Huddersfield will seek to improve pedestrian and cycle accessibility to the town centre from the south-east, along the A62 Wakefield Road and Queensgate and to the town centre, which will promote access to both campuses.
- 7.20 A number of gaps in the pedestrian infrastructure are noted which hinder pedestrian access to the UoH; some of these gaps are already identified in existing masterplan documents and improvements are proposed within those masterplans. Others have been identified as part of the infrastructure audits undertaken for the ITPS and Travel Plan. Gaps that do not relate to infrastructure are identified below:
- Pedestrian wayfinding around NHIC is limited; signage is sparse both on and off campus, with the majority of signage within the town centre guiding pedestrians to the Queensgate Campus.
 - External pedestrian wayfinding to Queensgate is inconsistent; while some fingerpost signs exist in the town centre and there is signage as part of cycle signage scheme via Queens Street South, wayfinding signage is limited near the campus. This is particularly the case when approaching from the south-east and west.
 - Campus entry points on Firth Street and Queen Street South would benefit from branded welcome signage and a clearer indication that visitors are approaching the University.
- 7.21 The figures in **Appendix C** show 'planned' improvements that are to be implemented by the Council and WYCA through schemes that are either identified in a masterplan, are at consultation stage or in some cases, under construction. These schemes are supported by the ITPS as of benefit to UoH.
- 7.22 Those improvements labelled as 'proposed' are those further gaps identified by the work on this ITPS. Each scheme has been given a reference and the key on the figures indicates what is proposed and where the proposal originates. They are also summarised in the **Table 7.1** overleaf.

7.23 The vast majority of the proposals are for 'active travel' routes, which will provide for walking, wheeling and cycling and so the proposals should be considered as improvements to all active travel users.

7.24 **Table 7.1** below shows potential and planned pedestrian infrastructure improvements.

Table 7.1: Potential and Proposed Pedestrian Infrastructure Improvements

Reference	Potential / Proposed	Source	Details
P1	Potential Masterplan	Station to Stadium Enterprise (SSEC) Corridor Masterplan	Pedestrian and cycle improvements on Northumberland St, St Peters Street and the markets area.
P2	Potential Masterplan	SSEC	Small scale improvements of the crossings on Southgate
P3	Potential Masterplan	SSEC	Gasworks Street improvements for Active Travel as part of the Gasworks development
P4	Potential Masterplan	SSEC	Potential canal crossing as part of an active travel route linking the station to the NHIC through to the Gasworks.
P5	Potential Masterplan	SSEC	Closure of Turnbridge Road and bridge to vehicles to create an active travel route through to St Andrews Road and beyond.
P6	Potential Masterplan	SSEC	Larger scale improvements to the A62 Southgate including reducing traffic lanes to increase urban realm and permeability across the A62.
P7	Under Construction	Blueprint – Our Cultural Heart	Links through the Queensgate Markets area to High Street and the bus station.
P8	Potential Masterplan	SSEC	Improvements to St Andrews Road to enable traffic calming for active travel routes to cross at various locations between Gasworks Street and Turnbridge Road
P9	Potential Masterplan	LCWIP	Active travel corridor from town centre and along the A62 Wakefield Road was identified in the Phase 1 LCWIP. This gives the opportunity to link pedestrians across the A62 at Shorehead Roundabout, and St Andrews Road / Firth Street.
P10	Proposed	TBC	Toucan crossing to the south of Shorehead Roundabout to service the desire line between the NHIC and Queensgate campus, the supermarket, bus stops and parking but also to maximise the use of leisure routes along the canal.
P11	Proposed	TBC	Improved pedestrian wayfinding and signage towards the Western Campus entrances from Chapel Street and Milford Street.

8 Cycling and Wheeling

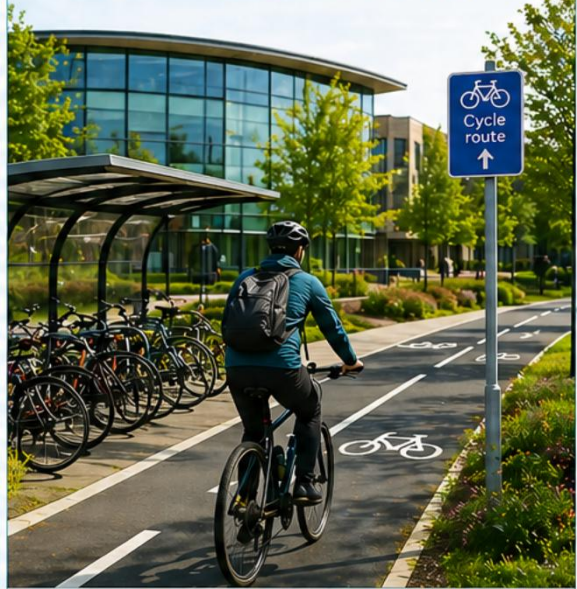
Policy Context

- 8.1 Cycling plays a central role in transforming mobility across both West Yorkshire and Kirklees, forming a key part of the region's ambition for a cleaner, healthier, and more inclusive transport system. At the regional level, WYCA embeds cycling within its long-term transport planning through the West Yorkshire Local Transport Plan (LTP4) and through the Local Cycling and Walking Infrastructure Plans (LCWIPs), which identify priority corridors and future cycling routes across the region, ensuring investment is shaped by data, accessibility needs, and local stakeholder input. In Kirklees, WYCA has supported the development of cycling proposals such as a key corridor along A62 Wakefield Road.
- 8.2 Specifically, the LTP4 Active Travel policies A1 to A6, look to deliver Active Travel as part of the Weaver Network, which will be delivered under the 'Streets for Everyone' approach. This will provide a consistent and integrated network that enables all users to safely walk, wheel and cycle whether as part of a longer journey or longer active travel trip.
- 8.3 The monitoring of the progress of the LTP4 will be undertaken against a number of target indicators. Those relevant to walking, as part of active travel, are:
- **T1 Travel by Sustainable Modes:** By 2040 we want to increase sustainable mode share to 40% and decrease car to 59% of distance travelled.
 - **T18 Frequency of Cycling Activity:** In 2023, 6% of adults in West Yorkshire cycled for any purpose at least once a week. By 2040, we want to increase this proportion to 25% of adults in West Yorkshire.
- 8.4 Kirklees Council aligns strongly with WYCA's regional objectives through the emerging Transport Strategy (2025). The transport strategy strengthens this commitment by placing active travel; walking, wheeling, and cycling, at the heart of future mobility planning. The strategy reinforces a focus on Vision Zero, aiming to eliminate traffic fatalities, and includes policies for developing safe, high-quality and integrated walking networks. Active Travel policies AT1 to AT6 support the objectives of the transport strategy and guide the prioritisation of active travel improvements.
- 8.5 Kirklees Council embeds cycling within its town-specific transport strategy, planning policy, and regeneration work. The delivery of cycle infrastructure in Huddersfield is shaped by joint investment programmes with WYCA to improve corridors that support active travel access to major destinations. Improvements to the town centre public realm, the station gateway area around Huddersfield Railway Station, and walking and cycling links to the markets, Northumberland Street, and the emerging cultural quarter all help support better conditions for local cycling journeys.



CYCLING

A fast, flexible and sustainable choice





Improves fitness and mental wellbeing



Zero emissions, low cost travel



Secure cycle parking and facilities across campus

Cycle today, shape tomorrow

- 8.6 These upgrades are complemented by community-focused initiatives such as CityConnect's Active Travel Hubs and Kirklees and local cycling advocacy groups, which continue to play a role in promoting cycling uptake.

Infrastructure overview (existing)

- 8.7 The figures in **Appendix D** show the existing pedestrian infrastructure, and routes to and from the campuses where there is high quality pedestrian infrastructure in place already.
- 8.8 The University of Huddersfield is well connected to a range of on- and off-road cycle routes from most directions. Key corridors approaching the two campuses, including A62 Southgate, A62 Leeds Road, A640 Trinity Street, A616 Lockwood Road, and Queen Street South, feature a mixture of on-road lanes, shared paths, and toucan crossings that connect cyclists to the University. These vary in standard, however, are generally legible and guide cyclists to the campuses.
- 8.9 To the south of NHIC on the A62 there are shared pedestrian and cycle facilities on the A62, crossing towards the town centre and continuing on Kirkgate. although routes are less consistent and coherent from this direction. Alternatively, pedestrians can travel towards Queensgate Campus via the A62 or use Old Leeds Road and the canal towpath for a more pleasant off-road route using existing blue infrastructure routes.
- 8.10 Canal towpaths (Huddersfield Broad Canal and Huddersfield Narrow Canal) provide important east-west cycle links to the south of the central area and to the campuses, though access can be limited in places and some sections still require upgrading.
- 8.11 Cycle access from Queen Street South is provided by off and on-road cycle routes from Damside Road.

Gap Analysis

- 8.12 There are gaps in cycle provision for staff, students and visitors approaching the University on cycle. The cycle infrastructure around the campus boundaries varies in consistency, the permeability of the campuses to cyclists is unclear and certainly wayfinding signage is not coherent. The NHIC will benefit significantly from proposals for active travel within the SSEC proposals.
- 8.13 The provision for cyclists at existing crossing points is inconsistent, with some crossings that should be used by cyclists, not being permitted. For example, cyclists cannot use the crossings of Southgate towards the Light and the Oastler Building and the signalised crossing of Southgate at Beast Market is not a toucan, which means that cyclists must dismount.
- 8.14 Links across the A62 to the south of Shorehead roundabout do not exist at present although a high number of pedestrians use this route informally to cross towards bus stops, car parks, the canal and to the supermarket. The proposed LCWIP route gives the opportunity to investigate combined cycle and pedestrian crossing provision in this location as it would provide a link to, or form part of, the LCWIP route and give cycle access to the canal towpath via St Andrews Road.
- 8.15 The provision for cyclists to and from the tow path via Aspley Basin is not formalised and is via the hotel car park. There are no dedicated cycle links across the A62 Wakefield Road towards the Queensgate campus via Firth Street.

- 8.16 The Kirklees LCWIP proposes a new continuous cycle route along the A62 Wakefield Road providing infrastructure on a key corridor into Huddersfield, passing around the eastern boundary of the Queensgate Campus. Once delivered, this route will significantly improve future links between the town centre, rail station, and University in this direction.
- 8.17 Several major improvement schemes within the centre will improve cross-town-centre links and directly benefit cyclists moving from the campuses to the town centre. These include the Huddersfield Rail Station, station apron and associated projects which will improve Northumberland Street, Trinity Street and the public realm around the station to promote the movement of cyclists from the station east towards the NHIC, the Gasworks area and the stadium, linking with the high-quality existing provision on A62 Leeds Road. The improvements to the Queensgate Markets area and Our Cultural Heart will promote movement of cyclists towards the bus station and the rail station via High Street and King Street, linking the Queensgate Campus into to existing cycling provision in the centre.
- 8.18 The SSEC and Gasworks masterplans present ambitious proposals for new active travel links across the river towards green infrastructure and the stadium to the east of the town. A number of these proposals will benefit the NHIC and Queensgate Campuses, offering routes for cyclists away from the A62 and traffic volumes.
- 8.19 A number of gaps in the cycle infrastructure are noted which hinder access to the UoH; some of these gaps are already identified in existing masterplan documents and improvements are proposed within those masterplans. Others have been identified as part of the infrastructure audits undertaken for the ITPS and travel plan. Gaps that do not relate to infrastructure are identified below:
- Wayfinding signage towards the university is limited on wider approaches although there is signage to the Queensgate campus from the town centre and from the south-west from the Huddersfield Narrows canal towpath. The main Queen Street South entrance is poorly signed, reducing campus visibility for cyclists and pedestrians.
 - There is no signage towards the NHIC, and this should be distinct from the Queensgate signage. A review of external wayfinding signage for cyclists on all approaches to both campuses is required.
 - It is unclear whether cyclists are able to use the internal areas of the campus for cycling and this needs to be clarified.
- 8.20 The figures in **Appendix D** show 'planned' improvements that are to be implemented by the Council and WYCA through schemes that are either identified in a masterplan, are at consultation stage or in some cases, under construction. These schemes are supported by the ITPS as of benefit to UoH.
- 8.21 Those improvements labelled as 'proposed' are those further gaps identified by the work on this ITPS. Each scheme has been given a reference and the key on the figures indicates what is proposed and where the proposal originates. They are also summarised in the **Table 8.1** overleaf.
- 8.22 The vast majority of the proposals are for 'active travel' routes, which will provide for walking, wheeling and cycling and so the proposals should be considered as improvements to all active travel users.
- 8.23 **Table 8.1** overleaf shows potential and planned cycle infrastructure improvements.

Table 8.1: Potential and Proposed Cycle Infrastructure Improvements

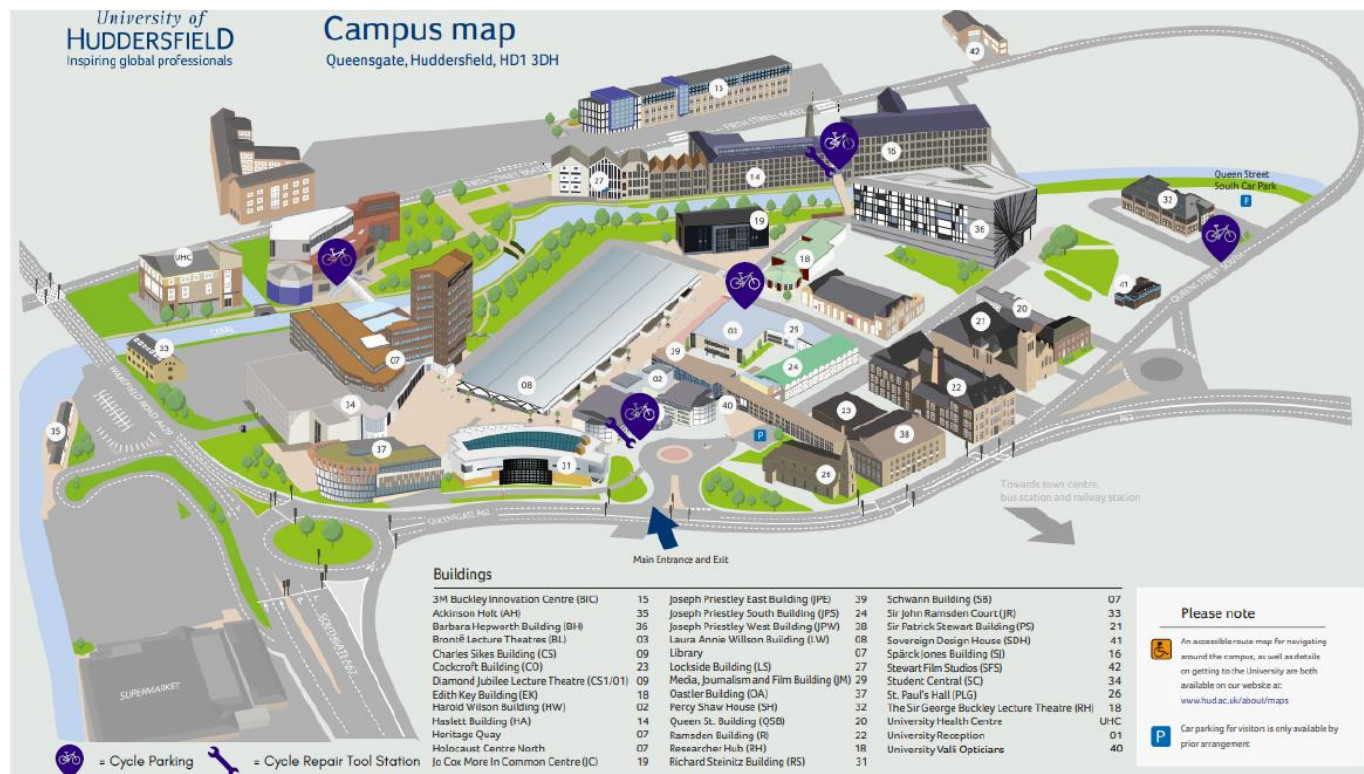
Reference	Planned / Proposed	Source	Details
P1	Planned for Construction	Station to Stadium Enterprise (SSEC) Corridor Masterplan	Pedestrian and cycle improvements on Northumberland St, St Peters Street and the markets.
P2	Potential	SSEC	Small scale improvements of the crossings on Southgate
P3	Potential	SSEC	Gasworks Street improvements for Active Travel as part of the Gasworks development
P4	Potential	SSEC	Potential canal crossing as part of an active travel route linking the station to the NHIC through to the Gasworks.
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P9	Potential	LCWIP	Active travel corridor from town centre and along the A62 Wakefield Road was identified in the Phase 1 LCWIP. This gives the opportunity to link pedestrians across the A62 at Shorehead Roundabout, and St Andrews Road / Firth Street.
P10	Proposed	TBC	Toucan crossing to the south of Shorehead Roundabout to service the desire line between the NHIC and Queensgate campus, the supermarket, bus stops and parking but also to maximise the use of leisure routes along the canal.
C11	Proposed	TBC	The link for cyclists to and from the north of the town centre, on A62 Castlegate and Northgate, to the NHIC is missing. This would link to the existing shared pedestrian and cycle provision on the eastern kerbline of A62 Southgate and require toucan crossings of A62 Leeds Road.
C12	Proposed	TBC	Extend the existing shared off-road provision to Shorehead roundabout to link with the proposed crossing south of the roundabout (P10 above). Upgrade of crossings of Southgate at Beast Market and to north of Shorehead Roundabout to Toucan crossings
C13	Proposed	TBC	Extend the off-road cycle facilities on Queens Street South onto Queensgate between Princess Street and the proposed toucan (P10) to link into the main university reception. Upgrade existing crossings of Queensgate to Queen Street North and opposite the Oastler Building to Toucan crossing.
C14	Proposed	TBC	Cycle / pedestrian link from the tow path onto St Andrews Road and across the A62 Wakefield Road at Firth Street.
C15	Proposed	TBC	Cycle / Pedestrian link from Commercial Street within campus to bus stops and existing cycle provision on Colne Road through area of student accommodation.
C16	Proposed	TBC	Cycle link along A62 Castlegate and Chapel Street to Queen Street entrance. This could link to existing cycle provision at the Leisure Centre.

Cycle Parking Provision

Queensgate and NHIC Campuses

- 8.24 The University has a range of high-quality cycle storage and shower and changing facilities across both the Queensgate and NHIC campuses.
- 8.25 **Figure 8.1** below shows the Queensgate Campus secure cycle facilities and open access Sheffield Stands. Such a map does not yet exist for the emerging NHIC Campus.

Figure 8.1: Cycle Storage Map Queensgate Campus

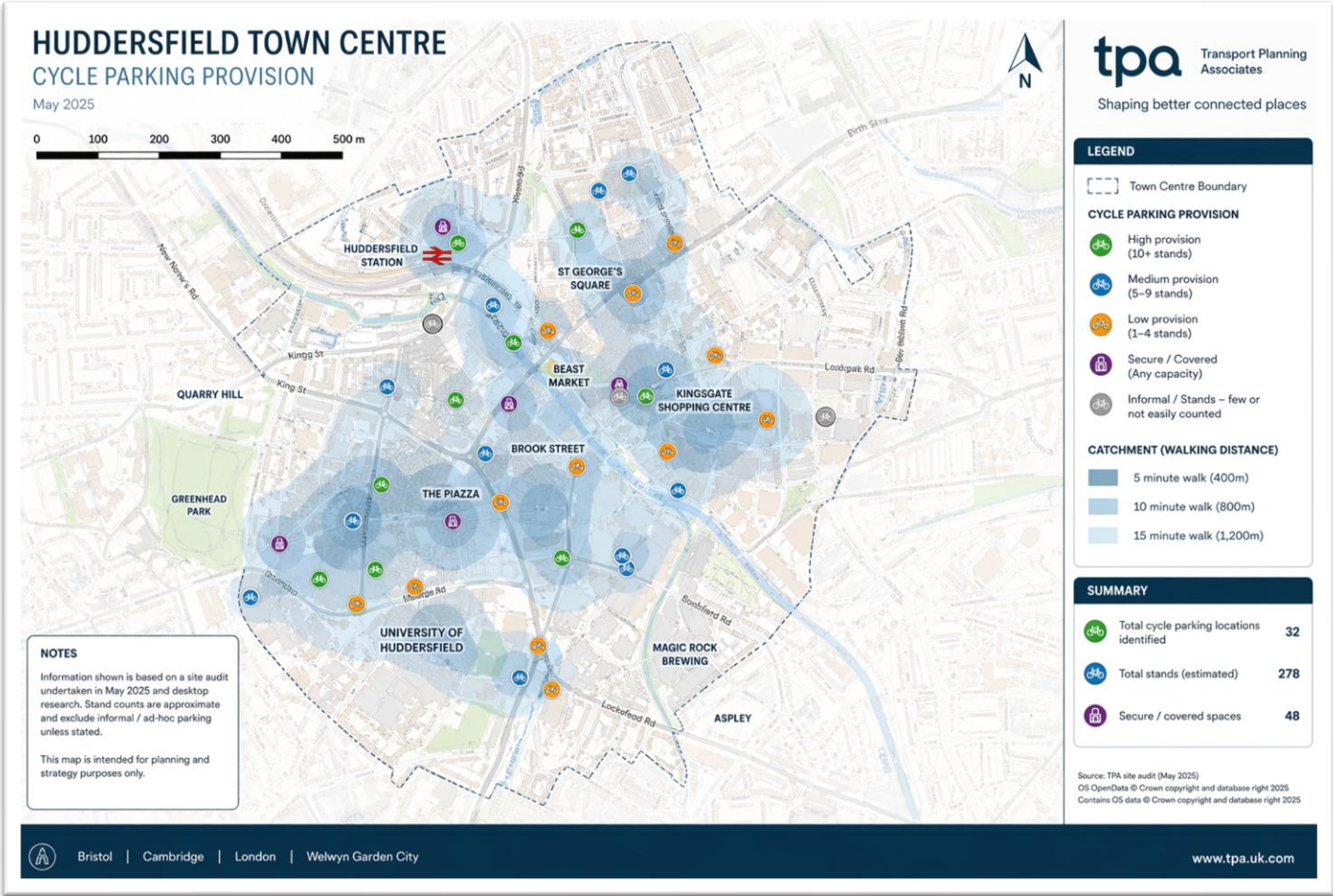


- 8.26 Infrastructure audits have identified gaps in provision of cycle storage at the Queensgate Campus including at the Richard Steinz Buildings, Student Hub and the Barbara Hepworth Buildings.

Huddersfield Town Centre Cycle Storage

8.27 There is limited data available on cycle storage facilities within Huddersfield Town centre. **Figure 8.2** below has been created by TPA Transport Planning Consultants in 2025 from several different sources of data and may not show all cycle storage facilities within the town.

Figure 8.2 Cycle Storage Facilities within Huddersfield Town Centre ⁸



⁸ TPA Transport Planning Consultants, 2025

9 Public Transport

Policy Context

- 9.1 West Yorkshire is undergoing a significant transformation in the planning, delivery, and operation of public transport. Led by the West Yorkshire Combined Authority (WYCA), this transformation seeks to address long-standing challenges including fragmented services, limited modal integration, and constrained accessibility. At the centre of this transformation is the Weaver Network a unified, integrated transport system designed to bring together bus, rail, active travel, and future mass transit into a coherent and user-focused network.
- 9.2 WYCA's Local Transport Plan 4 (LTP4) sets out a vision for a fully integrated, low-carbon, and inclusive transport system. Key strategic objectives include:
- Improving connectivity across West Yorkshire's economic centres,
 - Enhancing reliability, affordability, and accessibility of public transport,
 - Reducing car dependency and associated emissions,
 - Supporting inclusive growth and access to education and employment.
- 9.3 The University of Huddersfield, as a major trip generator within the region, plays a pivotal role in supporting and benefiting from these objectives. The objectives align with the University's sustainability objectives and carbon reduction commitments. For the University of Huddersfield, this regional shift presents a critical opportunity to align campus access, parking policy, and travel demand management with a rapidly evolving transport ecosystem.

The Weaver Network

- 9.4 The Weaver Network is the overarching framework for integrating all transport modes into a single, legible system. It will:
- Replace the existing "Metro" branding,
 - Provide a unified identity across bus, rail, and active travel,
 - Deliver a seamless user experience.
- 9.5 The network is comparable in ambition to Greater Manchester's Bee Network, representing a shift toward London-style integration.
- 9.6 The Weaver Network comprises franchised bus services, integration of rail services into the network, active travel infrastructure embedded within the network and future mass transit forming a high-capacity spine.



A vertical graphic for a public transport campaign. At the top, a blue circle contains a white bus icon. To its right, the text 'PUBLIC TRANSPORT' is in large blue capital letters, with 'Better for you, better for our community' in smaller blue text below it. The middle section shows a blue and white Stagecoach bus at a stop, with a digital display showing 'Huddersfield Town Centre'. A departure board above the bus lists: 'Next departures', 'Town Centre 2 min', 'Train Station 6 min', and 'NHIC Campus 8 min'. Two people are waiting at the stop. The bottom section has three icons in blue circles: a bus, a group of people, and a leaf. To the right of each icon is a line of text: 'Connects you to campus and beyond', 'Reduces congestion and parking demand', and 'Lower emissions for a cleaner future'. At the very bottom, a dark blue bar contains the text 'Your journey, our future' in white.

PUBLIC TRANSPORT
Better for you,
better for our community

Next departures
Town Centre 2 min
Train Station 6 min
NHIC Campus 8 min

Huddersfield
Town Centre

Stagecoach
YX63 ZWC

Connects you to campus and beyond

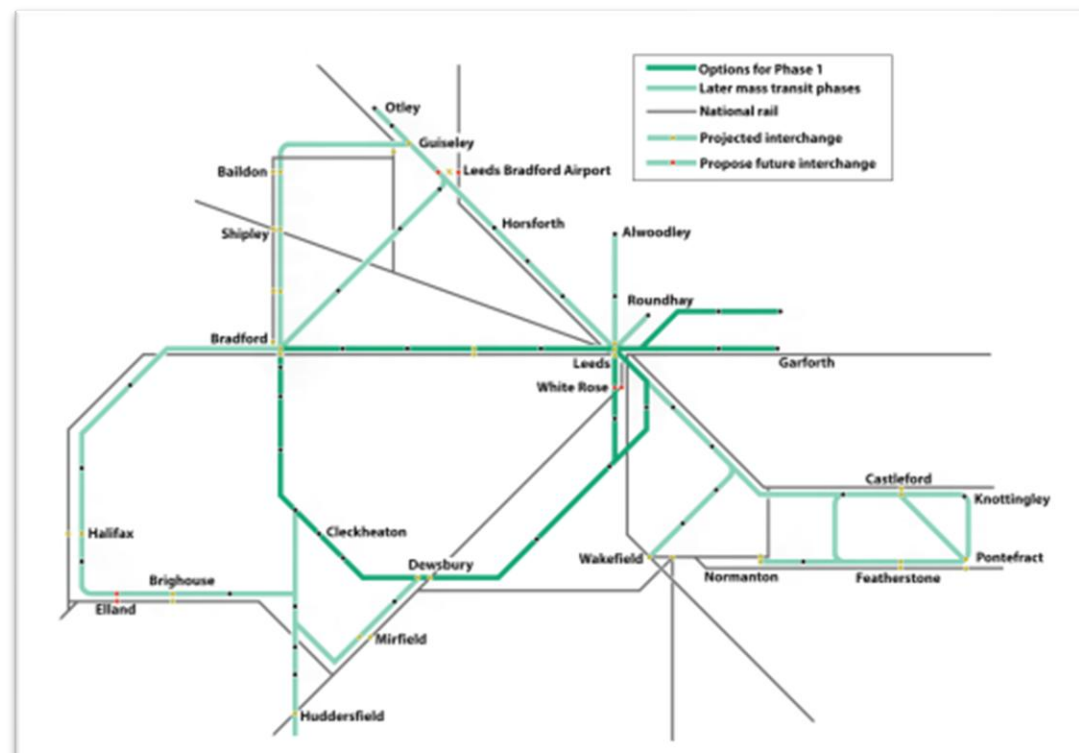
Reduces congestion and parking demand

Lower emissions for a cleaner future

Your journey, our future

Key improvements will include integrated ticketing across modes, real-time passenger information and consistent wayfinding and branding.

- 9.7 A cornerstone of WYCA's strategy is the introduction of bus franchising and service reform, representing a shift from deregulated services to a publicly controlled system, with division of the region into franchising zones to improve operational efficiency. A phased rollout is scheduled from 2027, with full implementation by 2028. This will give WYCA control over routes, timetables, fares, and service standards, which will lead to greater service coordination, simplified fare structures and improved reliability and accountability.
- 9.8 In terms of infrastructure investment, there will be a need for upgrades to key bus stations (such as Huddersfield Bus Station), new depot infrastructure to support the new zero-emission fleets and implementation of bus priority measures (bus lanes, signal priority).
- 9.9 A key focus of the regional strategy is improving accessibility through enhanced vehicle design, improved infrastructure standards and concessionary fare policies, which for the University, supports inclusive access for students and staff, and reduced barriers to education for disadvantaged groups.
- 9.10 WYCA is progressing plans for a mass transit system (e.g. tram or light rail), with delivery anticipated from the late 2020s onwards.
- 9.11 Although longer-term, this system will provide high-capacity connections between major urban centres, enhance regional accessibility to Huddersfield and support sustainable growth across the region.
- 9.12 The combined impact of franchising, infrastructure investment, and integration will:
- Improve access to the University from across West Yorkshire,
 - Reduce travel times and increase service reliability,
 - Strengthen connections between campus, town centre, and regional hubs,
 - Reduce car dependency by providing viable alternatives to driving, enhancing first- and last-mile connectivity and improving affordability and convenience of public transport.
- 9.13 As public transport provision improves, the University will be able to rebalance parking supply and demand, prioritise parking for essential users and introduce demand management measures with greater confidence. The Weaver Network therefore acts as a critical enabler of parking policy reform.
- 9.14 The transformation of public transport in West Yorkshire, underpinned by the Weaver Network, represents a fundamental shift toward an integrated, sustainable, and user-focused system.



- 9.15 For the University of Huddersfield, this presents a significant opportunity to enhance accessibility, reduce reliance on private vehicles and align campus transport and parking strategies with regional policy by proactively engaging with these developments, the University can position itself as a key partner in delivering a modern, integrated transport system that supports both institutional and regional growth.

Public Transport Service Overview (existing)

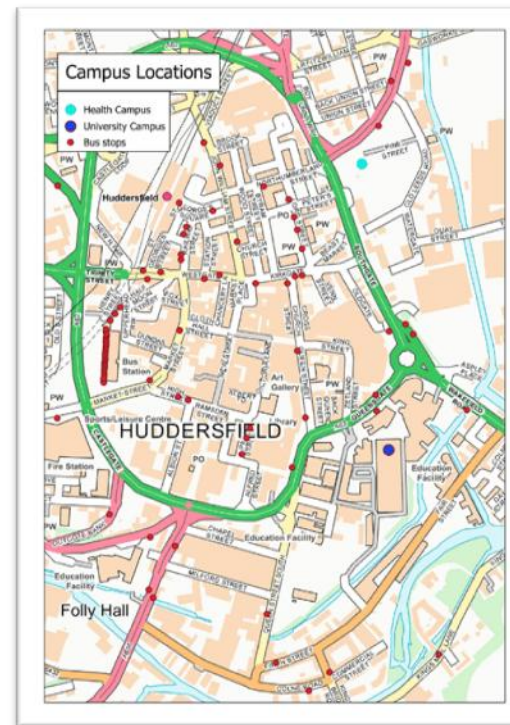
Introduction

- 9.16 Huddersfield is a major public transport hub. Extensive bus and rail services operate to the town centre. Limited coach services operate to London, Leeds and Manchester Airport. The railway station is in the process of having a substantial upgrade across its major route corridor – the TransPennine Route Upgrade (TRU). The town has a substantial bus station that has a refurbishment programme underway.
- 9.17 The Queensgate Campus is located within south-eastern quadrant of the town centre and the NHIC to the eastern side of the A62 Southgate. **Figure 9.1** shows the bus stops which serve the two campuses.

Town Centre Accessibility

- 9.18 Huddersfield town centre is walkable, albeit with some notable gradients in places. Distance isochrones indicate that the majority of the town centre is within 800m of either campus. The bus and rail stations are just at the fringe of the 800m 'zone' from Queensgate campus, with the rail station being within a 500m walk from the centre of the NHIC and 850m to the bus station. .
- 9.19 A free town centre shuttle bus (FTB) also operates connecting the bus and rail stations. The stop in Queens Street near to the University is also served. The service operates 0930 to 1500 on Monday to Fridays only, operating in a one-way anticlockwise loop. The 20-minute loop takes in the bus and rail stations, market and high street areas with a 5-minute layover at the station. The bus passes along Queen Street North, close to the Queensgate Campus.

Figure 9.1. Campus and Town Centre Bus Stops



Bus Services

- 9.20 The existing bus service coverage in Huddersfield is extensive. An estimate made in 2024 suggested that Huddersfield bus station had around 65 departures per hour on local routes during the main daytime period.
- 9.21 **Figures 9.2 and 9.3** overleaf indicate direct routes to / from Huddersfield and also indicative frequencies on Mondays to Fridays, in the AM and PM peak.

Figure 9.2: Bus Network AM Peak Weekdays

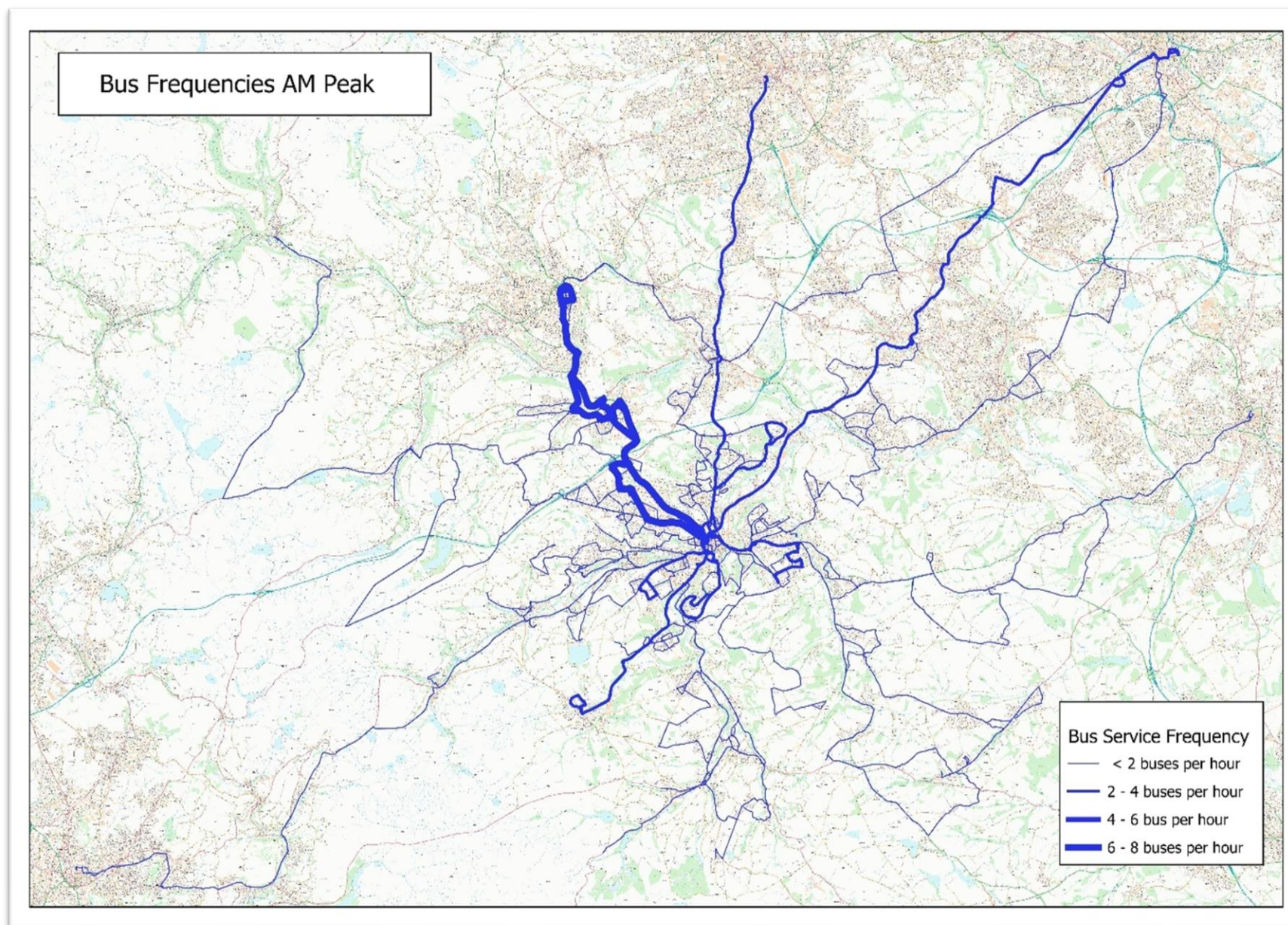
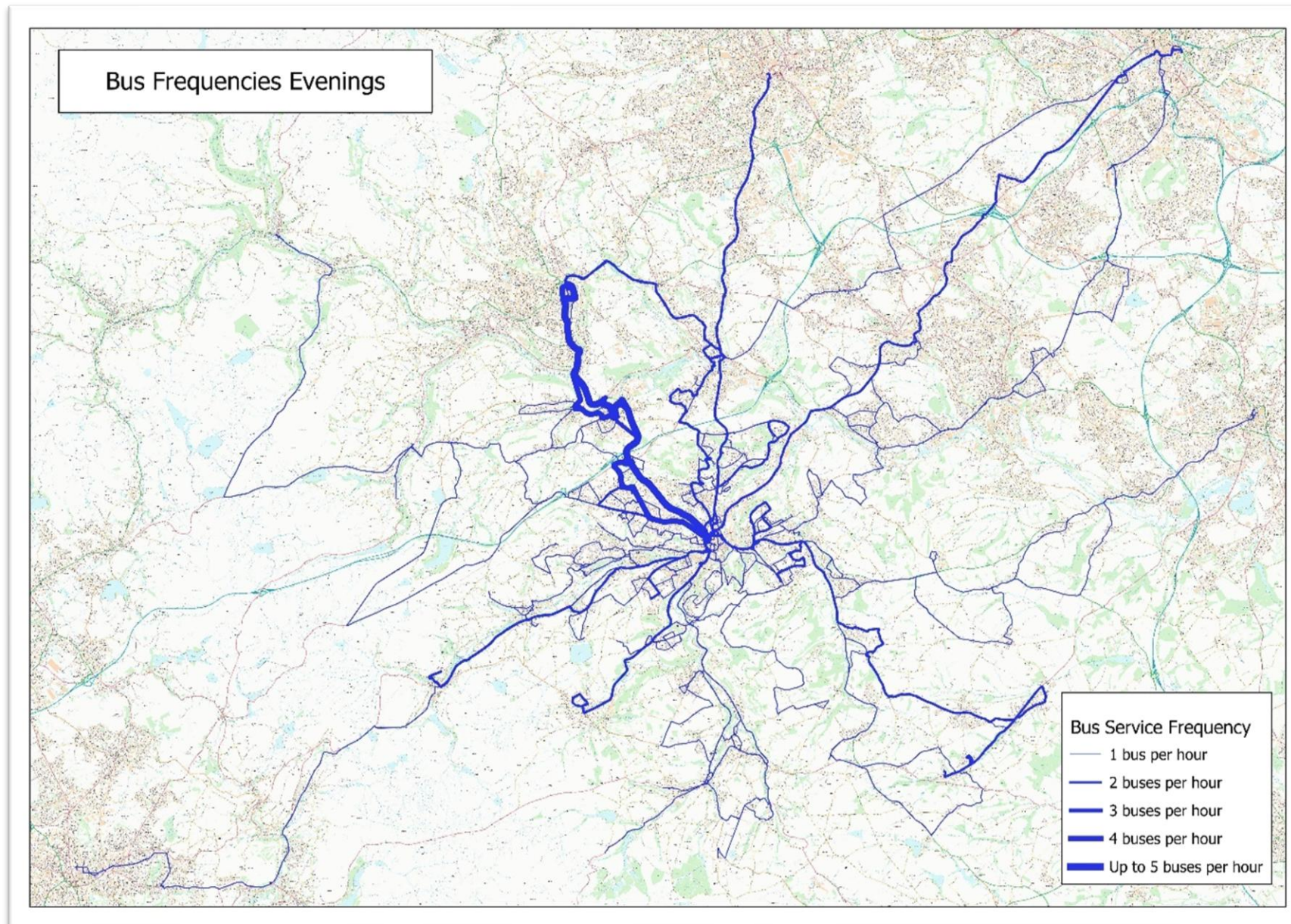


Figure 9.3: Bus Network PM Peak Weekdays



- 9.22 The tables in **Appendix E** show an overview of bus services operating to the University and their frequency during peak, daytime and evening.
- 9.23 Of the bus services operating into Huddersfield, those to the Queensgate Campus on Queensgate (bus stops Q1, Q2 and Q3) generally offer an hourly service (bus services 254, 261, 342 with service 254 offering 2 buses per hour on a weekday. The services stopping on A62 Wakefield Road (bus stops R1, R2, R3) generally offer 2 buses an hour (370, 371, D1) with service 372 offering a 15-minute frequency.
- 9.24 The services stopping on the A62 Leeds Road close to the NHIC (such as 202, 203, 229, 370, 371 and 372) offer a higher frequency service of 2 per hour during weekdays with the service 229 and 372 offering a 15-minute frequency. Evenings and weekends still attract high levels of service.
- 9.25 Bus services offer **slow journey times verses rail**; for example, for Leeds to Huddersfield the bus service is ~3–4x slower than rail. This is exacerbated by indirect routing and stopping patterns, result in long travel times even for relatively short distances. Bus services generally suffer from reliability and congestion sensitivity when travel through urban centres particularly if there is a lack of bus priority.
- 9.26 **The services exhibit frequency variability** with good frequency on core corridors but reduced frequency on evenings, weekends, which during weekdays will impact on staff or students who work early / late and those on peripheral routes.
- 9.27 **There is poor cross-regional bus connectivity** with limited high-quality express bus services. **Table 9.1** below shows the typical bus service times to core regional centres that have a journey time of over 60 minutes.

Table 9.1: Journey Time by bus (>60 Minutes)

Origin	Typical Bus Time	Key Issue
Leeds	~75–80 mins	Indirect stopping service
Bradford	~70–90 mins	Indirect + interchange
Wakefield	~70–100 mins	Poor direct routes
Barnsley	~90–120 mins	Weak connectivity
Sheffield	120+ mins	No direct strategic route

- 9.28 This indicates that services to Leeds and Bradford, which are only a short regional distance from Huddersfield, exceed a 60-minute travel time which is likely to be prohibitive for travellers.
- 9.29 Bus franchising is being rolled out across West Yorkshire as set out above in the introduction with the aim for franchised services in Huddersfield to commence in 2027. The day 1 network will mirror closely that already operating but delivery will be optimised and the services will benefit from investment in zero emission vehicles. There is an intention to continue the current £2 adult journey fare cap and improved ticketing and information systems.

Rail Services

- 9.30 The railway at Huddersfield opened in 1850 and is a Grade 1 listed building. A substantial upgrade is underway to ensure the station is capable of accommodating additional rail users (up to 40% by 2040) caused by the TransPennine Route Upgrade.
- 9.31 Huddersfield has excellent rail connectivity, particularly East to West, to key city-regions and other principal destinations as shown in **Table 9.2** below.

Table 9.2: Rail Journeys to Huddersfield (sub 60 mins)

Origin	Typical Rail Time	Accessibility Rating
Leeds	17–34 mins	Excellent
Manchester	~30–50 mins	Strong
Bradford (via Leeds/Interchange)	~35–55 mins	Moderate
Wakefield	~40–60 mins	Moderate
York	~20–30 minutes	Excellent
Sheffield	60 mins	Weaker
Newcastle Upon Tyne	60 mins	Weaker
Liverpool	60 mins	Weaker

- 9.32 Leeds to Huddersfield journeys can be as fast as 17 minutes with very high frequency (~100+ services/day). Even average journeys are 20–30 minutes, supporting strong commuter flows.

- 9.33 There is a planned increase in trains to Sheffield of 2 per hour which will improve accessibility on this line.
- 9.34 In 2024/25 Huddersfield Station had an estimated 1,568,020 arrivals. The 20 most popular location users travelled to Huddersfield from is shown in **Table 9.3**.

Table 9.3: Rail trips to Huddersfield 2024/25

	Origin	Passengers
1	Leeds	510,244
2	Manchester Victoria	145,859
3	Dewsbury	124,007
4	Manchester Piccadilly	57,508
5	York	36,286
6	Manchester Airport	35,236
7	Sheffield	32,324
8	Bradford Interchange	30,707
9	Slaithwaite	29,035
10	Marsden (Yorks)	27,837
11	Barnsley	24,458
12	Halifax	24,253
13	Mirfield	23,932
14	Liverpool Lime Street	22,440
15	London Kings Cross	18,663
16	Batley	17,216
17	Stalybridge	14,631
18	Denby Dale	13,519
19	Wakefield Kirkgate	11,478
20	Wakefield Westgate	11,286

Public Transport Gap Analysis

- 9.35 The provision of bus and rail services in Huddersfield is extensive as set out above. However, while rail accessibility is strong, due to the regional-scale links, bus accessibility is weaker with long journey times and indirect routing.

Rail Services

- 9.36 The TRU is not scheduled for completion until the mid-2030s, so with a longer planning horizon, however at that point, train services will increase to up to 6 trains per hour to Leeds (for example). There is temporary disruption to rail services through Huddersfield as a result of TRU, with a reduced number of platforms (3 instead of 6) and temporary service reductions and rail replacement services. This is leading to reduced reliability and capacity in short-medium term and affects commuting and peak-time access to the University
- 9.37 While there is strong East-West rail connectivity, there is limited direct connection north to south, with no direct fast links to Sheffield or peripheral towns (e.g. Barnsley, Doncaster) which require multiple changes, resulting in Interchange penalty reduces effective accessibility
- 9.38 Huddersfield Station is central and within a desirable walking distance of both campuses, pedestrian links are not fully optimised, with limited high-quality 'last-mile' infrastructure (e.g. wayfinding) and crossing capacity.

Bus Services

- 9.39 The majority of bus services are focused on the town centre as opposed to the university's campuses.
- 9.40 In terms of gaps, a clear, short-term issue is the limited public transport linkage to the bus and rail stations from the University; only routes from the south and east of Huddersfield serve bus stops close to the Queensgate Campus directly and those along the A62 Leeds Road service the NHIC. The free town centre shuttle bus (FTB) has limited coverage and does not cover directly the Queensgate Campus or NHIC.
- 9.41 To increase the attractiveness of public transport a positive step would be to support a widening of the 'loop' the FTB currently operates to include the NHIC and Queensgate Campuses, and to consider extending the hours of operation to include a wider range of start / finish times to support commuter travel.
- 9.42 **Figures 9.4 and 9.5** overleaf show the home postcode data for staff and students plotted against the main bus routes in order to demonstrate where 'gaps' in the public transport network exist.
- 9.43 There is a disconnect between staff and student home locations and the public transport network in an area bounded by Heckmondwike, Batley and Dewsbury, but also there are significant concentrations of students west of Halifax and north of Bradford that have no direct access to Huddersfield by public transport. This merits further consideration as West Yorkshire start to plan their post franchising bus network.
- 9.44 Bus franchising is planned for West Yorkshire with the Huddersfield area due to be franchised by April 2027 which offers the opportunity to improve bus accessibility to the University. The development of the NHIC could offer opportunities in planning for the publicly controlled bus network to have routes extended from Bradford and Halifax.

Figure 9.4: Public Transport Network Coverage - Students

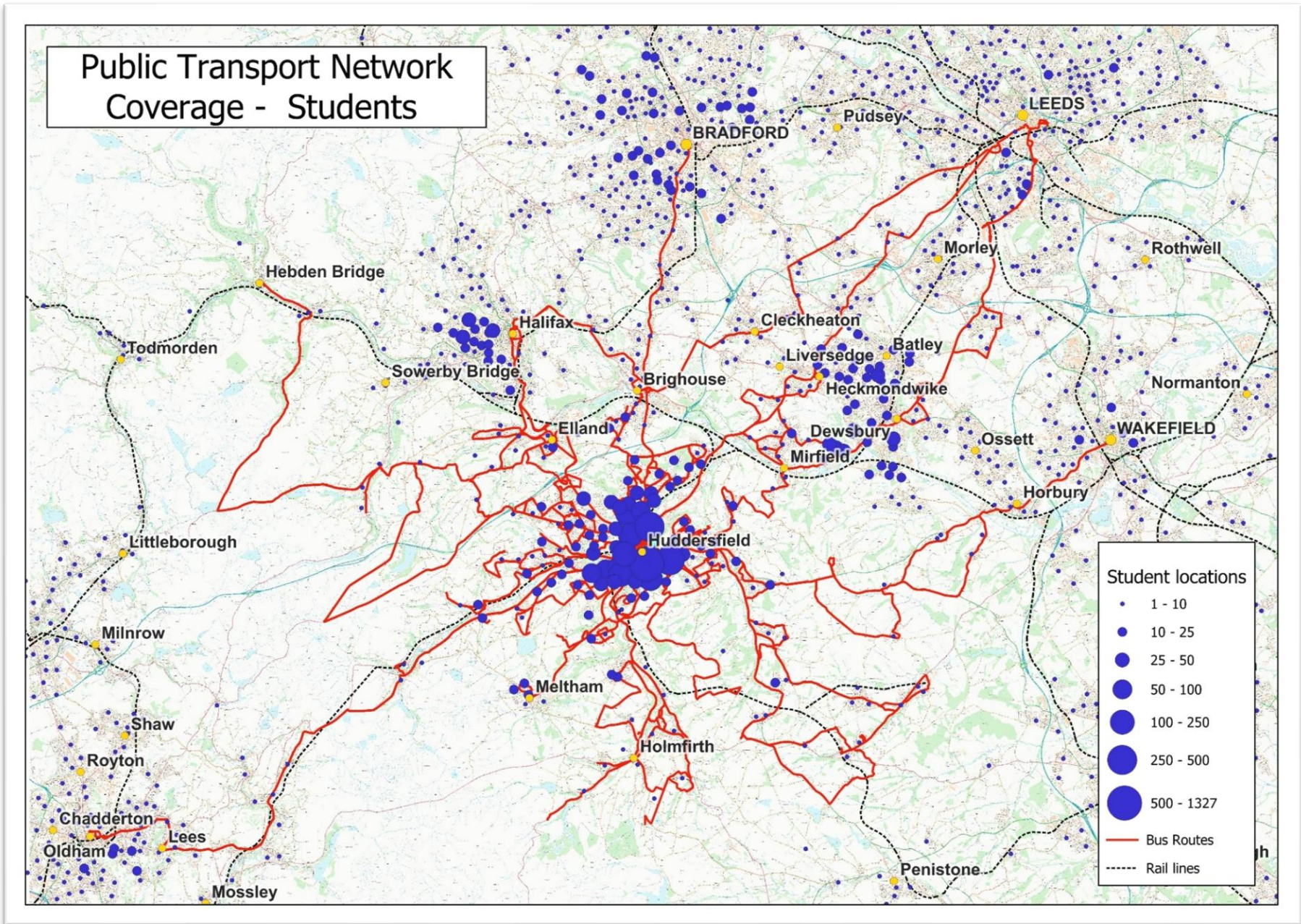
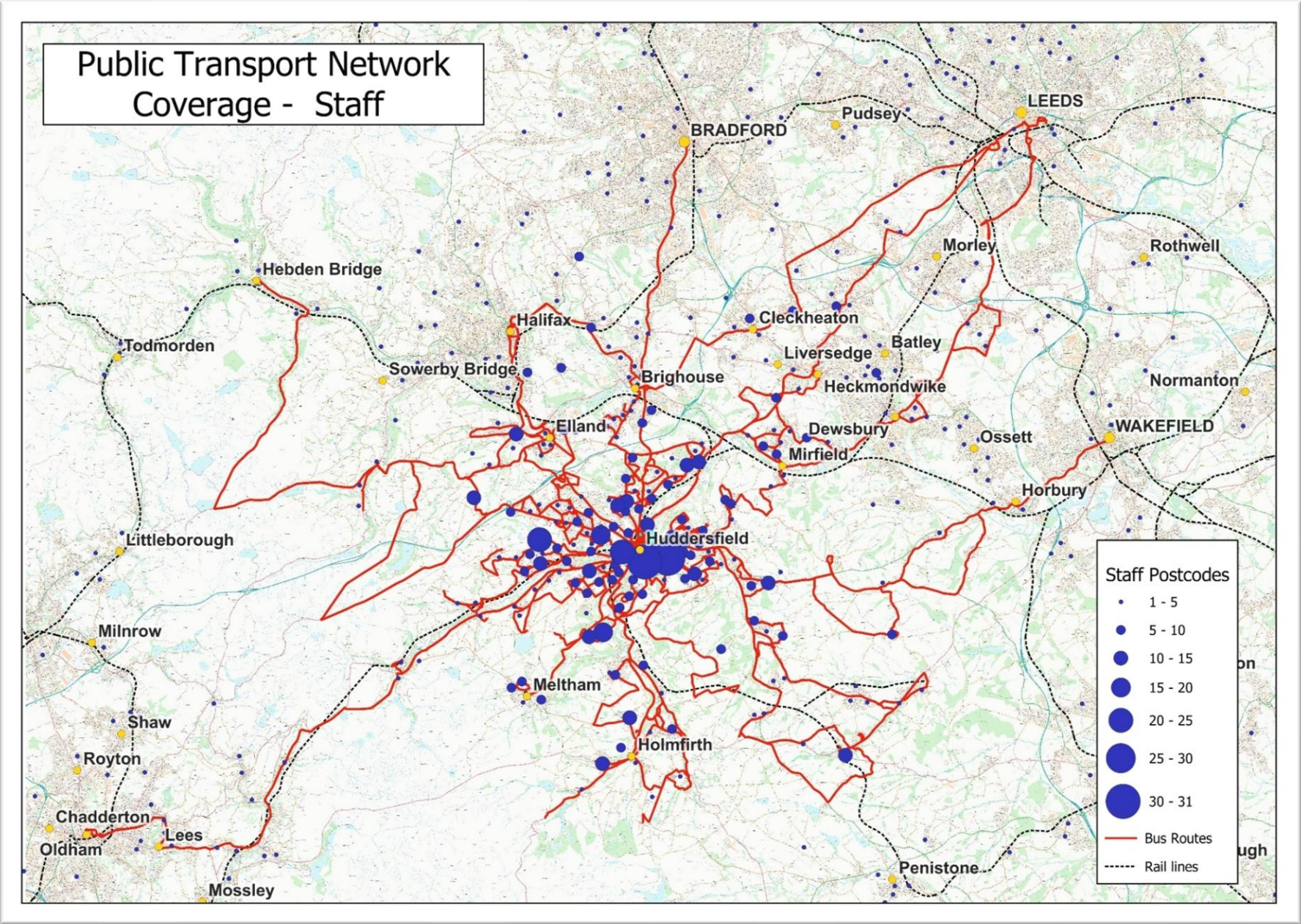


Figure 9.5: Public Transport Network Coverage – Staff



10 Future Parking Strategy

Introduction

- 10.1 Parking plays a critical role in supporting the University of Huddersfield's accessibility, operational effectiveness and future growth. As the University continues to evolve—particularly through the development of the National Health Innovation Campus (NHIC) and wider estate consolidation, parking provision must respond to a combination of internal demand pressures and external changes in the town centre.
- 10.2 This chapter sets out a strategic approach to parking that balances:
- The need to retain sufficient and accessible parking capacity,
 - The requirement to support growth in key academic areas,
 - The delivery of the Integrated Transport Hub (ITH), and
 - The longer-term transition towards more sustainable travel behaviours.
- 10.3 The approach is grounded in demand modelling, stakeholder engagement, and an understanding of changing parking supply across Huddersfield town centre.



It is estimated that over 480 parking spaces have been lost in the town centre over the last five years, with further temporary reductions and uncertainty regarding replacement provision.

Changing Context for Parking

- 10.4 Over the last five years, Huddersfield town centre has experienced a significant reduction in parking capacity as a result of regeneration and redevelopment activity. This includes the loss of major facilities such as the Queensgate Market multi-storey car park, alongside reductions at other sites and temporary closures linked to construction activity. Collectively, these changes have removed a substantial number of spaces from the town centre, with replacement provision not yet fully realised.
- 10.5 These changes have, in several instances, resulted in **parking capacity being removed in advance of replacement provision**, contributing to a more constrained and less flexible parking environment. The following summarises the principal changes affecting town centre parking supply:
- The demolition of Queensgate Market MSCP has resulted in the permanent loss of a significant central parking asset (~350 spaces),
 - Upperhead Row Car Park will reopen with a reduced capacity following refurbishment (71 fewer spaces),
 - Brook Street Car Park has experienced a substantial temporary reduction in availability during market relocation,
 - Redevelopment at Piazza / Queen Street has removed informal and short-stay parking provision.

10.6 In addition, there have been notable changes affecting rail and commuter parking:

- Closure of the Railway Station Forecourt (42 spaces, including 3 disabled) has removed a key interchange facility. At the time of writing, no confirmed replacement capacity or delivery programme has been identified. There however plans within the rail station masterplan for a MSCP
- The reallocation of approximately 60 spaces at Cambridge Road Car Park to support council fleet operations has reduced the availability of lower-cost, long-stay parking

10.7 Future developments, including the Gasworks site, are expected to provide parking primarily to support on-site activity and are not anticipated to contribute to wider town centre capacity.

10.8 Engagement with Kirklees Council and stakeholders indicates that:

- A town-wide parking capacity and demand study is in progress
- Future provision remains subject to funding, master planning and wider policy decisions

10.9 **Table 10.1** and **Figure 10.1** provide an overview of spaces lost either temporarily or permanently to town centre regeneration over the last 5 years.

Table 10.1: Parking Losses Huddersfield Town Centre

Location	Type of Change	Approx. Spaces Lost	Status	Notes
Queensgate Market MSCP	Permanent	~350	Demolished	Replacement proposed, not yet delivered
Railway Station Forecourt	Permanent / Operational	42 (3 disabled)	Closed	Reprovision unclear
Cambridge Road Car Park	Operational / Long-term	~60	Repurposed	Fleet use; commuter loss
Upperhead Row Car Park	Temporary + Permanent	-71 (on reopening)	Refurbishment	Reduced capacity
Brook Street (Open Market)	Temporary	Significant (to ~9 spaces)	Temporary	Market relocation
Piazza / Queen Street	Permanent	Not quantified	Redevelopment	Under review
Gasworks Site	New provision	N/A	Planned	Self-contained provision

10.10 Firstly, remaining parking stock is operating under increased pressure, particularly at peak times. Secondly, the availability of alternative parking options for University users; particularly staff and students, has reduced. This places greater importance on the University's own parking provision as a core part of its accessibility offer.

10.11 At the same time, travel patterns associated with the University reinforce the continued importance of parking. Staff and students are drawn from a wide regional catchment, with many travelling distances that are not easily served by public transport. While students are generally more locally based, emerging trends, particularly the growth of health-related courses is likely to increase demand for parking among specific cohorts, including those with placement requirements, caring responsibilities or non-standard travel patterns.

10.12 Importantly, current parking demand is constrained by permit availability, meaning that observed utilisation does not fully reflect underlying need. This latent demand is a key consideration in planning future provision.

Figure 10.1: Parking Losses in Huddersfield Town Centre



Existing and Future Demand at the NHIC

- 10.13 Detailed analysis undertaken for the NHIC provides a clear evidence base for understanding parking demand. At the Southgate Car Park, which currently serves Buildings 1 and 2, existing provision of approximately 149 spaces is insufficient to meet operational requirements. At full occupation, demand is estimated at around 249 spaces, resulting in a significant shortfall.
- 10.14 Even at the point of opening of the Emily Siddon building, where activity levels are lower, demand still exceeds supply. This has required interim measures, including the leasing of off-site parking (30 spaces at the Sainsbury's Shorehead Store) and the reallocation of staff parking away from the campus.
- 10.15 Looking beyond the immediate operational context, demand modelling across the full NHIC masterplan indicates a total requirement in the order of 440–460 spaces at higher levels of occupation. This conclusion is supported by two complementary approaches: a floorspace-based model and a scenario-based operational model, both of which produce closely aligned results.
- 10.16 This provides a high level of confidence that the overall scale of parking provision required to support the University's growth is robust and evidence based.

Queensgate Campus Parking: Current Position, Pressures and Options

Overview

- 10.17 The Queensgate campus at present provides the primary focus of parking provision across the University estate, supporting the majority of staff, visitors and operational activity. As the University progresses estate consolidation and expands activity at the National Health Innovation Campus (NHIC), the role of Queensgate parking is evolving within a more constrained and strategically managed portfolio.
- 10.18 Recent operational reviews and strategy implementation have already introduced significant changes to parking management, including:
- Deployment of **ANPR and cashless systems**,
 - Introduction of **out-of-hours, visitor and contractor charging**,
 - Adoption of a **blended permit model**, combining fixed allocation and "License to Hunt" (LtH) parking.
- 10.19 These measures have improved operational efficiency and utilisation, but do not fully address emerging **capacity pressures associated with estate change and demand growth**.

Current Capacity and Operation

10.20 At present, the Queensgate campus provides:

- **Total parking capacity:** 472 spaces,
- **Total permits issued:** 378
 - 209 License to Hunt permits
 - 169 Fixed permits

10.21 This reflects a system where:

- Supply is tightly managed through permit control
- A proportion of spaces are allocated on a **one-to-one basis (fixed)**,
- The remainder operate under a **shared-use model (LtH)** to maximise utilisation.

10.22 While this approach has enabled efficient day-to-day operation, it also indicates that parking demand is being actively constrained through permit controls, rather than fully reflecting underlying need. This is consistent with wider evidence across the estate and reinforces the importance of considering both observed and latent demand in future planning. The mode share and car park permit holder information indicates that there are circa 400 single occupancy vehicle trips each day to the campus that rely on parking on street or at a town centre, off campus car park.



Impact of Estate Consolidation

10.23 The Estates Masterplan and associated asset decisions are having a direct impact on parking provision at Queensgate.

10.24 Confirmed and potential losses include:

- **Atkinson Holt Building:** loss of 10 fixed staff parking bays,
- **Sir John Ramsden Building (Wakefield Road Car Park):** loss of 7 fixed staff parking bays
- **Percy Shaw House (Lease Scenario):** existing provision: 54 spaces. Potential requirement: 100 spaces to support tenant use.

10.25 These changes result in:

- A **net reduction in University-controlled parking capacity**,
- Increased pressure on remaining Queensgate provision,
- Redistribution of parking demand across the estate.

10.26 Importantly, these losses are occurring within a wider context of **town centre parking reduction**, further limiting alternative options for staff.

Options for Additional Capacity

10.27 A number of options have been considered to address short-term and medium-term pressures:

1. Scrapyard Site (Firth Street)

- Outline consent for ~54 spaces,
- Potential long-term asset,
- Would partially offset losses but not fully meet demand,

10.28 See **Figure 10.1** for a photograph of the scrapyard location.

2. Western Campus

- Potential to accommodate displaced parking,
- Currently constrained by construction and operational use,
- Requires further feasibility and investment.

10.29 See **Figure 10.2** for a photograph of the Western Campus Location.

3. Off-Site Leasing

- Limited availability within walking distance,
- Higher costs than current permit structure,
- Not considered a viable long-term solution.

10.30 See **Table 10.2** below for an overview of previous negotiations with suppliers of off-site lease options.

Figure 10.1: Scrapyard Site Location



Figure 10.1: Western Campus Site Location



Table 10.2: Off Site Lease Options

Site / Contact	Spaces	Cost	Annual cost per annum	Notes
Sainsburys Huddersfield vicky.brickwood@justpark.com	80	Option 1: 80 spaces x 7 days per week, £120.60 per space per month, £9648 per month +VAT. Option 2: 80 spaces x 5 days per week, £110 per space per month, £8800 per month +VAT	£1584 per space per annum (option 2)	Staff would be required to park on the
Sainsburys Shorehead vicky.brickwood@justpark.com	40	£90 (+Vat) per space per month	£1296 per space per annum	Only 40 space available at this preferred location
Kingsgate Shopping Centre Peter Everest (MD), ple@waxy.co.uk	50	£75 (+VAT) per space per month, pro rata on months that cross term time	£1080 per space per annum	Term time only. Parking on Level 0. Offer was only available till September 2025 (subject to negotiation)
Former Chambers of Commerce (St Andrews/Wakefield Road jonathan.wilson@bramleys.com 07766 774500	80	£83.33 per space per month	£1000 per space per annum	Bramleys managing agent.

4. Permit Allocation Reform (Preferred Short-Term Option)

- Transition from fixed allocation to increased LtH model,
- Increase permit-to-space ratio,
- Improve utilisation of existing capacity.

10.31 This option:

- Maximises efficiency of current provision,
- Provides flexibility in allocation,
- Can accommodate moderate shortfalls under lower demand scenarios.

The Role of the Integrated Transport Hub

- 10.32 The Integrated Transport Hub (ITH) is central to the University's long-term parking strategy. It represents a step-change in provision, consolidating parking into a single, purpose-designed facility that supports both current demand and future growth.
- 10.33 With a proposed capacity of approximately **544 spaces**, the ITH is designed to:
- Accommodate demand associated with the NHIC and wider campus,
 - Provide flexibility to respond to changes in occupancy and travel behaviour,
 - Support a mix of users, including staff, students, tenants, general public and visitors, and
 - Integrate parking with wider transport infrastructure, including cycle provision and electric vehicle charging.
- 10.34 Demand modelling demonstrates that the ITH is appropriately scaled. At opening, it provides a significant level of spare capacity, allowing for operational flexibility and phased growth. Over time, as demand increases, this spare capacity reduces but remains sufficient to accommodate typical weekday and weekend conditions. Peak demand is most pronounced during Saturday event scenarios, where utilisation approaches capacity, but these represent occasional rather than typical conditions.
- 10.35 The ITH therefore provides not only capacity, but also resilience, ensuring that the University can accommodate fluctuations in demand, respond to external pressures on town centre parking, realise wider strategic objectives such as growth in student recruitment and support future phases of development.

Strategic Objective of the University's Parking Strategy

10.36 The University's Parking Strategy is structured around five core objectives:

1. Retain Critical Mass of Parking at Queensgate Campus

10.37 Despite town centre reductions, maintaining a **critical mass of parking at Queensgate** is essential to:

- Support staff recruitment and retention,
- Maintain accessibility for a regional workforce,
- Ensure operational resilience during estate transition.

10.38 The loss of town centre capacity increases the importance of **University-controlled provision**.

2. Deliver the Integrated Transport Hub (ITH)

10.39 The ITH is required to:

- Offset both **internal demand growth and external supply loss**,
- Enable further phases of the NHIC masterplan,
- Provide a **strategic, consolidated parking solution**.

10.40 Evidence demonstrates that:

- The ITH is **appropriately scaled and justified**, aligning closely with forecast, demand and providing resilience under peak conditions.

10.41 A larger capacity option (~521–544 spaces) is preferred to:

- Accommodate growth,
- Allow for uncertainty,
- Support strategic flexibility.

3. Support Growth in Health and Placement-Based Courses

10.42 Parking provision must support the University's academic strategy.



10.43 Key considerations:

- Growth in health-related courses (target ~60%),
- Increased demand from:
 - Mature students,
 - Placement-based travel,
 - Non-standard travel patterns.

10.44 This requires:

- Controlled expansion of student parking provision,
- Alignment with course-specific need.

4. Introduce Needs-Based Permit Allocation, License to Hunt Permit Allocation and Flexible Pay as You Go Parking Provision

10.45 The current permit system constrains demand but does not fully prioritise need.

10.46 The strategy will transition to:

- A **needs-based eligibility framework (provisionally for students)**, reflecting:
 - Distance and accessibility,
 - Disability and medical need,
 - Course-related travel needs,
 - Work patterns and operational requirement (staff only).
- **Flexible Pay as You Go** parking within the ITH, with parking tariffs used to manage demand whilst assuring affordability for staff and students.

10.47 This builds on existing principles such as:

- 'License to hunt' allocation to maximise utilisation and revenue potential of the University's parking estate.

5. Deliver EV and Sustainable Infrastructure

10.48 Parking provision will support wider sustainability objectives through:

- **10% EV charging provision** (minimum) within ITH and consideration of further EV infrastructure at the Queensgate campus including provision for the University's fleet vehicles,
- Expansion capability aligned with future demand,
- Consideration of a minimum of **22kW fast charging** where viable.



This will support:

- University fleet transition,
- Staff and visitor EV uptake,
- Compliance with planning and regulatory requirements.

Strategic Approach to Parking Provision

- 10.49 The University's approach to parking provision is structured to provide a **balanced and resilient system**, capable of supporting operational needs while responding to changing patterns of demand and wider constraints within the town centre.
- 10.50 At its core, parking will be organised around a **tiered hierarchy of provision**, ensuring that capacity is delivered in a coordinated and efficient manner across the estate. Primary provision will continue to be focused on the main campus locations at Queensgate and the National Health Innovation Campus (NHIC), where demand is greatest and where parking plays a critical role in supporting day-to-day activity. This will be complemented by the delivery of the Integrated Transport Hub (ITH), which will act as the principal source of additional capacity and provide a consolidated, strategically located facility to serve a range of user groups. In the short term, and where required, managed overflow and leased provision will continue to play a supporting role, providing flexibility during the transition to the long-term parking solution.
- 10.51 This structured approach ensures that the University can maintain **operational continuity**, while also allowing for flexibility as the estate evolves and demand patterns change. It also supports more efficient use of land by reducing reliance on dispersed, low-density parking and enabling a shift towards more consolidated provision.
- 10.52 Alongside the provision of physical capacity, **the effective management of demand will be essential**. The University will therefore adopt a more **active and targeted approach to parking management**, ensuring that available spaces are used efficiently and prioritised appropriately. This will include the continued use and refinement of permit allocation systems, with a greater emphasis on aligning access with user need. Where appropriate, pricing mechanisms may be used to support this approach, alongside time-based measures that differentiate between short-stay and long-stay use. These measures will be integrated with the wider Travel Plan, ensuring that parking management supports broader transport objectives.
- 10.53 The parking strategy will also be closely aligned with improvements to sustainable transport provision. Investment in public transport connectivity, enhancements to walking and cycling infrastructure, and behavioural change initiatives will all play a role in moderating future parking demand. However, it is recognised that, given the University's regional catchment and the nature of its activities, **car-based access will remain an important component of travel demand in the short to medium term**. The strategy therefore seeks to balance the need to support access with the longer-term ambition to encourage more sustainable travel choices.

10.54 Taken together, the evidence highlights a clear strategic position. Parking supply within Huddersfield town centre has reduced significantly in recent years, while demand associated with the University is increasing and, in many cases, structurally constrained. Existing provision is therefore insufficient to fully meet current and future needs. The approach set out in this strategy responds directly to these challenges, providing a framework that supports continued access to the University while enabling a transition towards a more efficient, managed and sustainable parking system.

Summary of the Parking Strategy

10.55 The University of Huddersfield's Parking Strategy responds to a complex and evolving context. The reduction in town centre parking supply, combined with growing and partially constrained demand, means that parking remains a critical component of the University's transport and accessibility framework.

10.56 The evidence demonstrates that existing provision is insufficient to meet current and future needs, particularly in relation to the NHIC. The development of the ITH is therefore essential, providing the capacity, flexibility and resilience required to support the University's continued growth.

10.57 At the same time, the strategy recognises the need to manage demand effectively and to support a gradual transition towards more sustainable travel patterns. By combining appropriate levels of provision with targeted allocation and integrated transport planning, the University will ensure that parking continues to support its operational, academic and strategic objectives over the long term.



11 Demand Forecasting and Modal Target Setting

Introduction

- 11.1 This section of the ITPS assesses future travel demand associated with the University of Huddersfield across the 5-, 10- and 15-year planning horizons (2025 baseline, 2031, 2036 and 2041), aligned with regional and local transport policy. It considers how demand may evolve and identifies opportunities for modal shift, forming the basis for indicative modal split targets.
- 11.2 The targets are derived from the 2025 staff and student travel surveys, which provide the primary evidence base. Interim targets for 2031 are aligned with the University Travel Plan and will be reviewed following the next survey phase in 2027, ensuring they remain evidence-led and responsive to changing conditions.
- 11.3 Given the availability of robust data, forecasting and modal targets are focused on staff and students. Separate targets are defined to reflect their differing travel patterns and characteristics.
- 11.4 Limited data is available for visitors, and their travel behaviour is influenced by factors beyond the University's control. As such, formal modal targets are not set for this group. However, the University will continue to support sustainable travel choices for all users through the measures set out in the ITPS and associated Travel Plan 2026-2031.

Demand Forecasting and Modal Targets

- 11.5 The 2025 baseline modal split data for staff and for students was presented in Section 5 of this ITPS in **Tables 5.1 and 5.8**. These modal splits have been used as the baseline for estimating future scenario travel demand and thus future modal targets.
- The staff and student modal targets have been arrived at using university strategic aims and WYCA / Kirklees policy objectives,
 - Staff numbers will increase 5% every five years,
 - The project student numbers to 2031,
 - The WYCA target to increase bus travel by 24% by 2030,
 - The WYCA target to reduce car trips by 20% by 2040,
 - The WYCA target for sustainable modes to account for 40% of all trips by 2040,
 - The TransPennine Rail Upgrade is predicted to increase rail trips at Huddersfield by 40% "by the mid-2030s", and
 - The WYCA target to reduce car trips by 20% by 2040.
- 11.6 The above increases and reductions in modal splits have been applied across the future years of 2031, 2036 and 2041.
- 11.7 **Tables 11.1 and 11.2** overleaf provide future modal split targets for staff and student travel in the 5-, 10- and 15-year scenarios to achieve the strategy and policy outcomes in the previous section.

Table 11.1 Staff Future Year Modal Targets

Mode	2025 Staff Travel Survey		2031 Interim Travel Plan Target		2036 Modal Split Target		2041 Modal Split Target	
	No. Staff	Modal Split %	No. Staff	Modal Split %	No. Staff	Modal Split %	No. Staff	Modal Split %
Bike/electric bike (e-bike)	59	3.3%	71	3.8%	86	4.4%	103	5.0%
Walking/running	365	20.5%	390	20.9%	418	21.3%	448	21.7%
Bus	169	9.5%	211	11.3%	233	11.9%	257	12.5%
Train	178	10.0%	224	12.0%	275	14.0%	303	14.7%
Single occupancy vehicle	780	43.8%	730	39.1%	695	35.4%	678	32.9%
Taxi/lift	17	1.0%	18	1.0%	19	1.0%	20	1.0%
Car share	187	10.5%	198	10.6%	210	10.7%	222	10.8%
Other private transport	25	1.4%	27	1.4%	28	1.4%	29	1.4%
Total Staff	1780	100.00%	1869	100.00%	1962	100.00%	2061	100.00%

Table 11.2 Student Future Year Modal Targets

Mode	2025 Student Travel Survey		2031 Interim Travel Plan Target		2036 Modal Split Target		2041 Modal Split Target	
	No. Student	Modal Split %	No. Students	Modal Split %	No. Students	Modal Split %	No. Students	Modal Split %
Bike/electric bike (e-bike)	27	0.2%	74	0.5%	184	1.3%	228	1.6%
Walking/running	4170	30.8%	4624	31.4%	4716	32.1%	4811	32.7%
Bus	2478	18.3%	2828	19.2%	2969	20.2%	3118	21.2%
Train	2220	16.4%	2534	17.2%	2661	18.1%	2794	19.0%
Single occupancy vehicle	3737	27.6%	3666	24.9%	3190	21.7%	2764	18.8%
Car Share	515	3.8%	565	3.8%	571	3.9%	576	3.9%
Taxi	176	1.3%	191	1.3%	191	1.3%	191	1.3%
Other	203	1.5%	221	1.5%	221	1.5%	221	1.5%
Total Students	13526	100.0%	14703	100.00%	14703	100.00%	14703	100.00%

- 11.8 The staff targets align broadly with the policy objectives above. For students, the targets have been adjusted to reflect the different baseline modal splits found in the student survey.
- 11.9 It is understood from the survey that 70% of students are commuter students who do not live within student accommodation. From the travel survey results shown in chapter 7, 31.80% of students already walk as their main mode of travel. This is significantly above the modal share from the census data or national travel to work statistics. These two factors lead us to conclude that there will not be a significant increase in walking modal share; the 2041 target is therefore around 2% over the 15-year plan demand period.
- 11.10 Conversely, cycling has a very low baseline mode share and as such the increase in percentage target is small. The target has been increased to reflect a bigger uplift in cycle trips with the provision of infrastructure planned in the town centre.
- 11.11 Public transport, both bus and rail, has a higher modal share than that observed in the census data. Thus, an increase of 24 and 40% on these baseline figures gives targets that are significantly higher than those predicted for the staff. Thus, both of these targets have been adjusted to reflect a slower growth trend.
- 11.12 The policy objectives used to estimate modal share are conurbation-wide objectives relating to Huddersfield and are not necessarily reflective of a particular population within the town centre (such as students at the university). Hence it is considered that adjustment of the targets in this way is justified. If this is not done, the SOV mode share for students becomes significantly lower than the existing (28.70%) which is not an accurate reflection of the accessibility of students to public transport nor to the fact that 70% of existing students are commuters.

12 Multi Modal Accessibility – Mobility Hubs

Introduction

- 12.1 Mobility hubs are strategically located places that bring together different forms of transport and supporting amenities in a single, easy-to-use location. In the UK, they are increasingly being promoted by local authorities and transport bodies as a key tool for reducing car dependency, supporting active travel, and enabling more sustainable and inclusive movement within towns, cities and rural communities.
- 12.2 At their core, mobility hubs make it simpler for people to choose sustainable travel by providing convenient access to multiple transport options in one place. Rather than needing to rely on private car ownership, users can interchange seamlessly between modes such as walking, cycling, public transport and shared mobility services. Hubs are typically located near residential areas, town centres, public transport interchanges, employment sites or key community destinations, ensuring they maximise the opportunity for them to be integrated into everyday journeys.
- 12.3 While the exact form of a mobility hub varies depending on context and scale, most UK mobility hubs include a combination of:

- **Public transport connections**, such as bus stops, rail stations or tram stops;
- **Active travel infrastructure**, including secure cycle parking, bike repair facilities, e-bike charging, and high-quality pedestrian access;
- **Shared mobility services**, such as bike hire, e-scooter hire, car clubs and ride-sharing pick-up points;
- **Electric vehicle infrastructure**, including EV charging points for shared or private vehicles;
- **Passenger amenities**, which may include seating, lighting, weather protection, wayfinding, real-time travel information and accessibility features; and
- **Local services**, such as parcel lockers, cafés, community noticeboards, toilets, or small retail units, helping hubs function as local places rather than purely transport sites.



- 12.4 By combining transport and everyday services, mobility hubs support a wide range of users, including commuters, residents, visitors, people without access to a private car, older people, and those with mobility impairments.
- 12.5 Mobility hubs play a critical role in encouraging sustainable travel by making low-carbon choices more convenient, reliable and attractive than private car use. By clustering transport options together, they reduce barriers to walking, cycling and public transport, making door-to-door journeys simpler and more flexible.
- 12.6 They also help reduce traffic congestion, improve air quality, and lower carbon emissions by supporting shared and electric mobility while reducing the need for private car ownership.
- 12.7 Importantly, mobility hubs support wider policy goals, including decarbonisation, active travel, inclusive growth and healthier communities. When designed well, they act not only as transport interchanges, but as community assets that strengthen local places and support more sustainable, people-focused travel choices.

Future Mobility Centre International Network - University of Huddersfield

- 12.8 Prof Alexandros Nikitas from Huddersfield Business School used his International Collaborative Fund (ICF) to support an ambitious international collaboration and global academic forum on future mobility, sustainable transport, travel behaviour change and AI-based transitions.
- 12.9 The Future Mobility Centre (promoted from its Lab status in March 2024) works closely with world-leading academics including teams in Chalmers University of Technology in Sweden, and the National Technical University of Athens.
- 12.10 The Future Mobility Centre at the University of Huddersfield focuses on developing innovative solutions to decarbonise transport. It integrates cutting-edge research on sustainable urban mobility, aiming to reduce carbon emissions and improve transport efficiency.
- 12.11 The Centre works on various projects, including topics on Mobility Hubs and Mobility-as-a-Service, Electromobility, Autonomous Vehicles, Active Travel and Inclusive Transport Policy to support sustainable transport systems. Through collaboration with industry and academia, it aims to create impactful, real-world applications for a greener and healthier future.
- 12.12 The Centre has stimulated the production of several high-quality articles with top-tier academics and successfully secured funding for research and innovation alongside other partners in an increasingly competitive arena. It has also exposed some of Huddersfield Business School's early career researchers to exemplar research-driven environments and top academic partnerships.
- 12.13 Previous work on mobility hubs within Huddersfield and the University has been led through a three-year collaborative project between the University and Kirklees Council, although the final outputs of the work has yet to be published.
- 12.14 This work combined field studies, literature review, questionnaires and focus groups to develop an evidence-based understanding of how mobility hubs could function effectively. The research highlighted strong interest in clear branding, affordability and improved transport services, alongside a

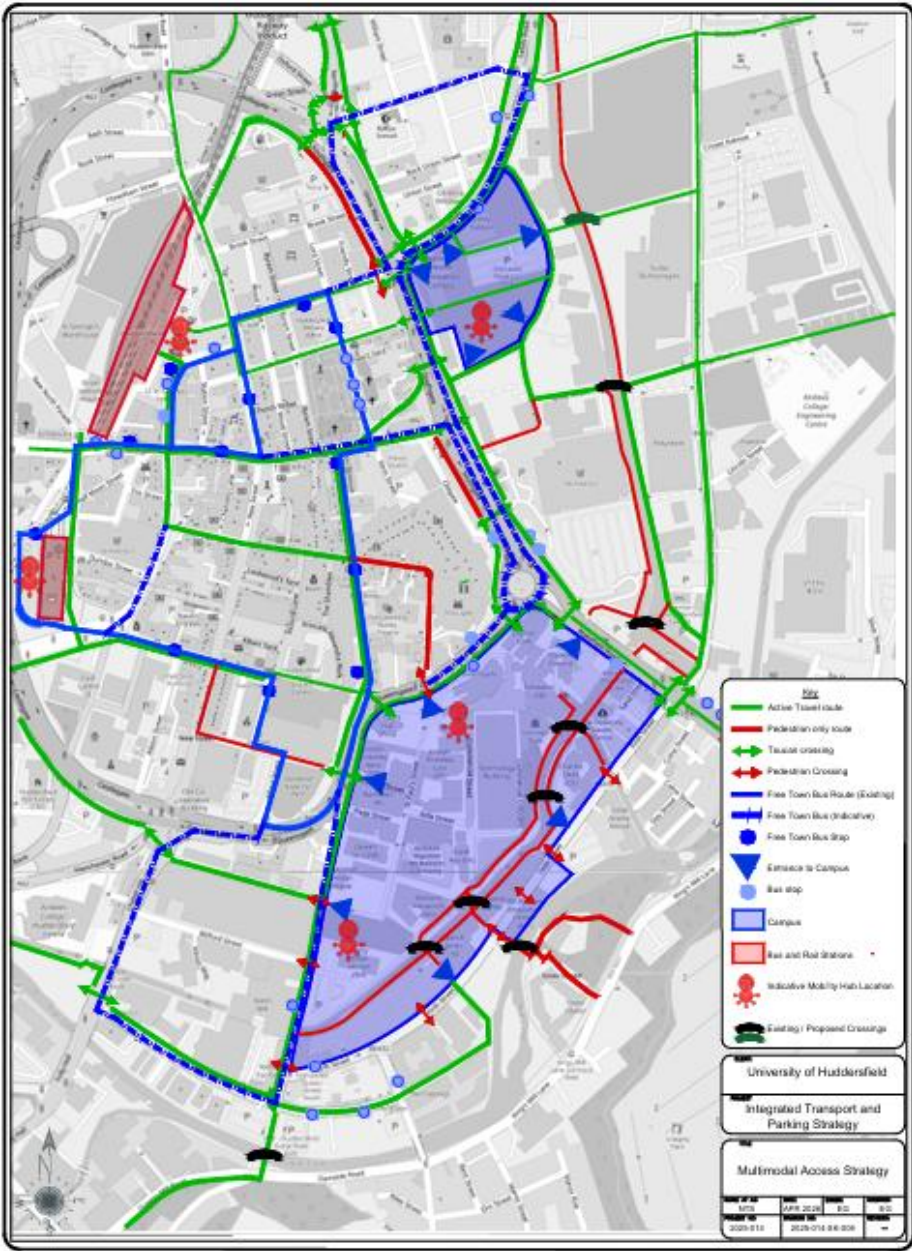
high value placed on non-transport functions such as wi-fi access, toilets and hot desking . co-working. These findings underline the importance of mobility hubs as multi-functional places rather than solely transport interchanges.

- 12.15 The outcomes of this work have informed ongoing interest from both Kirklees Council and the West Yorkshire Combined Authority, with mobility hubs seen as a strategic tool to achieve sustainable goals and objectives. Alongside mobility hubs planned for the rail and bus stations, there is support for piloting mobility hubs on university campuses, subject to funding and planning process, with suggested locations including the Oastler Building on the Queensgate campus, and the National Health Innovation Campus (NHIC), with emphasis placed on visibility, accessibility, and integration with existing rail and bus networks.
- 12.16 The research has also contributed to broader discussions around campus connectivity and transport infrastructure. Improving active travel links between the Queensgate and NHIC campuses is identified in this ITPS as a priority, including safer and more legible walking and cycling routes, enhanced wayfinding and consistent branding. Options have been considered that include shuttle or minibus services between campuses, innovative use of canal-based transport, cycle and pedestrian links on the canal network and park and ride facilities making use of the existing central bus services and destinations such as the football stadium. These measures are particularly relevant for students and staff with placement-based travel needs, including health innovation courses.
- 12.17 Finally, the project emphasised the importance of collaboration and coordination between the university, local authority and regional transport bodies. Ongoing engagement, shared evidence and aligned travel planning were identified as essential next steps to ensure mobility hubs are embedded effectively within future transport and campus development strategies.

Proposed Mobility Strategy

- 12.18 **Figure 12.1** overleaf (and split into separate existing and proposed figures in **Appendix F**) shows the indicative mobility strategy for the University. The figure brings together the existing and identified gaps in the available pedestrian, cycle and public transport infrastructure the existing public transport infrastructure as well as the bus stops used by the existing free bus service in the centre of Huddersfield. The figure also identifies indicative locations for mobility hubs on the east and west of Queensgate Campus, as well as the Integrated Transport Hub at the NHIC.
- 12.19 The figure shows how the mobility hubs link with the proposed pedestrian- cycle infrastructure. It also indicates how the existing free town centre bus (FTB) might be extended to the mobility hubs and the campuses to provide better interchange between campuses and the bus and rail stations.
- 12.20 Details of the FTB were set out in section 9 of this report, which also identified that there was a gap in the public transport provision linking the bus and rail stations to the two campuses. In order to serve the campuses (and proposed mobility hubs) as well as maintain an adequate service around Huddersfield centre (for non-university patrons), it is considered that the FTB could be extended as indicated in **Figure 12.1**. The proposals are subject to further investigation; however, it is suggested that the service would operate in two loops, which circulate back to the bus and rail stations between the loops. This would necessitate there being two buses providing the existing service and the timetable would need to be extended later in the day to capture staff and students. The routing could be extended towards the gasworks and development sites as part of SSEC and should the A62 Southgate be civilised as per the SSEC proposals the service can serve the western boundary of NHIC as part of the urban realm proposals.

Figure 12.1: Multi-Modal Connectivity Strategy



13 Delivery Strategy

Executive Delivery Summary

- 13.1 This Executive Delivery Summary sets out how the University of Huddersfield's Integrated Transport and Parking Strategy (ITPS) will be most efficiently delivered with added value through a coordinated partnership between the University of Huddersfield, Kirklees Council and the West Yorkshire Combined Authority (WYCA). The delivery model aligns campus-based interventions with town-centre regeneration and regional transport investment, ensuring that actions taken by each organisation contribute to shared outcomes for accessibility, safety, sustainability and place-making.
- 13.2 The ITPS is structured around a 15-year phased intervention programme. In the short term (Years 1–5), the focus is on stabilising existing conditions, addressing safety and accessibility issues, building a robust evidence base, and aligning the University's priorities with existing Council and WYCA programmes. Medium-term interventions (Years 6–10) concentrate on integrating campuses with the town centre, delivering continuous active travel corridors, reshaping public transport services and expanding mobility hubs. In the long term (Years 11–15), the strategy supports transformational change, including major corridor reconfiguration, consolidated parking provision and the full integration of the University's travel into citywide and regional mobility systems.
- 13.3 Governance and delivery are managed through a unified framework. The University owns the ITPS and is responsible for setting strategic priorities, approving annual delivery plans and maintaining the monitoring framework. The University will need to work with Kirklees Council leads on highways, public realm, parking and active travel delivery, while WYCA provides strategic transport leadership, public transport integration and delivery funding to ensure the delivery of the ITPS. Interventions will be progressed through coordinated annual delivery plans aligned to the University's capital planning, Council programmes and WYCA funding cycles.
- 13.4 Revenue-funded measures are primarily led by the University, while capital schemes can be delivered in partnership and align with Council and WYCA investment programmes, external grants and, where appropriate, developer contributions. Performance is monitored through a shared KPI framework aligned to WYCA Local Transport Plan outcomes and objectives, with annual monitoring reports and five-year gateway reviews providing accountability and flexibility over the life of the strategy.

Strategic Context and Direction

Introduction

- 13.5 This chapter sets out the strategic context, challenges, and direction of travel for the University of Huddersfield's Integrated Transport and Parking Strategy 2026-2041. It draws on extensive stakeholder engagement with internal University teams, with Kirklees Council and WYCA, and recognises the University's growing role as a major trip generator and destination within Huddersfield town centre.
- 13.6 The strategy is intended to align University transport planning with **emerging town-wide regeneration, movement, and access ambitions**, ensuring that campus growth supports sustainable mobility, safety, and place-making outcomes.

Strategic context

- 13.7 The University operates across two principal campuses; **Queensgate and the National Health Innovation Campus (NHIC)** located within close physical proximity but separated by major highway infrastructure (the A62). While distances between the campuses and key destinations are short, the current transport environment presents significant barriers to walking, cycling, and integration with the town centre.
- 13.8 At the same time, Kirklees Council is progressing multiple regeneration and transport initiatives, including:
1. Huddersfield Station Gateway Improvements and TransPennine Upgrade,
 2. Station-to-Stadium Enterprise Corridor,
 3. Huddersfield Bus Station and Upperhead Row Car Park;
 4. Our Cultural Heart regeneration and other regeneration areas within the Huddersfield Masterplan,
 5. Gasworks redevelopment,
 6. A forthcoming refresh of the Huddersfield master plan.
- 13.9 The absence of a single, coordinated transport and parking strategy to ensure the alignment across these initiatives, creates a risk of **fragmented outcomes** for the University portfolio, transport strategy and travel plan.

Key Strategic Challenges

Campus severance and connectivity

- 13.10 The A62 / ring road currently functions as a physical and perceptual barrier between:
1. Queensgate Campus,
 2. NHIC,
 3. Huddersfield town centre,
 4. Major transportation interchange (bus and rail stations).
- 13.11 This severance undermines sustainable travel despite short walking and cycling distances between those destinations and contributes to car dependency for trips that could otherwise be made on foot or by cycle.

Pedestrian/Cycle safety and Desire Lines

13.12 Stakeholder evidence identifies:

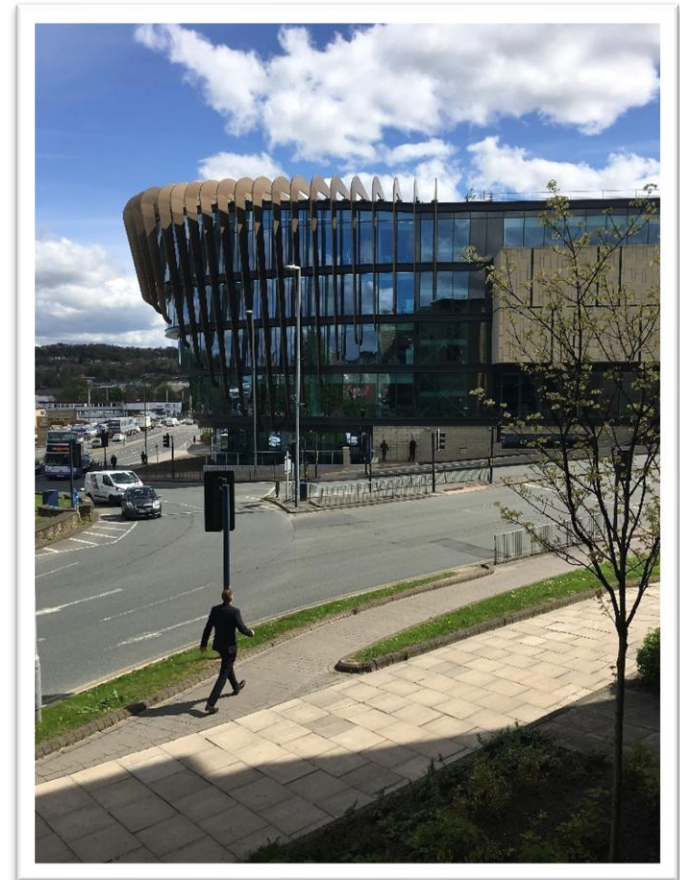
1. Strong informal pedestrian desire lines, particularly around Shorehead Roundabout,
2. Crossings that are poorly aligned with pedestrian and cycle desire lines and flows, or are not available at all,
3. Congestion and insufficient refuge space at peak times.

13.13 These issues **create safety risks and discourage active travel**, particularly for new students and staff, and for visitors. It also increases the pressure on car parking capacity, both within the campuses but also within the town centre.

Parking Pressure and Uncertainty

13.14 Incremental loss of town-centre parking linked to regeneration has increased pressure on remaining capacity. While replacement and new parking options are under consideration, there is currently **no adopted strategic framework** guiding where parking should be retained, replaced, or reduced over time. The Council however have instructed a consultant to look at the supply and demand for parking within Huddersfield which will lead to the development of a town centre Parking Strategy.

13.15 The emerging Queensgate Campus masterplan will look to 'right size' the estate for its academic strategy which has already led to the disposal and lease of periphery less energy efficient buildings and an associated loss in parking capacity. The development of the circa 544 space ITH at the NHIC will provide flexibility in parking provision for tenants, visitors, staff and potential consideration of limited commuter student parking however it will be critical to retain the remaining critical mass of parking at the Queensgate Campus to allow its efficient operation and retention and recruitment of staff.



Limited Public Transport Role in Intercampus and Transport Interchange Access

13.16 The existing **free town centre hopper shuttle** bus services operate with limited hours (Monday to Saturday 9.30-14.50) is not configured to function as:

1. A campus connector,
2. A commuter service,
3. Potential Park-and-ride feeder service.

13.17 There is the potential to reduce car demand by providing a viable commuter service which connects the campuses to the major transport interchanges and destinations in the town centre for staff and students. It would also allow consideration of a park and ride service operating to and from the Football Stadium.

Strategic Opportunities

Alignment with town-wide master planning

13.18 The University has a timely opportunity to embed its transport priorities into the **next generation of Huddersfield master planning**, positioning campus connectivity as a priority for and underpinning the town regeneration.

Re-imagining the Ring Road

13.19 Council ambitions to “re-civilise” the ring road provide a unique opportunity to:

1. Reduce severance,
2. Improve crossing quality and pedestrian environment,
3. Transform the campus-town relationship.

13.20 University evidence on movement patterns and safety concerns can directly inform this work.

Short-Term Interventions with Long-Term Impact

13.21 Not all improvements require major capital schemes. Traffic signal optimization, pedestrian priority measures, and wayfinding improvements offer early wins for the university while larger, longer-term projects are developed.

Integrated Transport and Mobility Hubs

13.22 The NHIC Integrated Transport Hub, Queensgate Campus and the rail and bus station, offer ideal locations to pilot:

1. Mobility hubs,
2. Shared transport services,
3. Cycle, EV, and micromobility infrastructure.

Strategic Direction

13.23 The Integrated Transport and Parking Strategy will:

- Reduce car dependency where viable,
- Improve safety and attractiveness of walking, wheeling and cycling,
- Align parking provision with long-term place-making goals for the university and wider town centre,
- Support inclusive access for all users,
- Strengthen partnership working with Kirklees Council and WYCA.

13.24 This will be delivered through a **phased 15-year intervention programme**, balancing immediate operational improvements with long-term transformation.

14 Intervention Plan

Short Term Key Interventions (Years 1–5)

1. Governance & Evidence

- Complete staff and student postcode analysis and accessibility mapping annually and share summary and findings with WYCA and Kirklees Council,
- Establish ITPS monitoring framework aligned to WYCA LTP indicators,
- Document and map pedestrian and cyclist desire lines across campuses and town centre,
- Embed University priorities into emerging Huddersfield master plan.

2. Public Transport Enablement

- Early engagement on bus network reshaping opportunities,
- Upgrade bus stops around Queensgate and NHIC (shelters, accessibility, legibility), particularly Queens Street South, Firth Street and the A62 Leeds Road near NHIC
- Integrate real-time bus and rail information into campus digital screens and bus stops serving the campuses,
- Investigate the feasibility of an enhanced town centre shuttle service.

3. Active Travel – Quick Wins

- Align University Travel Plan with Council behaviour-change programmes,
- Develop wayfinding strategy for campuses and implement improvements particularly between campuses and transport interchanges,
- Localised walking and cycling improvements where deliverable without major capital,
- Improve pedestrian crossings through signal timing optimisation and refuge capacity improvements

4. Parking & Demand Management

- Refine staff parking permit scheme and eligibility
- Review operational parking at NHIC during early occupation
- Work with the Council to develop their parking strategy for the town centre, considering the ITH.

5. EV & Mobility Readiness

- Deliver EV charging as part of NHIC transport hub,
- Explore public facing or shared use charging opportunities with partners,
- Safeguard land and power capacity for future expansion at Queensgate/Western Campus.

Stabilise and Enable

Focus: *Safety, evidence-led planning, early wins*

Key Objectives

1. Improve immediate accessibility and user experience
2. Establish a robust evidence base to prioritise interventions and support funding opportunities
3. Align University actions with WYCA early phase outcomes
4. Support further phases of the NHIC masterplan development with sustainable access design principles and supporting facilities, to aid modal shift

Outcomes

1. Improved safety and confidence of users of active travel modes
2. Visible progress, assessed against the KPI's and LTP outcomes
3. Stronger evidence base for bids funding

6. Partnership Development

- Formalise working arrangements with Kirklees and WYCA.

Medium Term Key interventions (Years 6–10)

7. Public Transport Integration

- Support reshaped bus services aligned to the University's desire lines,
- Improved staff and student commuter-focused service patterns (timetables, frequencies),
- Promote the Weaver Network and associated integrated public transport network ticketing,
- Expand shuttle / bus services to function as:
 - Campus connectors,
 - Potential park-and-ride links.

8. Campus Connectivity

- Deliver higher-quality, continuous walking and cycling links between:
 - Queensgate Campus,
 - NHIC,
 - Bus and rail stations.
- Integrate canal towpaths into the formal active travel network,
- Address severance created by the A62 (where feasible).

9. Mobility Hubs

- Develop NHIC as a functioning mobility hub (EV, cycle, micromobility, information).
- Progress Queensgate / Western Campus as a second mobility hub
- Subject to funding from WYCA, Kirklees to work with the University to introduce mobility hubs at:
 - Rail station / town gateway
 - Queensgate Campus (Western side)

10. Parking Strategy Evolution

- Reassess student parking policy in line with demand, equity, and sustainability goals,
- Transition parking supply toward managed, priority-based use.
- Reconfigure parking supply to:
 - Retain the existing critical mass of parking supply at the Queensgate Campus to meet the needs of all University users
 - Reduce single car occupancy (SOV) modal split.

Integrate and Shift

Focus: Mode shift, network coherence, integration

Key Objectives

5. Move from incremental change to network-level interventions.
6. Support growing commuter students and Health Science course recruitment and expansion in relation to improved accessibility by all modes.
7. Align with WYCA medium term investment priorities.

Outcomes

4. Reduced single-occupancy car trips.
5. Improved campus integration.
6. Increased active travel.
7. Improved public transport patronage.

11. **EV Infrastructure**

- Expand EV charging provision (capacity and speed)

Long Term (Years 11–15) Key Interventions

12. **Strategic Network Integration**

- Align campus access with mass transit and enhanced rail connectivity (where delivered),
- Fully integrate University travel into town-wide mobility systems,
- Major reconfiguration of ring road corridors to prioritise:
 - Pedestrians,
 - Cyclists,
 - Public transport.

13. **Estate & Parking Rationalisation**

- Reduce peripheral parking as buildings are decommissioned or repurposed,
- Focus parking provision at hubs rather than dispersed surface sites,
- Full integration of University campuses into the town centre,
- Rationalised, strategically located parking provision,
- Net-zero aligned transport infrastructure,
- Future-proofed mobility systems responsive to emerging technologies.

14. **Mature Mobility Hubs**

- Multi-functional hubs offering:
 - Rapid EV charging,
 - Cycle and micromobility services,
 - Passenger information and wayfinding.

15. **Behavioural Change & Culture**

- Long-term incentives and policies embedding sustainable travel choices,
- Reduction in SOV to 60%,
- Ongoing partnership with WYCA on patronage and emissions targets.

16. **Continuous Review**

- Periodic refresh of ITPS to respond to technology, policy, demand shifts and changing evidence base.

Transform and Embed

Focus: *Place-making, resilience, legacy*

Key Objectives

- 8. Support a consolidated academic estate,
- 9. Lock in long term modal shift,
- 10. Ensure resilience to future growth and policy change.

Outcomes

- 8. Seamless town-campus integration
 - 9. Safe, attractive public realm
 - 10. Transport system aligned with climate and growth objectives
- 

Short-, Medium- and Long-Term Intervention Summary

Timeline	Theme	Intervention
Short term (1-5 years)	Enable, Fix, Prepare	1. Detailed understanding of travel demand and patterns 2. Visible improvements to public transport access and information 3. Early EV and mobility hub development and delivery 4. Strong governance and partnership foundations 5. Communication and marketing of different mode provision to access the university 6. Strong communication of existing travel plan measures and proposed early interventions
Medium Term (6-10 years)	Integrate, Expand, Influence	7. Reshaped bus and active travel networks 8. Campus-to-campus connectivity improvements 9. Expanded mobility hubs and EV infrastructure 10. Evolving parking and student travel policies
Long Term (11-15 years)	Transform, Consolidate, Sustain	11. Fully integrated University–city transport system 12. Concentrated, efficient parking provision 13. Embedded sustainable travel culture 14. Strategy resilience to future change

WYCA LTP Outcomes – Reference Framework

From the meeting discussion, WYCA officers explicitly stated that investment decisions must demonstrate contribution to the following **LTP outcome areas**:

- Bus reliability and patronage growth
- Public transport, walking and cycling mode shift
- Connectivity to major trip generators (**universities, health, employment**)
- Carbon reduction and air quality improvement
- Road safety and reduced casualties
- Electric vehicle charging and zero-emission transition
- Value for money and demand generation (linked to bus revenue risk)

These outcomes are supported by monitoring and evaluation indicators set out in the LTP appendices and summarised in the table overleaf

Intervention-to-LTP Mapping Matrix

Short-Term Interventions (Years 1–5)

ITPS Intervention	WYCA LTP Outcome(s) Supported	Relevant Indicator Themes
Staff & student postcode analysis and accessibility mapping	Connectivity to major trip generators; Value for money	Accessibility to key destinations; Evidence-led investment
Bus stop upgrades around Queensgate & NHIC	Bus reliability and patronage; Mode shift; Road safety	Quality of bus infrastructure; Passenger experience
Real-time bus and rail information on campus	Bus patronage growth; Mode shift	Public transport usage; Information availability
Active travel wayfinding and local walking/cycling improvements	Mode shift; Road safety; Carbon reduction	Walking and cycling trips; Casualty reduction
Refined staff parking controls and eligibility	Mode shift; Carbon reduction	Car trip reduction; Demand management
NHIC EV charging delivery	Zero-emission transition; Air quality	EV charging availability
Early partnership working with WYCA and Kirklees	Value for money; Connectivity	Scheme alignment with LTP outcomes

Medium-Term Interventions (Years 6–10)

ITPS Intervention	WYCA LTP Outcome(s) Supported	Relevant Indicator Themes
Reshaped bus services aligned to University desire lines	Bus reliability and patronage; Connectivity	Bus patronage; Network coverage
Improved commuter-focused bus timetables and frequencies	Bus revenue growth; Mode shift	Service reliability; Passenger numbers
Continuous walking and cycling links between campuses and interchanges	Mode shift; Road safety; Carbon reduction	Active travel mode share
A62 severance mitigation (where feasible)	Road safety; Connectivity	Collision reduction; Accessibility
NHIC mobility hub (cycle, EV, micromobility, information)	Mode shift; Zero-emission transition; Connectivity	Multimodal access; EV usage
Queensgate / Western Campus mobility hub development	Connectivity; Bus patronage; EV transition	Access to key destinations
Student parking policy review	Mode shift; Carbon reduction	Car dependency reduction

Long-Term Interventions (Years 11–15)

ITPS Intervention	WYCA LTP Outcome(s) Supported	Relevant Indicator Themes
Integration with mass transit and enhanced rail connectivity	Connectivity; Bus & public transport patronage	Access to strategic corridors
Concentration of parking at hubs; removal of peripheral parking	Mode shift; Carbon reduction	Reduction in car trips
Expansion of rapid EV charging at mobility hubs	Zero-emission transition; Air quality	EV infrastructure coverage
Embedded sustainable travel incentives and policies	Mode shift; Bus patronage	Long-term behavioural change
Ongoing ITPS refresh aligned to LTP updates	Value for money; Policy alignment	Adaptive programme delivery

15 Delivery and Governance Framework

Governance Objectives

15.1 The governance framework is designed to:

- Enable coordinated delivery across multiple organisations,
- Align University interventions with town wide and regional transport programmes,
- Support access to external funding, particularly through WYCA,
- Maintain accountability and transparency over a 15-year strategy horizon.

Decision-Making Process

15.2 **Annual Delivery Plan:**

- Sets out schemes to be progressed in the next 12 months,
- Aligns with University capital planning and WYCA funding cycles.

15.3 **Five-Year Gateway Reviews:**

- End of Years 5 and 10,
- Re-prioritisation of schemes based on performance, funding, and policy.
- Aligns with WYCA funding cycles.

15.4 **Scheme-Level Governance:** larger interventions subject to:

- WYCA assurance processes,
- Council approvals,
- University business case sign-off.

15.5 **Funding and Assurance**

- Revenue-funded measures (e.g. behaviour change, monitoring) led by University and Council
- Capital schemes aligned to: WYCA investment programmes, external grants, and developer contributions (where applicable)



16 Monitoring, Evaluation and KPIs

Monitoring Principles

16.1 Monitoring will:

- Demonstrate progress against strategy objectives,
- Support funding assurance and future investment bids,
- Inform adaptive management over the 15-year period.

16.2 Data will be collected through:

- University travel surveys and postcode accessibility mapping,
- Parking system data,
- Pedestrian, cycling and traffic counts,
- Public transport usage data (where available),
- Scheme-specific evaluations.

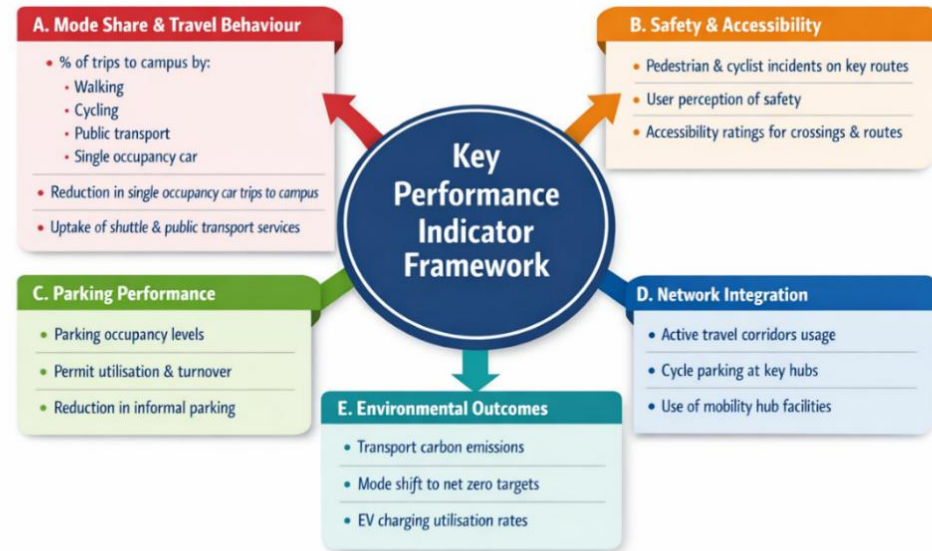
Reporting and Review

16.3 Annual Monitoring Report

- Submitted to University Estates / Sustainability governance body,
- Shared with Kirklees Council and WYCA as appropriate.

16.4 **KPI trends** used to:

- Support funding bids,
- Prioritise schemes,
- Inform strategy refreshes..



17 Appendices

See PDF Appendix A: Internal Stakeholder Engagement Notes

See PDF Appendix B: External Stakeholder Engagement Notes

See PDF Appendix C: Existing and planned / proposed pedestrian infrastructure, and routes to and from the campuses

See PDF Appendix D: Existing and planned / proposed cycling infrastructure, and routes to and from the campuses

See PDF Appendix E: Existing Bus Service Frequency Tables

See PDF Appendix F: Multimodal Strategy

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SDG project/proposal number

UoH ITPS

Client contract/project number

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Distribution

*Client:
University of
Huddersfield*

Version control/issue number

2.0

Date

14/07/26

