University of Huddersfield, MSCP – Travel Plan

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University of Huddersfield, MSCP

Travel Plan

DATE: October 2026

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1. Introduction

1.1. Introduction

1.1.1. Dice Consulting Engineers Ltd (Dice) has been appointed by the University of Huddersfield (UoH) to prepare this Travel Plan in support of proposals for a multistorey car park (MSCP) on land to the north of Old Leeds Road, Huddersfield. The development forms part of the wider Southgate campus masterplan and will be incorporated into the University's existing arrangements for promoting and managing sustainable travel.

1.1.2. The proposals comprise an integrated transport and parking facility, including a MSCP providing 534 car parking spaces, 176 cycle parking spaces, 10 motorcycle parking spaces, a dedicated service yard and associated infrastructure. The development is intended to support the operational requirements of the wider NHIC while providing facilities for sustainable travel.

1.1.3. The application site occupies land formerly associated with Huddersfield Sports Centre, which has since been demolished and replaced by a new facility to the west of Huddersfield Town Centre. The site now forms part of the University's emerging National Health Innovation campus.

1.1.4. The site is bounded by the wider University campus to the north and east, Old Leeds Road and adjoining commercial properties to the south, and Huddersfield Ring Road and the town centre to the west. Its location provides opportunities for walking, cycling and public transport connections to the surrounding area. The wider site context is illustrated in Figure 1.1.

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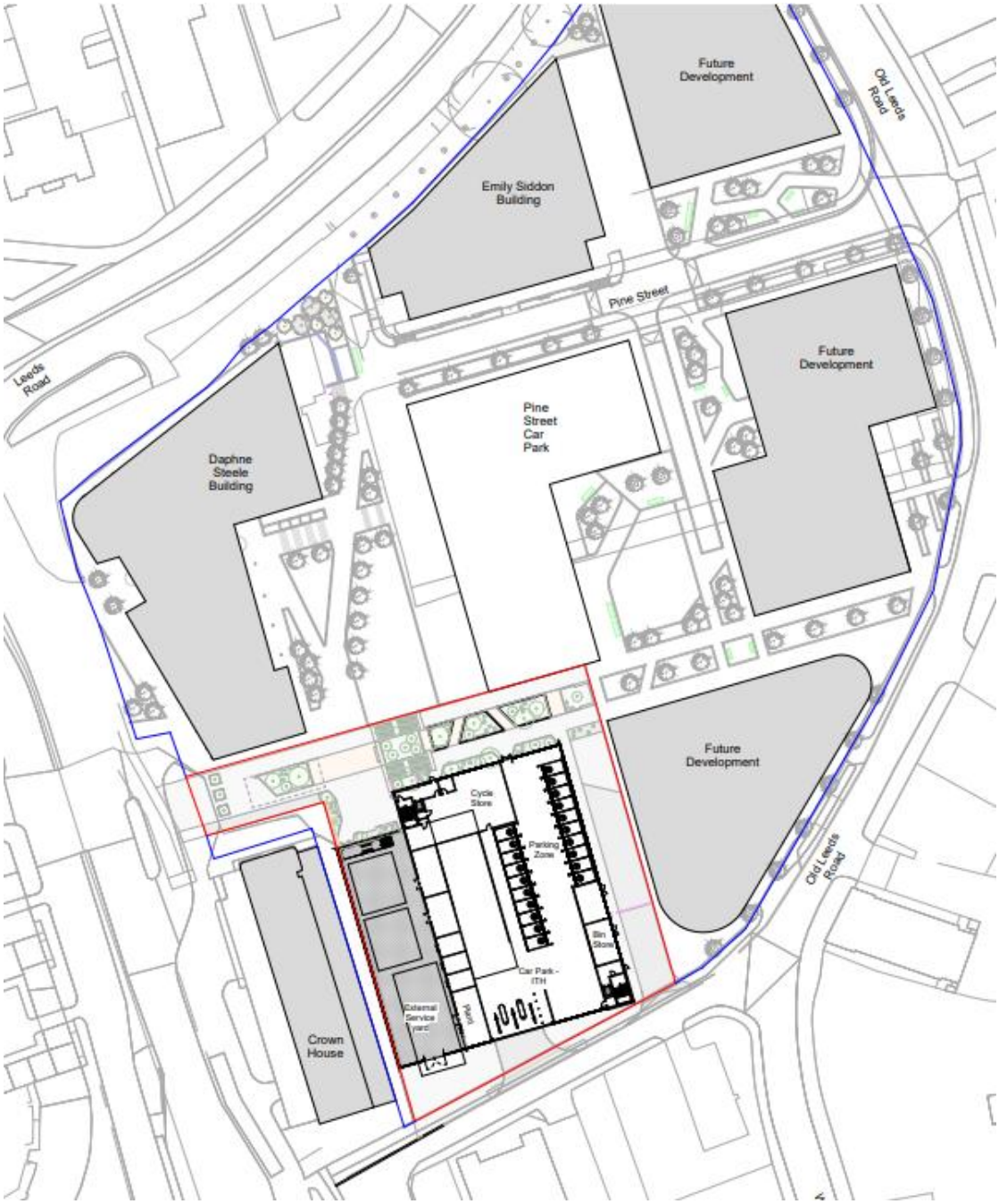

Figure 1.1: Site Location Plan

1.1.5. The University of Huddersfield has an established Travel Plan which provides a framework for promoting sustainable travel amongst staff, students and visitors across its campuses. The proposed development will be incorporated into these existing arrangements, ensuring that users of the MSCP benefit from the University's wider sustainable travel initiatives, information and monitoring procedures. This report therefore sets out how the development will

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complement and contribute towards the objectives of the University Travel Plan 2026 to 2031, a copy of which is provided at **Appendix B.**

1.1.6. The purpose of this report is to demonstrate how the proposed MSCP will support the University's wider Travel Plan objectives and how the development will be managed as part of the existing campus transport strategy. In particular, the report considers the proposed parking and cycle facilities, opportunities for sustainable onward travel, and the arrangements through which travel behaviour and parking demand will be managed and monitored.

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2. Development Proposals

2.1. Introduction

2.1.1. This section provides an overview of the proposed MSCP, including its parking provision, access arrangements and facilities for walking and cycling. Further technical details are presented within the accompanying Transport Assessment. The focus of this section is to identify how the proposed development will support the University's wider transport and parking strategy.

2.2. Project Vision

2.2.1. The proposed MSCP forms a key component of the University's wider NHIC campus development strategy, providing a consolidated parking facility to support existing and future campus requirements. The development will also incorporate secure cycle parking, electric vehicle charging infrastructure and pedestrian connections to the surrounding campus. Together with the University's wider Travel Plan measures, these facilities will support a coordinated approach to managing travel demand and promoting sustainable transport choices.

2.3. Development Overview

2.3.1. The proposed development comprises:

- 534 car parking spaces in total, with the split of these spaces discussed below;
- 10 motorcycle parking spaces;
- 176 cycle parking spaces; and
- A service yard for the Southgate campus.

2.3.2. The proposed development has been designed by AHR Architects on behalf of the University of Huddersfield, with supporting transport engineering advice provided by Dice Consulting Engineers Ltd. The facility will provide car parking capacity to support the developing Southgate campus, alongside secure cycle parking, motorcycle parking and dedicated servicing arrangements. The development has been designed to provide a convenient and accessible arrival point for University staff, students and visitors.

2.3.3. The relevant proposed development drawings are attached as **Appendix A**.

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2.4. Site Access

2.4.1. The principal site access is taken from Old Leeds Road, to the south of the building.

2.4.2. The access arrangements have been developed to achieve the visibility, geometry and pedestrian provision necessary for its safe operation.

2.4.3. The proposed access arrangement incorporates two dedicated vehicle lanes and a central lane which can be allocated to arriving or departing vehicles depending on prevailing demand. During the weekday morning peak, the central lane is anticipated to provide additional entry capacity, with the arrangement reversed during the evening peak to accommodate departing vehicles. The detailed operation and management of the access will be established to ensure that conflicting vehicle movements are avoided.

2.5. Parking Numbers and Type

2.5.1. The proposed parking provision has been informed by the University's Integrated Transport and Parking Strategy 2026 to 2041 and the associated demand forecasting undertaken by The Parking Consultancy. These studies consider existing and anticipated future parking requirements across the University estate and provide the justification for the proposed capacity of the MSCP. The development will form part of the University's wider approach to managing campus parking demand, alongside measures to encourage walking, cycling and public transport use.

2.5.2. The operation of the MSCP will be incorporated into the University's existing parking management arrangements, including the allocation and management of spaces for staff, students and visitors, as appropriate. These arrangements will be considered alongside the University's wider Travel Plan objectives to ensure that parking provision is managed in a manner that supports sustainable travel choices.

2.5.3. It is therefore proposed to provide:

- 459 standard car parking spaces;
- 47 EV parking spaces;
- 16 accessible car parking spaces;
- 12 accessible EV spaces; and
- 10 motorcycle parking spaces.

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2.5.4. The proposed MSCP is intended to accommodate forecast parking demand within a managed facility, reducing the potential for displaced parking on surrounding highways. The consolidation of parking provision will also enable the University to manage vehicle movements and parking allocation as part of its wider campus transport strategy.

2.5.5. Electric vehicle charging infrastructure will be provided in accordance with Building Regulations Approved Document S (2021), with active charging points provided for 59 spaces, including 12 accessible spaces.

2.5.6. A total of 28 accessible parking spaces will be provided, representing approximately 5.2% of the overall car parking capacity. These include 12 accessible spaces designated for electric vehicles. Accessible parking will be located close to the building's pedestrian circulation cores and lift facilities, with suitable routes provided to the wider campus.

Motorcycle Parking

2.5.7. It is proposed to provide 10 motorcycle parking spaces within the main car parking area, located on the ground floor, close to the entrance.

Cycle Parking

2.5.8. The proposed development will provide 176 secure cycle parking spaces at ground floor level, with a dedicated access route connecting the facilities to Old Leeds Road. The provision will be designed having regard to LTN 1/20 and will complement the existing cycle infrastructure along Leeds Road and Huddersfield Ring Road. The facilities will be made available to relevant University users and promoted through the University's established Travel Plan communications, encouraging cycling as an alternative to private car travel.

2.6. Internal Layout and Circulation

2.6.1. The internal circulation arrangements have been designed to provide straightforward access to parking spaces, with clearly defined vehicle routes and appropriate directional signage. Dedicated pedestrian connections will provide access between the parking levels and the wider University campus.

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Pedestrian Access

2.6.2. Pedestrian and cycle connectivity forms a central part of the internal design approach. Continuous, direct and well-lit routes will connect all parts of the site, allowing safe and convenient movement throughout the car park.

2.6.3. There are two key pedestrian access points to the car park, with stairs and lifts to all floors provided from dedicated pedestrian accesses to both the northwest and southeast corners of the building. These are directly accessible from the main campus (northwest) and Old Leeds Road (southeast). In addition to this is a pedestrian access to the ground floor only from the north.

Servicing Arrangements

2.6.4. The development will incorporate dedicated servicing facilities for the wider Southgate campus, including arrangements for deliveries, refuse collection and maintenance activities. These facilities are intended to consolidate servicing requirements and support the operational management of the campus.

2.6.5. A dedicated service yard will be provided at the southwestern corner of the building, with additional maintenance and refuse storage facilities incorporated into the wider development layout. The proposed servicing arrangements, including vehicle access and manoeuvring, are considered in detail within the accompanying Transport Assessment.

2.6.6. Servicing and delivery arrangements will be managed by the University to minimise potential conflicts with peak arrival and departure periods. Where practicable, larger servicing movements will be scheduled outside the principal network peak hours, with the relevant management arrangements incorporated into the University's wider campus servicing procedures.

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3. University of Huddersfield Travel Plan (2026-2031)

3.1. University Travel Plan Overview

3.1.1. The proposed MSCP forms part of the University's National Health Innovation Campus (NHIC), which is being developed as an extension of its existing operations within Huddersfield. The University has an established Travel Plan covering its principal campuses, including Queensgate and the NHIC, and the proposed development will be incorporated into these arrangements.

3.1.2. The University accommodates a substantial population of staff and students across its campuses, generating a range of commuting, education, visitor and operational journeys. The University's Travel Plan provides an established framework for managing these travel demands and encouraging more sustainable travel choices.

3.1.3. The University's principal Queensgate campus is located to the southeast of Huddersfield Town Centre and accommodates the majority of its teaching and administrative activities. The developing NHIC is situated within walking distance of Queensgate, allowing the two campuses to benefit from established pedestrian, cycle and public transport connections.

3.1.4. The NHIC occupies a site of approximately seven acres and benefits from outline planning permission for a programme of new buildings. The campus is intended to accommodate teaching, research and innovation facilities, supporting the University's continued investment and growth within Huddersfield.

3.1.5. Two buildings have been completed within the NHIC, the Daphne Steele Building and Emily Siddon Building. The proposed MSCP will form a further phase of campus development, providing consolidated vehicle parking, secure cycle storage and servicing facilities to support existing and future occupiers.

3.1.6. The University has operated a Travel Plan since 2007, with the objective of reducing reliance on single occupancy car journeys and promoting more sustainable modes of transport for staff, students and visitors.

3.1.7. The University Travel Plan 2026 to 2031 provides an overarching framework for managing travel to and from the Queensgate campus and the developing NHIC. Its principal objectives include encouraging walking, cycling and public transport use, reducing reliance on single

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occupancy car journeys and improving awareness of the sustainable transport options available to University users.

3.1.8. The proposed MSCP will be incorporated into the University's established Travel Plan, allowing its parking management arrangements, cycle parking facilities and pedestrian connections to contribute towards the University's wider sustainable transport objectives. This will ensure that the development is considered as part of the overall campus transport strategy rather than operating as an independent parking facility.

3.1.9. The development will support sustainable travel through the provision of 176 secure cycle parking spaces, together with pedestrian connections to the wider campus and existing cycling infrastructure along Leeds Road and Huddersfield Ring Road. The availability of these facilities will be promoted through the University's existing Travel Plan initiatives, encouraging staff, students and visitors to consider cycling and other sustainable travel options.

3.1.10. The University Travel Plan 2026 to 2031 is included within Appendix B and establishes the wider objectives, measures and monitoring arrangements applicable across the University estate. The following sections explain how the proposed MSCP will be incorporated into these arrangements and contribute towards the University's sustainable travel objectives.

3.2. Integration with the University Travel Plan

3.2.1. The proposed MSCP will not operate as a standalone development in transport terms but will form part of the University's wider campus infrastructure. It is therefore considered appropriate for the development to be incorporated into the University's established Travel Plan rather than introduce a separate management and monitoring framework.

3.2.2. The University's Travel Plan provides a coordinated approach to promoting sustainable travel across its campuses, including measures relating to walking, cycling, public transport and the management of parking demand. The proposed development will contribute towards these objectives through the provision of secure cycle parking, electric vehicle charging facilities and convenient pedestrian connections to the wider campus and surrounding transport network.

3.2.3. The MSCP will be managed as part of the University's wider parking arrangements, ensuring that the provision and allocation of spaces can be considered alongside the University's objectives for reducing reliance on single occupancy car journeys. The development will

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therefore form part of a coordinated approach to accommodating operational parking demand while continuing to promote sustainable transport choices.

3.3. Management and Monitoring

3.3.1. Responsibility for implementing and monitoring the University Travel Plan will remain with the University's existing Travel Plan management arrangements. The proposed MSCP will be incorporated into this framework to ensure that its parking provision and sustainable transport facilities are considered alongside the wider campus.

3.3.2. The University's designated Travel Plan Coordinator, or other nominated representative responsible for sustainable transport, will oversee the integration of the MSCP into the wider Travel Plan. This will include promoting the facilities available, reviewing relevant travel and parking information and identifying opportunities for further measures where appropriate.

3.3.3. Monitoring will continue to be undertaken in accordance with the University's overarching Travel Plan, including the review of staff and student travel patterns and progress towards its established sustainable transport objectives. The operation of the proposed MSCP will also be considered as part of this process, including the review of available parking utilisation data and the use of the proposed cycle parking facilities.

3.3.4. Where monitoring identifies opportunities to further encourage sustainable travel, the University will consider additional promotional or management measures through its established Travel Plan review procedures. This will allow the operation of the MSCP to respond to changing campus requirements and travel patterns over time.

3.4. Summary and Conclusions

3.4.1. This Travel Plan has been prepared in support of the proposed MSCP at the University of Huddersfield's Southgate campus. The development will provide a consolidated parking facility incorporating 534 car parking spaces, secure cycle parking, motorcycle parking, electric vehicle charging and associated pedestrian and servicing infrastructure.

3.4.2. The development will be incorporated into the University's existing Travel Plan, providing a coordinated approach to managing parking demand while promoting opportunities for walking, cycling and public transport. The proposed facilities will complement the University's

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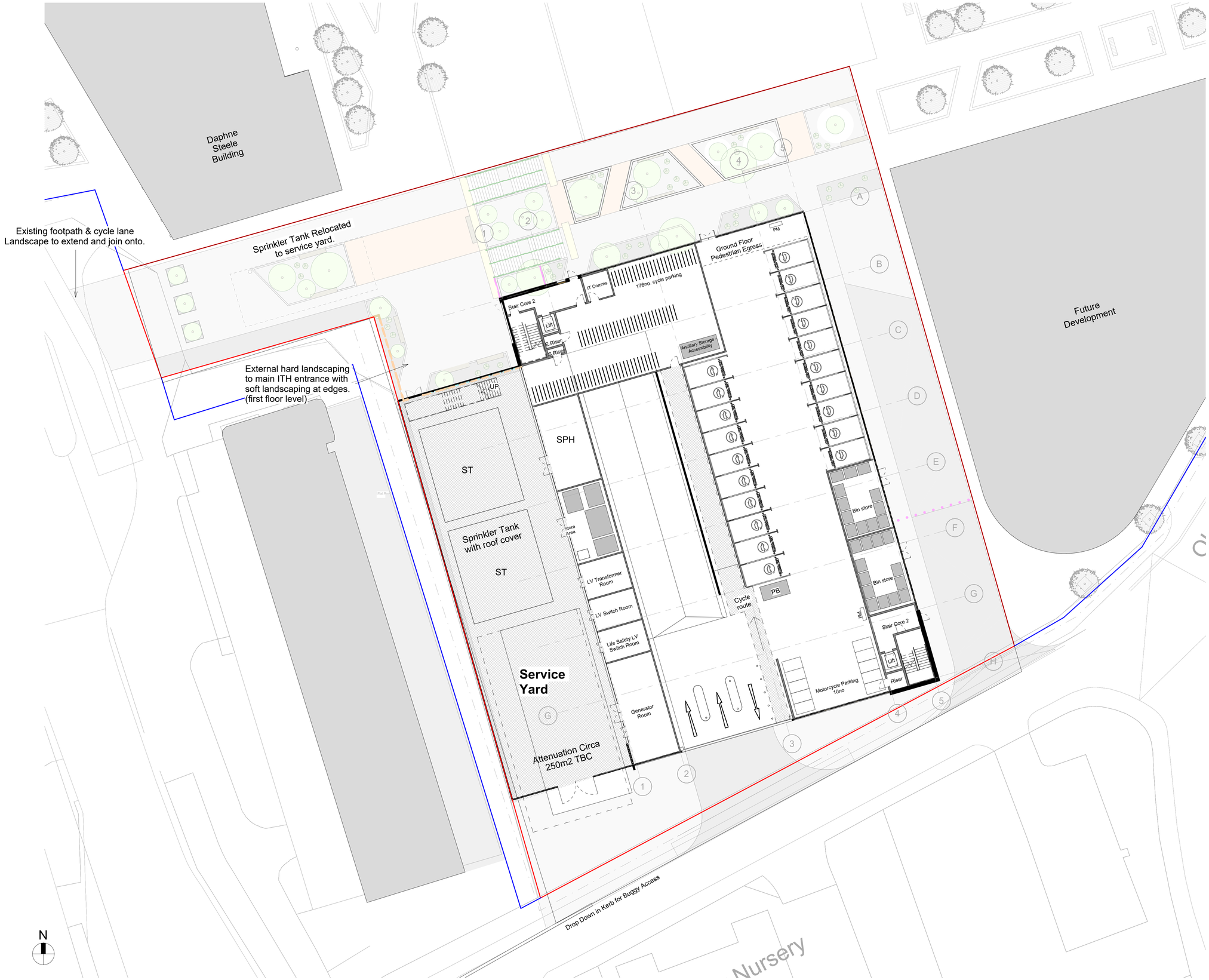
wider sustainable transport initiatives and support the operational requirements of the developing Southgate campus.

3.4.3. The proposed development will be incorporated into the University Travel Plan 2026 to 2031, ensuring that its parking management arrangements and sustainable transport facilities form part of the University's wider programme of travel planning measures. This approach will enable the MSCP to contribute towards the University's established sustainable transport objectives while avoiding unnecessary duplication of existing management and monitoring procedures.

Appendix A



SCALE 1 : 1250

0 25 50 75

Site Plan Key

Outline Application Boundary

Land Owned Boundary

Rev	Description	Date	Dr by	App by
P2	Updated Boundary	18.09.26	AS	RH
P1	Initial Issue PA	24.08.26	WH	RH

original by	date created	approved by
WH	20.06.26	RH

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client name
University of Huddersfield

project
Integrated Transport Hub

drawing
Site Plan Proposed

computer file
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project number	scale	
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drawing number	rev	issue status
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1 Site Plan Proposed

1 : 200

1 **Level 0 GA**
1 : 100

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NOTE:
Slope annotation arrow points down.

PARKING PROVISION - Level 00

EV Parking - **20no.**
Motorcylce Parking - **10no.**
Cycle - **176no + Ancillary Space**

Key

ST	Sprinkler tanks
SPH	Sprinkler Tank Pump House
PB	Buggy University

Infrastructure relocated to service yard:
- DS Sprinkler Tank
- Generator

New provisions:
- Below ground attenuation
- Sprinkler Tank

UoH Storage Space Requirements.
Internal
- Polaris Buggy x1
- Grounds equipment circa
- Maintenance materials circa
- Equipment supplies
- Grit Pallet
- Racking Zone

External
- Skip space in service yard.

Rev	Description	Date	Dr by	App by
P3	Updated Planning Issue	22.09.26	AS	Rh
P2	Updated Parking Spaces	01.09.26	AS	RH
P1	Initial Issue PA	24.08.26	WH	RH

original by: WH
date created: 26.05.2026
approved by: AW

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drawing
Level 00 - Ground Floor Plan

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project number: 2025.00083.000
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drawing number: ITH-AHR-B5-00-DR-A-08200
rev: P3
issue status: S1

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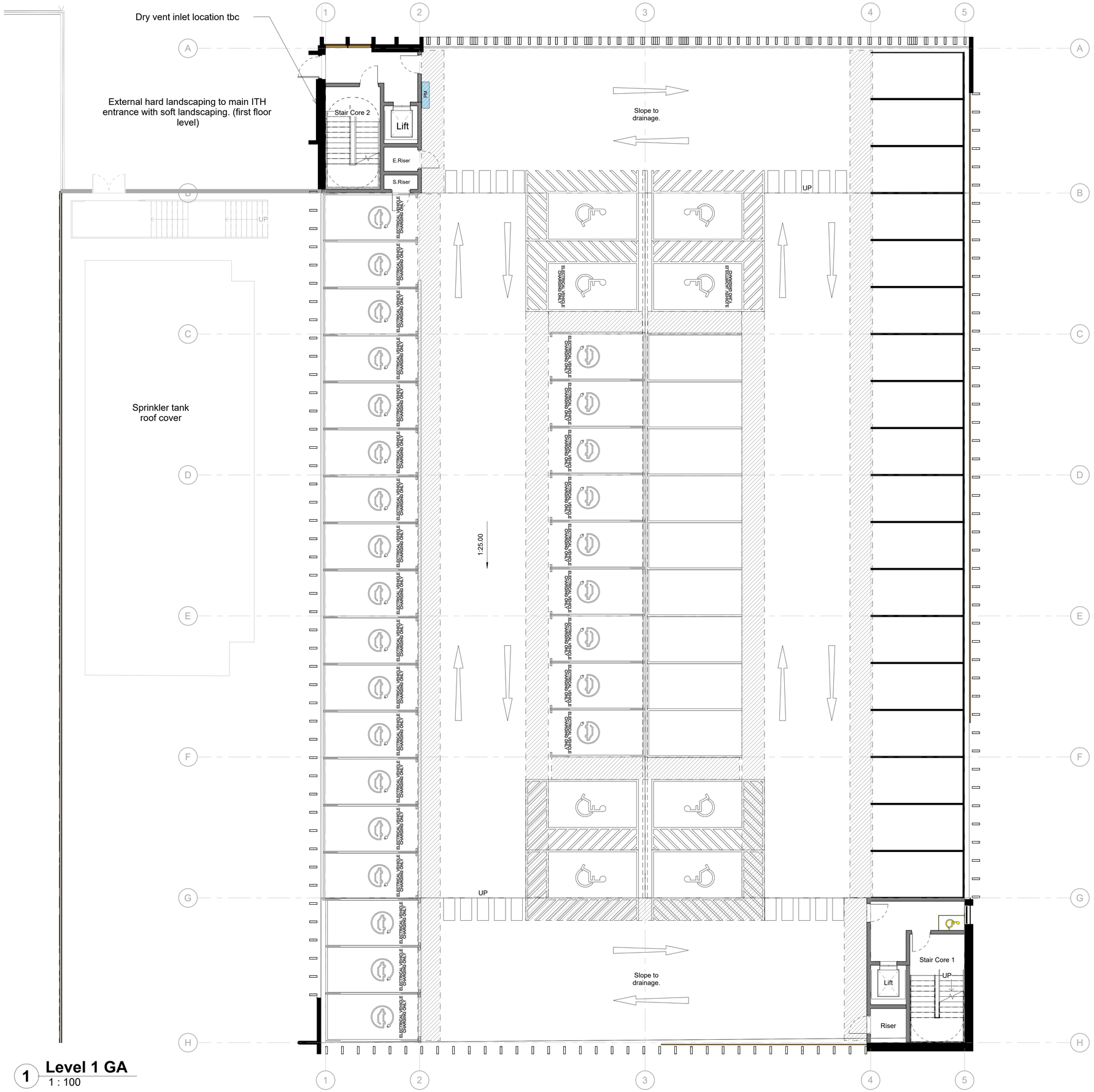

1 Level 1 GA

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PARKING PROVISION - Level 01

Standard Parking -**27no.**
EV Parking - **27no.**
Accessible EV Parking - **2no.**
Accessible Parking - **6no.**

Total - **62no. spaces**

Rev	Description	Date	Dr by	App by
P3	Updated Planning Issue	22.09.26	AS	Rh
P2	Updated Parking Spaces	01.09.26	AS	RH
P1	Initial Issue PA	24.08.26	WH	RH

original by	date created	approved by
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project
Integrated Transport Hub

drawing
Level 01 - First Floor Plan

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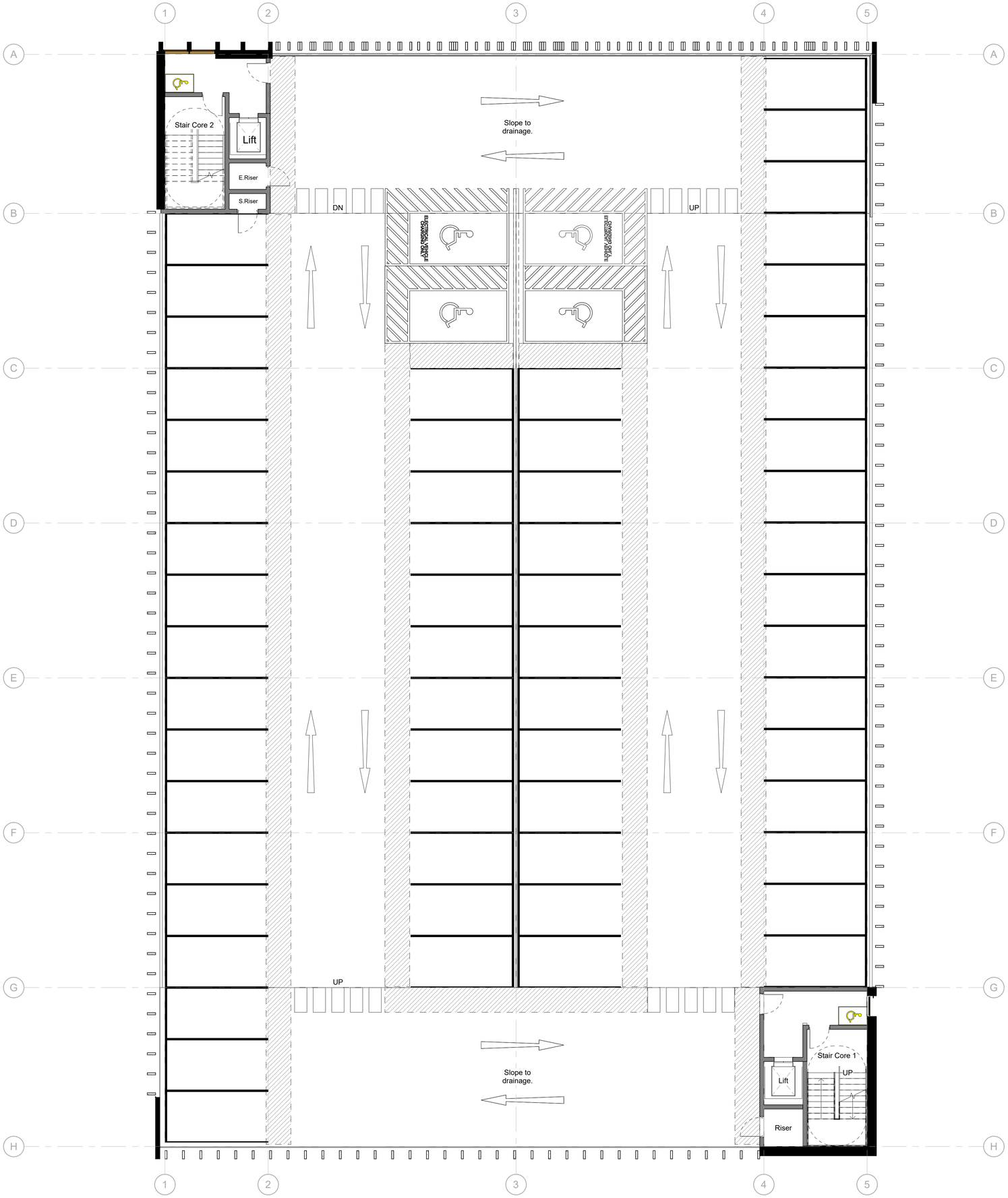

1 **Level 2 GA**
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PARKING PROVISION - Level 02

Standard Parking - **60no.**
Accessible EV Parking - **2no.**
Accessible Parking - **2no.**

Total - **64no. spaces**

Rev	Description	Date	Dr by	App by
P3	Updated Planning Issue	22.09.26	AS	Rh
P2	Updated Parking Spaces	01.09.26	AS	RH
P1	Initial Issue PA	24.08.26	WH	RH

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University of Huddersfield

project
Integrated Transport Hub

drawing
Level 02 - Second Floor Plan

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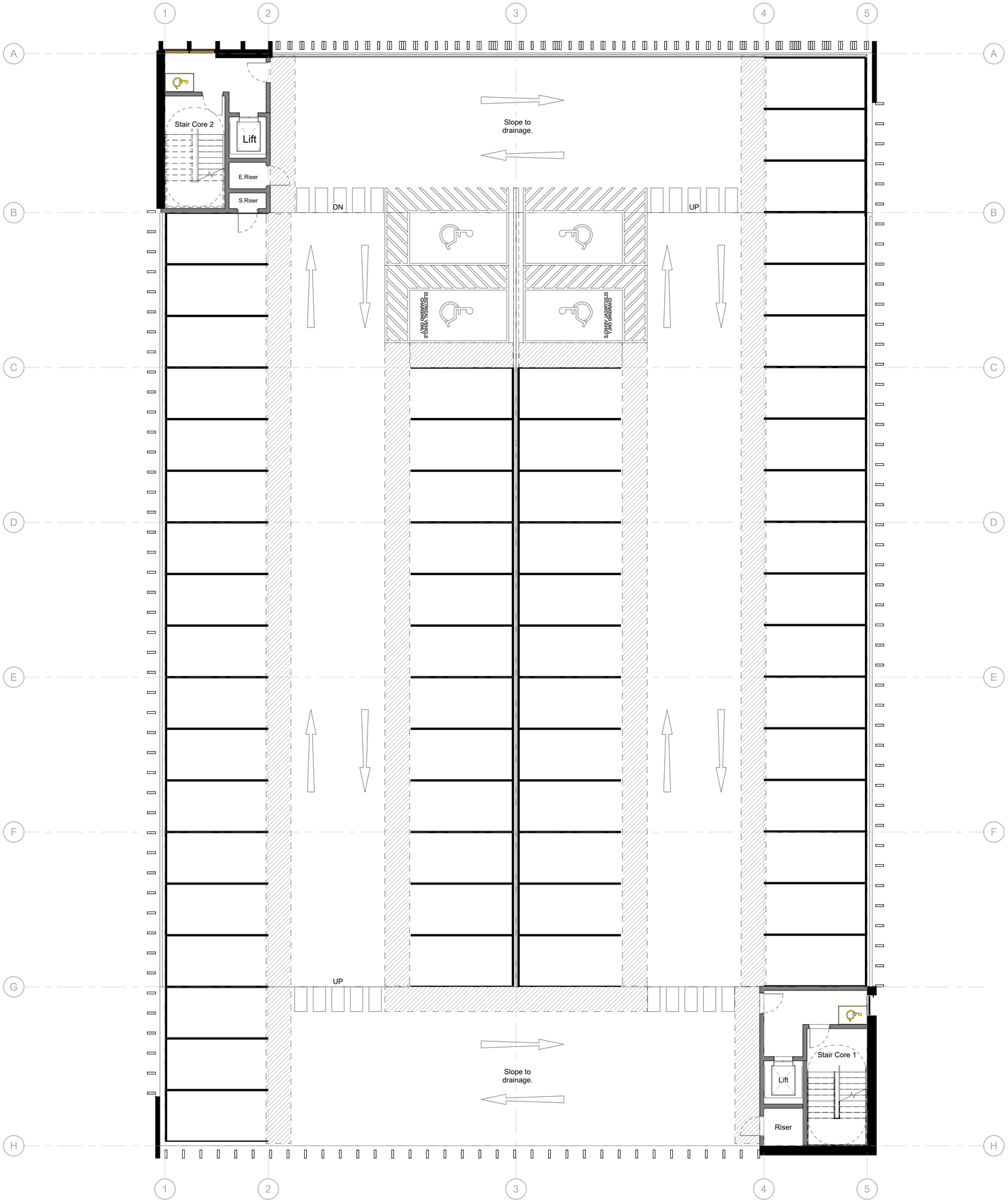

1 **Level 3 GA**
1 : 100

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PARKING PROVISION - Level 02

Standard Parking - **60no.**
Accessible EV Parking - **2no.**
Accessible Parking - **2no.**

Total - **64no. spaces**

Rev	Description	Date	Dr by	App by
P3	Updated Planning Issue	22.09.26	AS	Rh
P2	Updated Parking Spaces	01.09.26	AS	RH
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Level 03 - Third Floor Plan

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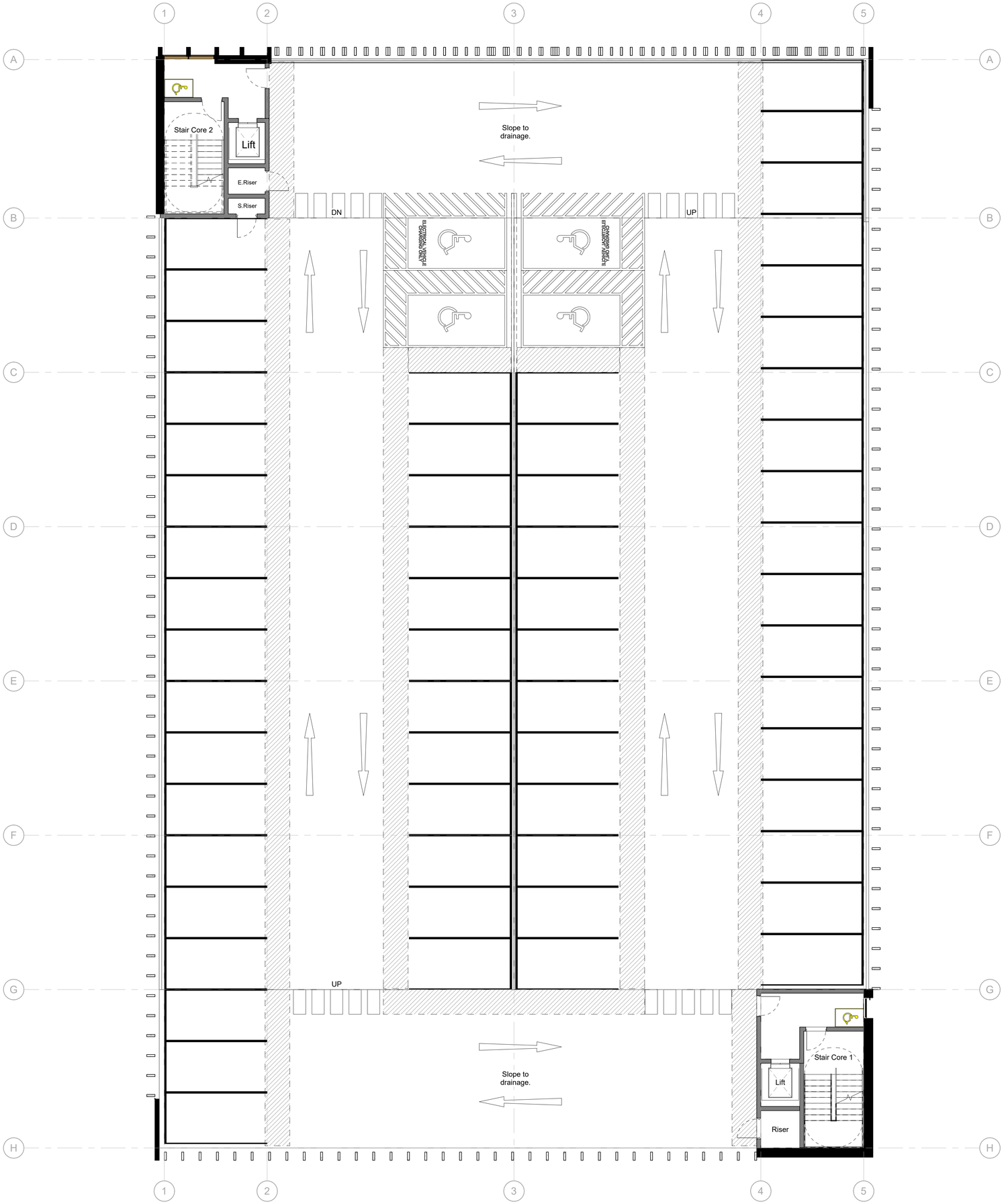

1 **Level 4 GA**
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PARKING PROVISION - Level 02

Standard Parking - **60no.**
Accessible EV Parking - **2no.**
Accessible Parking - **2no.**

Total - **64no. spaces**

Rev	Description	Date	Dr by	App by
P3	Updated Planning Issue	22.09.26	AS	Rh
P2	Updated Parking Spaces	01.09.26	AS	RH
P1	Initial Issue PA	24.08.26	WH	RH

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University of Huddersfield

project
Integrated Transport Hub

drawing
Level 04 - Fourth Floor Plan

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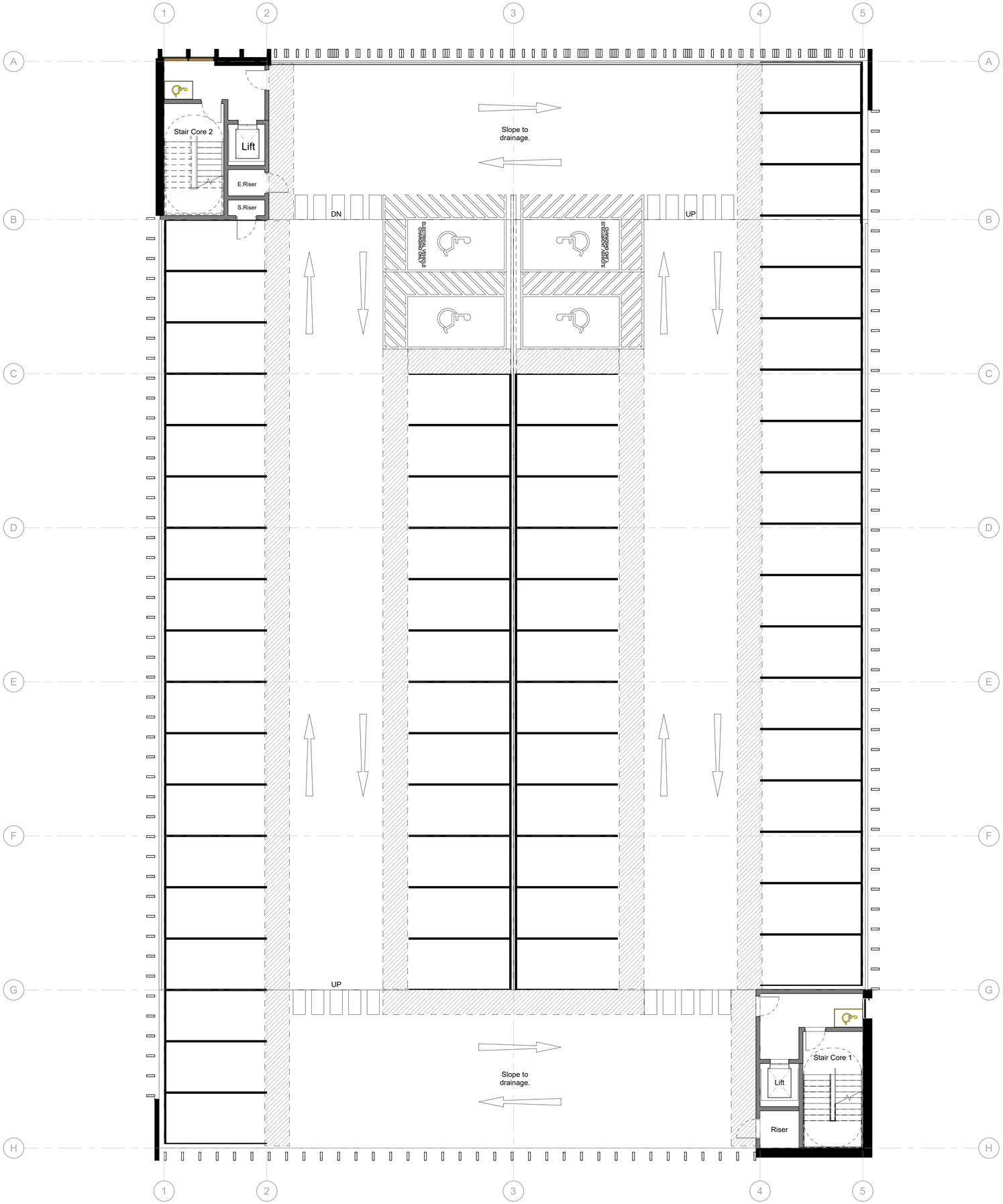

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drawing
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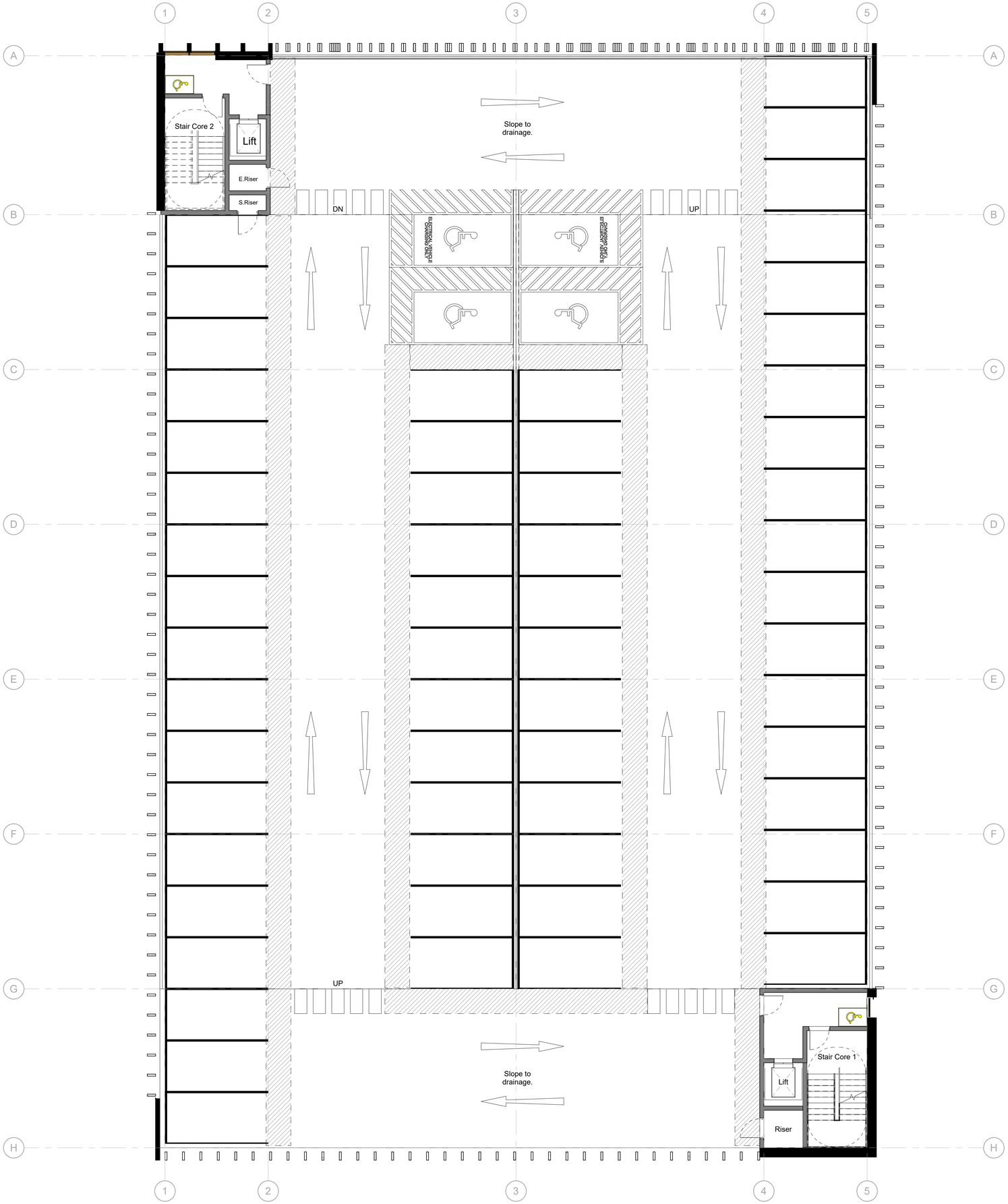

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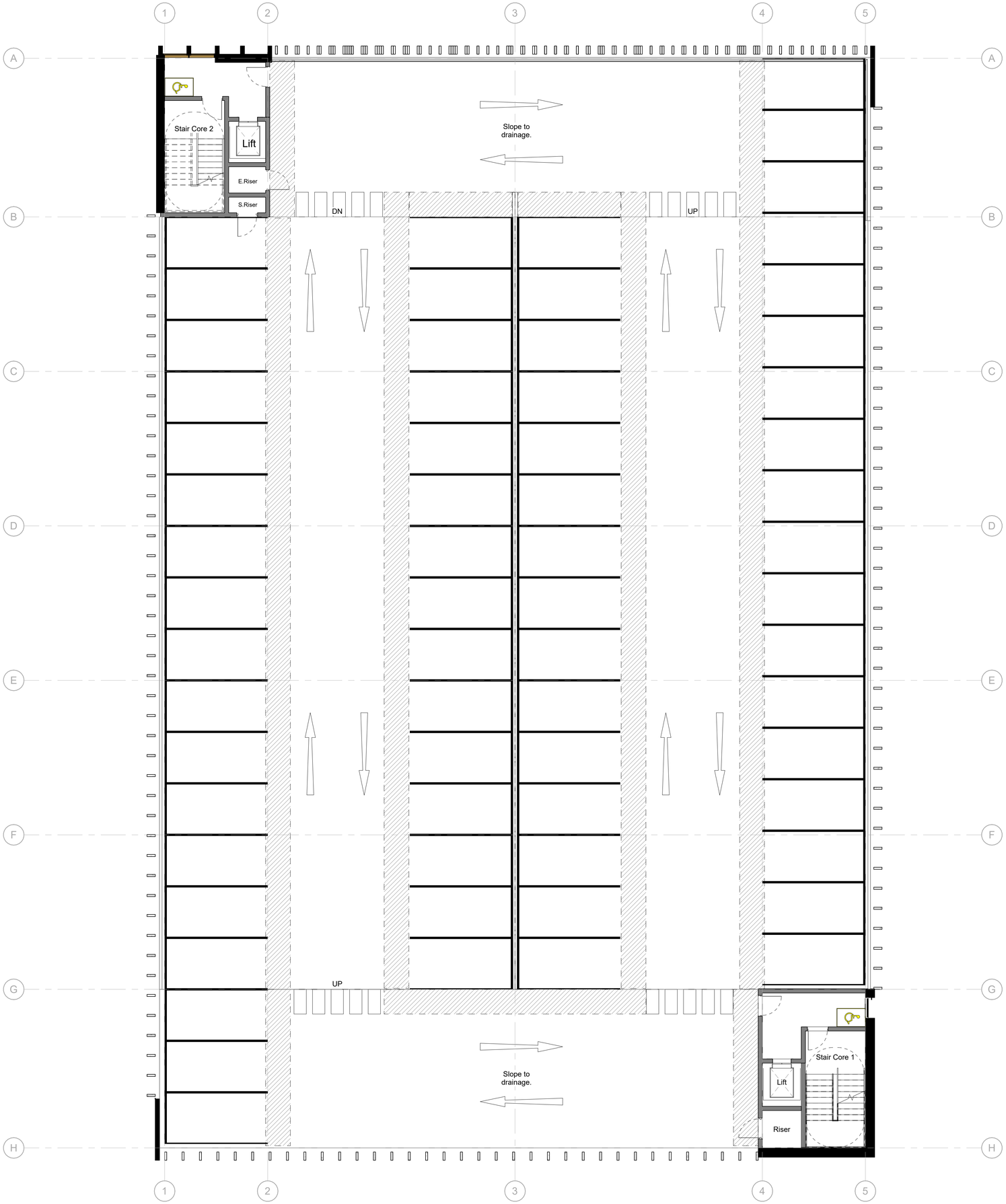

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Total - **66no. spaces**

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drawing
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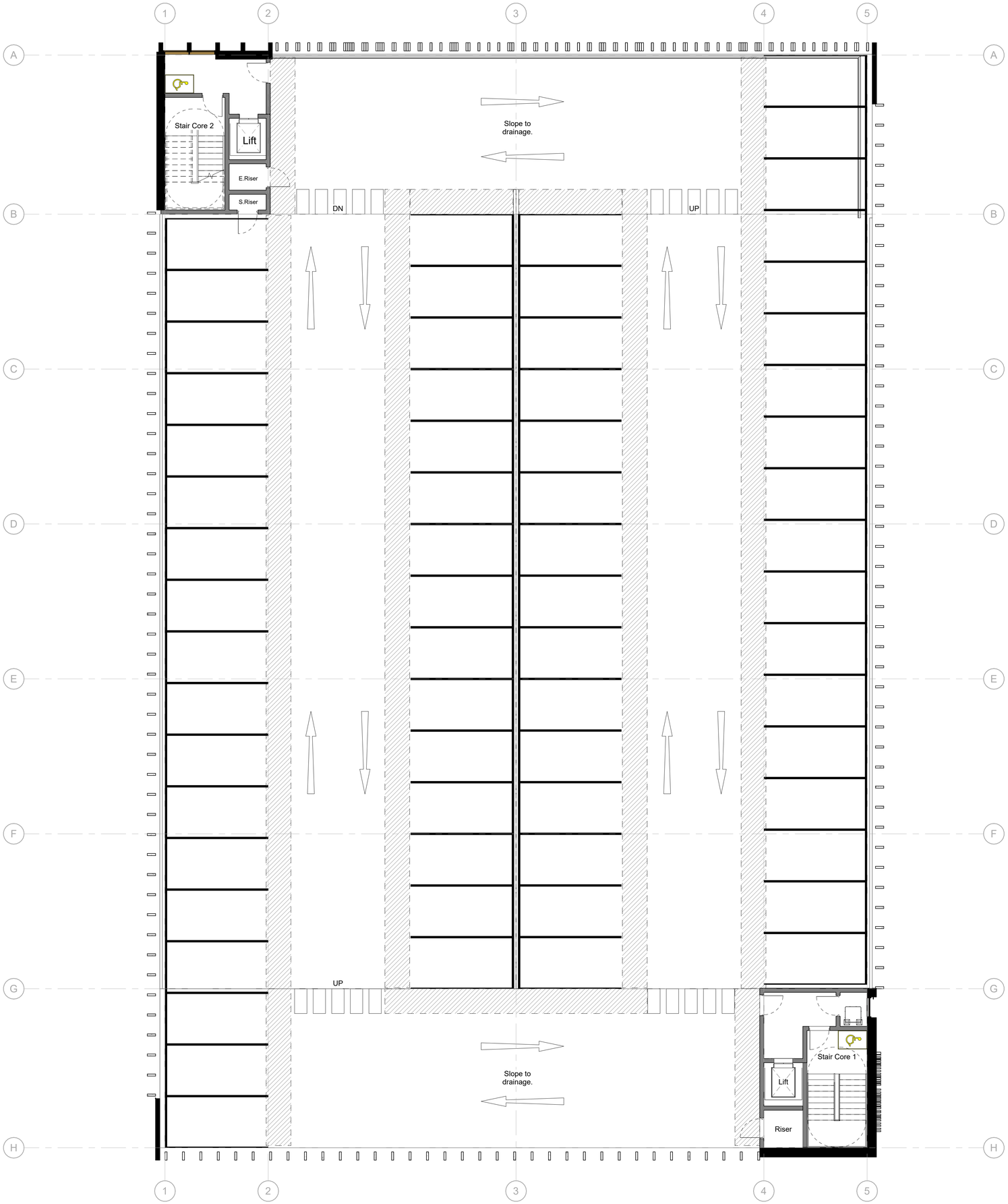

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project
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drawing
Level 08 - Eighth Floor Plan

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ITH-AHR-B5-08-DR-A-08208

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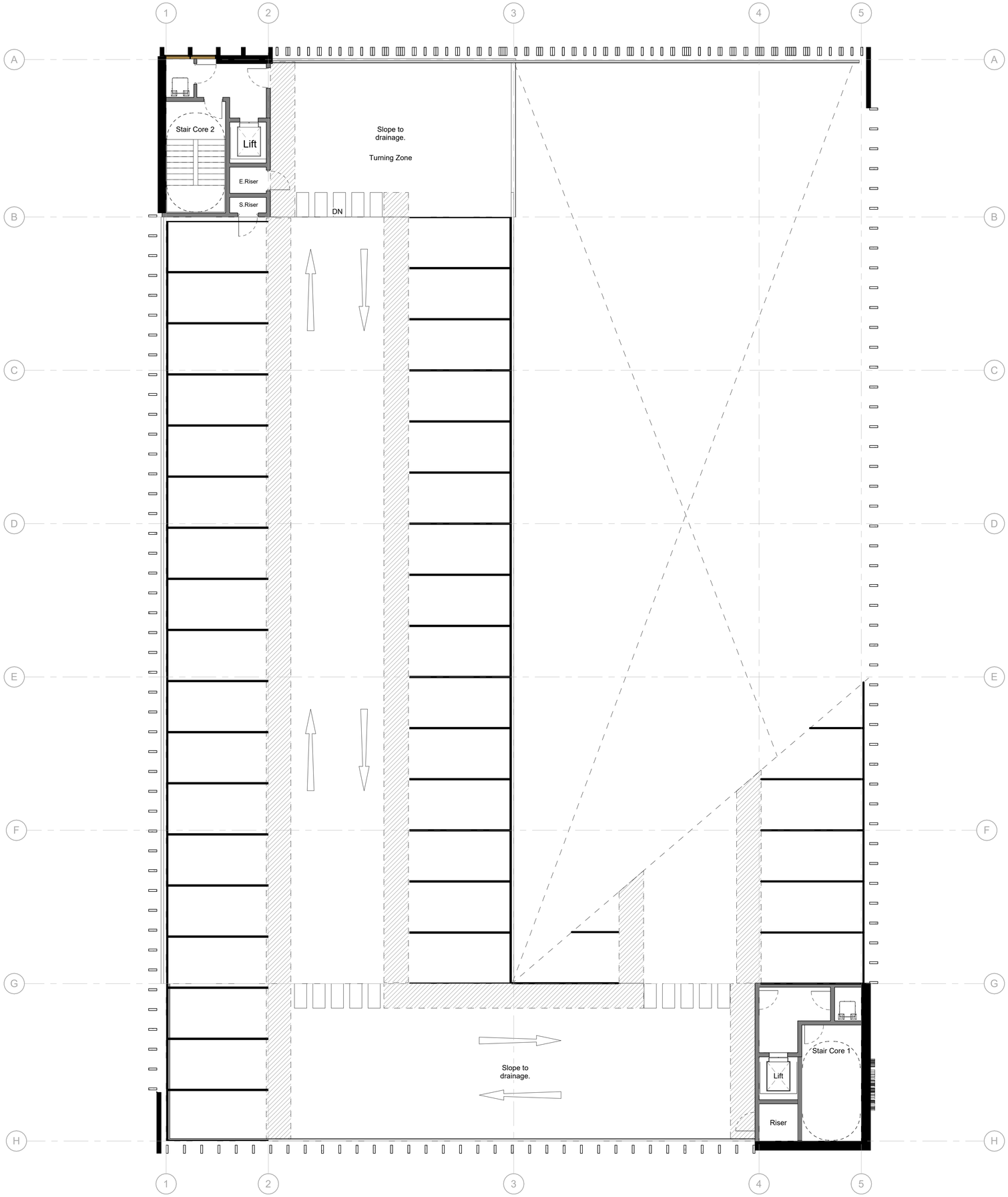

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Level 09 - Ninth Floor Plan

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the parking consultancy

Independent, Professional and Cost Effective

University of Huddersfield Travel Plan 2026-2031

July 2026

Final Report

University of Huddersfield

Our ref: UoH TP
Client ref: TPC

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Appendix B

University of Huddersfield Travel Plan 2026-2031

University of Huddersfield

Final Report

Our ref: UoH TP
Client ref: TPC UoH TP 2026

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1 Introduction

The University of Huddersfield

1.1 The University of Huddersfield (the University) is a public research university located in Huddersfield, West Yorkshire, England. It has been a University since 1992, but has its origins in a series of institutions dating back to the 19th century.

1.2 The University attracts students from more than 130 countries. With an annual turnover of approximately £150 million each year, it estimates it is worth £300 million annually to the local economy.

1.3 The University had a total of 2000 staff (1,100 administrative staff and 900 support) and 20,030 students (undergraduates 16,070 and 3,960 postgraduates) in 2023/24[1]. From the postcode data analysed in 2025 staff numbers appear to have dropped slightly to 1780 after a period of voluntary and some mandatory redundancies.

1.4 The University's main campus, Queensgate, is south-east of Huddersfield town centre. Most of the University's teaching takes place on the site. The campus is split in two by the Huddersfield Narrow Canal. It features a mixture of converted mill buildings, and purpose-built facilities. More than £250 million has been invested by the University in the campus.

1.5 **The National Health Innovation Campus (NHIC)** is a 7-acre site with outline planning permission for 7 buildings. The campus will enable world-leading research and innovation, and their transfer into professional practice and industry. The facilities in the new campus will provide for expansions in internationally excellent and connected projects in fields such as: AI applications in health, wound care, proton therapy, diabetes and multiple sclerosis interventions, mental health, leadership in healthcare, medical therapeutics and design for healthcare, providing a focus for entrepreneurial academic activity, linked to the needs of the local health workforce and the regional health economy. Two buildings have been completed Daphne Steele (DS) and Emily Siddon ((ES) and detailed design and planning permission for an Integrated Transport Hub (ITH) is being developed for submission in Spring 2026.

1.6 The University has been developing and implementing a Travel Plan to reduce single car occupancy and to promote and facilitate sustainable modes of travel to its campuses since 2007.

1.7 This overarching Travel Plan (covering its two main campuses Queensgate and NHIC) will form the basis of further reducing single car occupancy trips to the University for staff, students and visitors. The University of Huddersfield Travel Plan 2026-2031 will support existing and future planning applications for capital development and service expansions.

1.8 SMART action plans to guide the development of viable and attractive options to encourage users to travel sustainably to both campuses and therefore reduce single occupancy car travel, are campus specific and split by mode. Overarching strategic University wide Travel Plan actions plans have also been created.

---

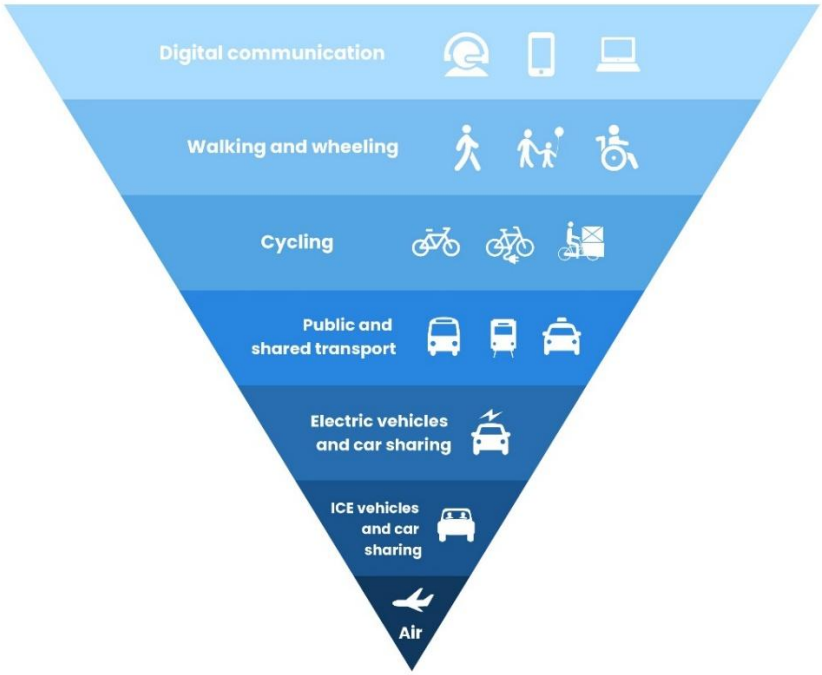
[1] "Where do HE students study?". Higher Education Statistics Agency. Students by HE provider: HE student enrolments by HE provider..

1.9 Interim Travel Plan targets have been set for the University as a whole, due to existing baseline data not capturing the respondent's main campus of study or work.

1.10 The overarching strategic vision, aims, objectives and initiatives of the Travel Plan which will be shared across both campuses.

1.11 Wherever possible the sustainable travel hierarchy as provided in **Figure 1.1** below, should be used, as the basis for strategic travel planning and decision-making guiding where resources and effort should be focused.

Figure 1.1: Sustainable Travel Hierarchy



Estates Strategy

The National Health Innovation Campus (NHIC)

1.12 In addition to Queensgate Campus, the University has acquired the Southgate site and is progressing a phased masterplan for the development of a new National Health Innovation Campus (NHIC).

1.13 Construction of the first building, Daphne Steele, began in January 2023 and was completed in September 2024. Building 2, Emily Siddon was completed in February 2026 and is operated in partnership with Calderdale and Huddersfield Foundation NHS Trust (CHFT) and other public facing health service providers.

1.14 The Southgate site currently houses a temporary car park with temporary planning permission formerly operated by Kirklees Council and provides 155 spaces (including 5 accessible bays on Pine Street).

1.15 The National Health Innovation Campus will be the first of its kind in the UK built to Platinum WELL Building Standards, ensuring that the spaces within the Campus are designed to enhance the health and well-being of its users. The Campus will include the following features:

- **Health and Wellbeing Academy:** This facility will serve as a hub for public-facing health facilities, clinics, and research. It will also foster entrepreneurial academic activity aligned with the needs of the local health workforce and the regional health economy.
- **World-Leading Research Facilities**: The Campus will house state-of-the-art research facilities dedicated to various fields, including skin integrity and infection prevention, psychological therapies, addiction, and falls prevention.
- **Specialist Clinical Teaching Facilities**: Leveraging the University's expertise in simulation and hi-fidelity teaching, these facilities will support clinical teaching activities. They will also play a crucial role in distance and blended learning programs, collaborating with digital agenda leaders.
- **Simulated Teaching Environment**: The campus will feature a simulated 'residential home' that will facilitate teaching in occupational therapy, paramedic science, mental health nursing, and social work/health and social care. This mock-up will enable community-based simulated teaching.
- **Psychology Labs:** Equipped with computer suites and specialised equipment, the Campus will host dedicated psychology laboratories to support research and academic activities.
- **Sports Specialist Teaching Facilities:** The campus will offer teaching facilities tailored to sports and related disciplines.
- **Public-Facing Facilities:** A comprehensive range of public-facing facilities will be available, including the award-winning Podiatry Clinic, telehealth services (THRIVE), sports and physiotherapy clinics, and mental health clinics. These spaces will be oriented towards the work of social science groupings.

NHIC Phasing Strategy [2]

1.16 The site will be carefully phased to integrate the public realm and to develop connections into each phase of the development.

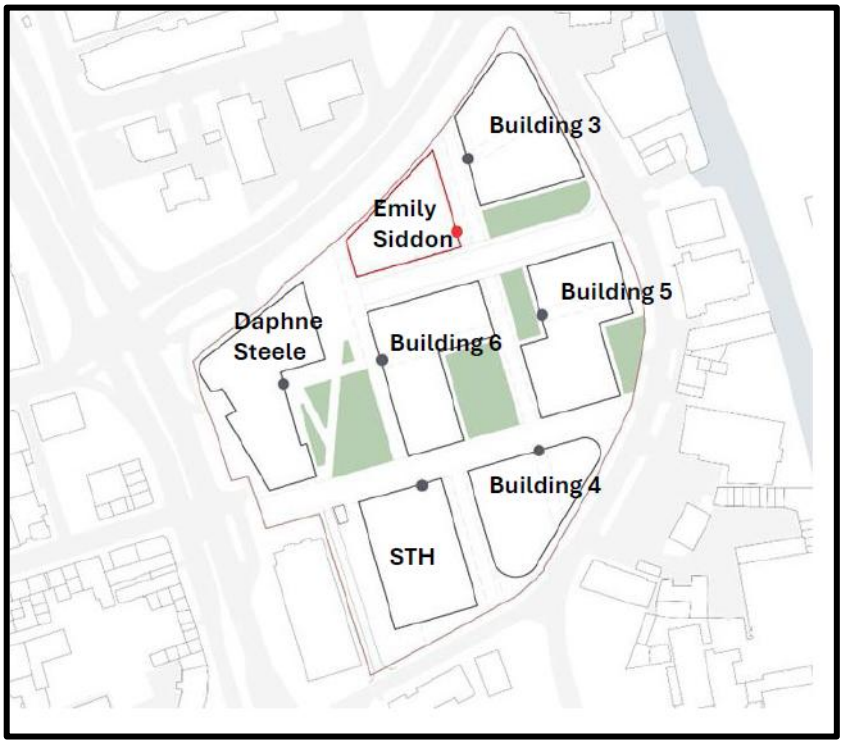
- Buildings will be phased along Leeds Road initially (Building 1,2 and 3) to form an edge of the site. Buildings 1&2 will be served by the existing 155 space car park off Pine Street.
- Following the plots along the northern edge of the site Building 4 along Old Leeds Road will be developed alongside the ITH.
- Following the ITH, the central core made up of Buildings 5 and 6 will be developed.

1.17 The Transport Assessment (TA) for the NHIC identifies the construction of an Integrated Transport Hub (ITH) in Phase 5 of the masterplan (now in planning and feasibility for phase 3) which will contain parking provision including motorcycle bays, electric vehicle (EV) charging and secure cycle storage facilities.

[2] Southgate Campus, Huddersfield University, Health and Wellbeing Academy. Transport Statement, August 2022, P.23 Optima.

1.18 **Figure 1.2** below shows the current masterplan phasing. Note the ITH is referred to as the STH in this plan.

Figure 1.2: NHIC Masterplan Phasing



Building 1 (Daphne Steele)

1.19 The campus will be built in seven main phases and aligns with the wider masterplan for the NHIC.

1.20 The new seven-storey building (Daphne Steele) includes approximately 10,000m2 of internal floor space, which houses teaching spaces, offices, welfare areas, sports facilities, an acute ward, high and low fidelity simulation suites/labs, AV simulation suite / ambulance suite, an operating theatre, nursing and midwifery suites and facilities for the teaching of paramedics, physiotherapists, sports specialists and occupational therapists. A cafe and kitchen are located on the ground floor and a community house on the mezzanine. A breakdown of the split of internal floorspace is set out below:

- Academic space: 5824m2,
- Clinical and public space: 2646m2,
- External partner space: 240m2, and
- Other (plant, circulation, support spaces etc.): 2252m2.

Building 2 (Emily Siddon)

1.21 The Emily Siddon (ES) Building provides public facing services with a Community Diagnostic Centre (CDC) operated by Calderdale and Huddersfield NHS Trust (CHFT) occupying the ground floor and Community Dental Services (CDS) delivered by Locala on the second floor.

1.22 Below is a summary of the main features of building 2 and its intended uses:

- 6000 Sqm across 5 floors in total,

- The building will be operated in partnership with CHFT,
- The ground floor will house a community diagnostic centre (CDC) with public facing clinics 7 days per week, undertaking MRI scanning, x-rays, radiology etc,
- Floors one (Diagnostic Radiography) and two will house academic teaching,
- Floor three will house Dental Therapy and Hygiene plus Locala's CDS.
- The fourth floor will be a fallow floor and eventually tenanted or leased through an external partnership with the University.

The Integrated Transport Hub (ITH)

1.23 The ITH will be internally funded by the University and an enabler for future build out of NHIC campus masterplan.

1.24 Eight level, 544 capacity car park consisting of 453 general use spaces, 55 Electric vehicle charging bays including 2 accessible EV, 26 accessible, 10 motorcycle and a secure cycle storage facility with a minimum of 109 spaces.

1.25 Planned completion and operational for Q1-Q2 2028. The University will retain full operational control and management of the ITH.

1.26 The ITH will provide parking provision for staff, potentially students, tenants and visitors/ patients of the NHIC and replace the existing surface Southgate Car Park once completed. There will also be the opportunity to allow public parking for the wider town centre and events.

Expansion of Courses and Workforce at the NHIC

1.27 The NHIC will facilitate the rapid expansion of courses in key disciplines such as nursing, midwifery, allied health professions, leadership, and human sciences. The need for such expansion is emphasised by Health Education England's report indicating 46,000 nursing vacancies in England in 2022.

1.28 The UK government's introduction of 'Bursary 2,' offering a minimum of £5,000 to nursing and allied health trainees, aligns with the goals of the campus. This funding initiative, combined with the University's track record and research expertise in areas like digital delivery, simulation, and apprenticeship provision, places the institution at the forefront of expanding and enhancing the NHS and social care workforce across the North of England and beyond.

1.29 The University has already experienced a 60% growth in provision within fields such as nursing, midwifery, and allied health in the past five years. The establishment of the new Daphne Steele facility will enable a further 60% growth in the next five years. Moreover, Huddersfield stands as the largest provider of nursing and allied health apprenticeships in Yorkshire and the Humber region.

Queensgate Campus

1.30 Campus consolidation projects have identified several buildings which are earmarked for disposal or third-party leases.

1.31 Below is a summary of completed or pending campus consolidation and capital projects at Queensgate Campus and their effect on parking capacity:

- **Atkinson Holt Building** – 10 fixed staff parking bays.

- **Sir John Ramsden Building** – 7 fixed staff parking bays in Wakefield Road Car Park.
- **Percy Shaw House** – potential to accommodate up to 70 parking spaces to the front, rear and side of this building (existing provision 54 spaces), although lease negotiations have suggested a capacity of 100 space to accommodate the tenant's requirements.

The University's Net Zero Ambitions and Sustainability Goals

1.32 With a commitment to achieving net-zero emissions by 2045, the University aims to align its parking strategy with sustainability objectives. This involves providing improved sustainability options for accessing the campuses, enhancing pedestrian movement, and incorporating landscaping initiatives.

1.33 The objective is to transform both the NHIC and Queensgate Campuses into accessible campuses, with excellent walking, cycling and public transport links, low emission vehicle charging infrastructure while providing sufficient parking capacity for its users. However, the University faces challenges due to its location, with the Queensgate Campus surrounded by arterial roads and a 10–15-minute walk to the bus and train station.

The University's Strategy 2030

1.34 The University's Strategy 2030 outlines the strategic goals and objectives up to 2030 of an esteemed University aiming to become an inspiring and innovative institution of international recognition.

1.35 The University has identified key areas of focus, including inspiring education, global connectivity, world class infrastructure, groundbreaking research, global talent and financial sustainability. **Figure 1.3** overleaf shows an overview of the strategy and **Figure 1.4** elaborates on each area of the strategy's specific aims and targets.

Figure 1.3: Strategy 2030

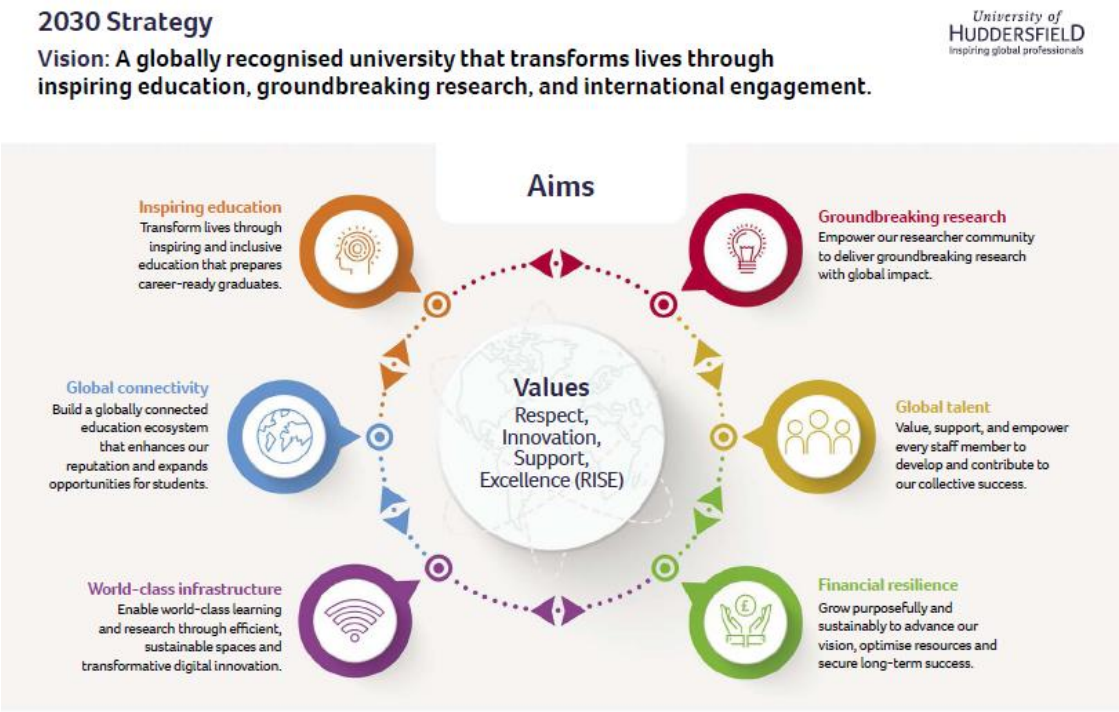
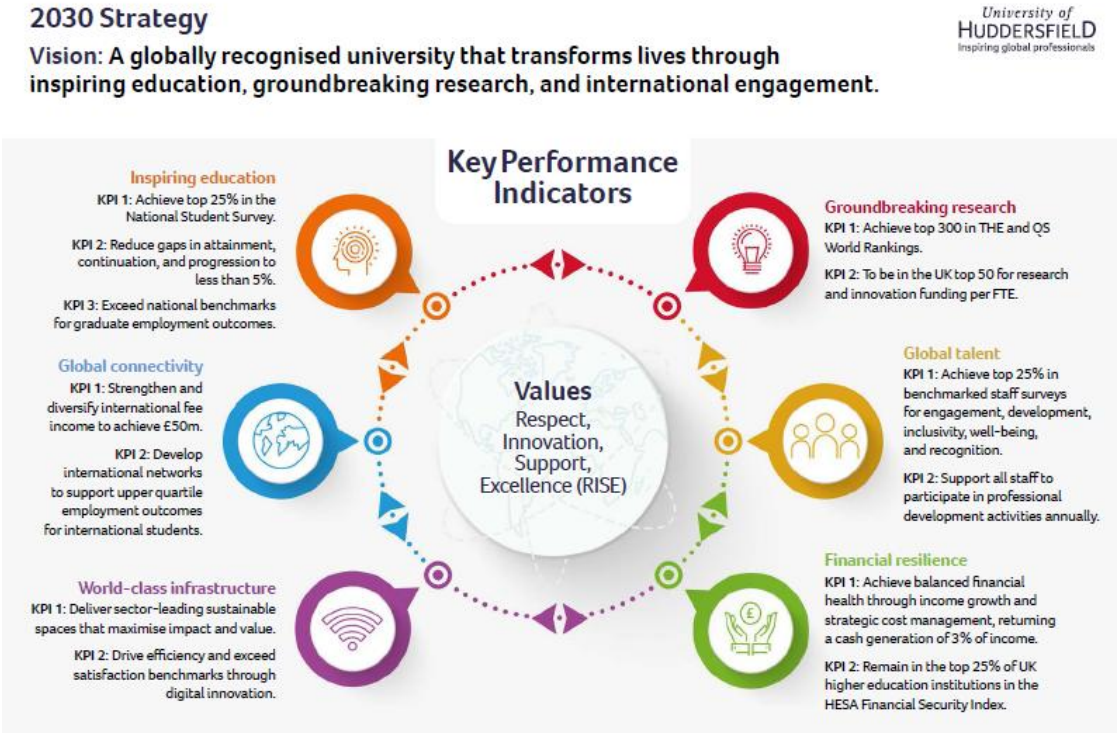


Figure 1.4: Strategy KPI's



The University's Sustainable Travel Plan

1.36 The University recognises the need to address its transport issues as a component of its long-term business planning and Estates Strategy to ensure they meet their Corporate aims and objectives as set out by the University's Strategic Map.

1.37 In January 20O7, the University developed a Sustainable Travel Framework, which outlined the University's policy and commitment to transport issues and also committed funding to employ a Sustainable Travel Co-ordinator. A new Travel Plan was published in May 2018, reporting the results of the Sustainable Travel Framework between 2007-2017, outlining new aims and strategies for the 2017-2023 period.

1.38 The University Travel Plan 2026-2031 will provide a holistic overarching Travel Plan which covers both the Queensgate and Health Innovation Campus.

Scope of Travel Plan Review

1.39 Historically separate Travel Plans have been developed for the Queensgate Campus and to support the various phases of development to date at the NHIC. The University wish to take a more strategic and holistic view of travel and transport by creating a holistic overarching Travel Plan, providing a package of University wide and site-specific measures aimed at reducing the number of car journeys and the need to travel generally, by providing a greater choice of travel modes and working practices.

1.40 Achieving this type of modal transport shift away from single occupancy car use is consistent with national and local policy, which is aimed at sustainable transport planning, energy conservation and carbon footprint reduction.

1.41 The new Travel Plan 2026-2031 will cover the two main university campuses, Queensgate and the NHIC and should be read in conjunction with the University of Huddersfield Integrated Transport and Parking Strategy 2026-2041.

1.42 The contents of the Travel Plan 2026-2031 are provided below:

- **Section 1:** an introduction to the University, details of their Estates Masterplans, University Strategy 2030, Net Zero and Travel Plan policies.
- **Section 2:** the policy context for the development of the Travel Plan.
- **Section 3:** the background to the Travel Plan and progress to date.
- **Section 4:** the vision, aims and objectives of the Travel Plan.
- **Section 5 and Appendix D1 and D2:** provide detailed audits of on-site cycle and motorcycle parking, pedestrian links, public transport, wayfinding and travel plan information, as well as an overview of external active travel and public transport infrastructure and services.
- **Section 6:** provides a summary of the main findings from Staff and Student Travel Surveys and Staff Postcode accessibility mapping (2025.
- **Section 7:** sets interim Travel Plan targets for both campuses.
- **Section 8:** provides site specific actions plans split by intervention/mode as well as overarching strategic sustainable travel initiatives and infrastructure improvements.

- **Section 9:** sets out the monitoring and review of the Travel Plan.
- **Section 10:** outlines the existing annual Travel Plan investment and priority areas for further resource allocation.
- **Section 11:** the Forward Plan for the Travel Plan.

2 Strategic Policy Context

National Planning Policy Framework [NPPF] 2024 and National Planning Policy Guidance

2.1 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023, 19 December 2023 and 12 December 2024. The most recent version of the NPPF was published on 12th December 2024 with minor amendments on 7 February 2025. A draft NPPF was published in December 2025 for consultation, however this is not yet formalised and as such the below refers to the 2024 publication.

2.2 The NPPF sets out the government's planning policies for England and how these are expected to be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. At the heart of the framework is a presumption in favour of sustainable development.

2.3 The NPPF identifies three 'overarching and interdependent' objectives to achieve sustainable development: an economic objective, a social objective and an environmental objective. Transport contributes to sustainable development in all three of these objectives.

2.4 Section 9 of the Framework concerns the promotion of sustainable transport, the main aim of the Travel Plan. There are several paragraphs in this section that are key policy considerations for transport as a development progresses, as shown in **Table 2.1** below:

Table 2.1: Key Transport Policies in the NPPF

Paragraph of the NPPF	Summary
109	Transport issues should be considered early in plan-making and development proposals.
110	Planning should manage growth to promote sustainable transport modes and reduce travel need.
115	In assessing applications for development, it should be ensured that: Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; Safe and suitable access to the site can be achieved for all users; and Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated to an acceptable degree.
117	Applications for development should: - Prioritise pedestrian and cycle movements; - Facilitate access to high quality public transport; - Address the needs of people with disabilities and reduced mobility; - Create places that are safe, secure and attractive; - Allow for efficient delivery of goods and access by emergency vehicles; and - Enable charging of vehicles in convenient locations.
118	Travel Plans are required for developments with significant movement.

2.14 Paragraph 118 states that Travel Plans are required for all development which will generate significant amounts of movement: they support national planning policy which sets out that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.

2.15 All elements of the NPPF policy context regarding the promotion of sustainable travel are considered within the University of Huddersfield's Travel Plan 2026-2031.

Regional and Local Policy Considerations

Transport Strategy 2040 / West Yorkshire Local Transport Plan

2.16 A new Mayor's West Yorkshire Local Transport Plan is being co-developed by the Combined Authority and Local Authority partners. This will be the new statutory Local Transport Plan for the region, the last plan being the West Yorkshire Transport Strategy 2040 adopted in 2017.

2.17 The Transport Strategy 2040 sets a long-term vision for delivering a modern, integrated, worldclass transport system that supports economic growth, reduces environmental harm, and improves quality of life across the Leeds City Region.

2.18 The strategy focuses on a series of transformational priorities: integrated public transport, mass transit by 2040, active travel growth, reducing car dependency (with a 3.5% reduction in annual car trips from 2016 to 2027 and 110% increase in walking trips over the same period), equality & accessibility (aiming to increase the percentage of jobs accessible by bus within 30 minutes from 25% to 35% by 2027) and a cleaner environment.

The Weaver Network, West Yorkshire Combined Authority (WYCA)

2.19 The Weaver Network is West Yorkshire's new integrated transport system designed to transform how people move across the region. It brings together buses, trains, walking, wheeling, cycling, and emerging transport modes under one cohesive brand and customer experience. The initiative aims to create a transport system that is simple, affordable, sustainable, and designed around the needs of local people.

2.20 The vision positions public transport as a key enabler of regional prosperity, inclusion, and decarbonisation.

2.21 Key Features of the network include the public control of buses, integrated travel, digital improvements and infrastructure upgrades: Investment in bus stations, walking/wheeling routes, cycling networks and accessibility.

2.22 The benefits to the region include stronger regional connectivity, simpler and more intuitive public transport, more affordable and reliable journeys, reduced carbon emissions, encouraging a shift away from car use through improved active and public transport and a more inclusive system for all.

2.23 Huddersfield is one of the first major locations to receive significant Weaver Network-aligned upgrades. Plans include a £27 million transformation of Huddersfield Bus Station, which will act as a key gateway into the town centre.

Kirklees Transport Strategy

2.24 The Kirklees Transport Strategy 2025 provides a districtwide framework to create a sustainable, healthy and accessible transport system. It sets clear objectives and policies that will guide transport policy and supports the development, investment and implementation of transport schemes, supporting the Council's ambition to reach Net Zero by 2038 and improving connectivity, safety, and quality of life for residents.

2.25 Eight policy themes guide delivery:

1. **Active Travel** – high-quality walking, wheeling and cycling networks, including safe school routes, protected lanes, and better cycle parking.
2. **Safe & Active Places** – Vision Zero for traffic fatalities, attractive public spaces, safer neighbourhoods.
3. **Travel Demand Management** – parking policies, behaviour change programmes, sustainable travel in new developments.
4. **Public Transport** – bus franchising, mass transit, rail improvements, simpler ticketing, better service coverage.
5. **Multi-Modal Interchange** – upgrading stations, hubs and first/last mile connectivity.
6. **Freight** – cleaner freight solutions, delivery hubs, e-cargo bikes, and improved lorry facilities.
7. **Efficient Network Management** – prioritising sustainable modes, maintaining roads and footways, climate-ready design.
8. **Alternative Fuel Vehicles** – expanded EV charging, low-emission buses/taxis, rail electrification.

The Kirklees Local Plan

2.26 The Kirklees Local Plan is currently under review, but the emerging Kirklees Local Plan will set the planning policy framework for the district, guiding future growth and change over the period 2024-2043. Until it is adopted, the current local plan 2013-2031 is the document against which all development is aligned.

2.27 Kirklees Local Plan policy LP21 and emerging policy generally expect Travel Plans to:

- Promote modal shift, including supporting the West Yorkshire-wide aims of integrated, accessible transport (e.g., under the Weaver Network),
- Provide strong active travel measures including safe, direct and convenient pedestrian routes, high-quality cycle infrastructure and supportive facilities such as showers, lockers and storage,
- Integrate with wider transport strategies such as the WY LTP, LCWIP's and the Weaver Network,
- Reduce environmental impacts through demand-management measures, incorporating Electric Vehicle (EV) charging strategies and supporting carbon reduction commitments and clean air priorities,
- Provide ongoing monitoring and enforcement through setting of clear targets and indicators, annual monitoring reports and remedial action if targets are not met.

2.28 Local Plan policy LP17 relates directly to Huddersfield Town Centre and sets the objectives for development in the central area, which reflect the list above.

Kirklees Highway Design Guide SPD (2019)

2.29 The SPD sets out locally appropriate design principles based on national best practice. It aims to ensure high-quality, well-designed residential, employment, and mixed-use developments.

2.30 It provides guidance that is pertinent to the development of on-site infrastructure and the Travel Plan such as on pedestrian movement and inclusive design, parking standards and cycle infrastructure.

Kirklees Local Cycling and Walking Infrastructure Plan (LCWIP)

2.31 Phase 1 of the Kirklees LCWIP focussed on two specific areas of the district, with a single priority emerging; that being a cycling route in east Huddersfield. This is depicted in the **Figure 2.1** below:

Figure 2.1 Kirklees LCWIP

:

2.32 Phase 2 of the LCWIP will be building on the work done in Phase 1, by looking at key cycling routes and walking areas across the district and assessing what improvements can be made to make these active travel modes both safer and more attractive to users. This work is underway and has not yet been reported.

2.33 There may be additional routes identified which improve access by walking and cycling to the University and need to be promoted through the University's Travel Plan and ITPS.

Masterplans

Huddersfield Town Centre Blueprint (SPD)

2.34 Through the Huddersfield Blueprint and the Blueprint SPD (adopted May 2020), the council are building on the town's identity to create a town centre that can grow and thrive for many years to come. The masterplan will create better access for everyone, more beautiful public spaces, more reasons to visit, and more to do from day through to night.

2.35 The council plans to deliver five key objectives for Huddersfield Town Centre include: a vibrant culture, art, leisure and nightlife offer, thriving businesses, a great place to live, improved access and enhanced public spaces, aligning with and helping to achieve the regional and local policies set out in the previous sections.

2.36 Blueprint projects (detailed separately below where there is a link to the University's Travel Plan) include:

- **Our cultural heart** – including the improvement of Queensgate to improve crossings to the town centre by cycles and walking (currently under construction),
- **Rail Station Improvements** (currently under construction),
- **St Peters** – the creative area – post office, sorting office, St Peters Gardens, market,
- **Kingsgate and King Street** – shopping and leisure,
- **New Street north and south -** high street offer, and
- **Civic centre** – including the bus station.

2.37 Alongside, and emerging from, the Huddersfield Blueprint there are separate masterplans for specific areas of Huddersfield centre that contain proposals will impact on travel by all modes to and from the University. In addition to those identified above the most significant of these is the Station to Stadium Enterprise Corridor[3].

Station to Stadium Enterprise Corridor (SSEC)

2.38 The masterplan for the SSEC includes 12 masterplan propositions which will improve the corridor between the Station, along Northumberland Street, the A62 alongside the NHIC, the gasworks sites and beyond to the John Smiths Stadium. The masterplan has identified key existing routes that can be improved to promote north-south and east to west connectivity.

2.39 Overleaf in **Figure 2.2** is an extract from section 5.1 of the masterplan. This clearly shows the importance of routes passing parallel to and through the NHIC, the development of the eastern side of Old Leeds Road next to the NHIC, and shows improved crossings of Southgate, both to the north and south of Shorehead roundabout as a key improvement.

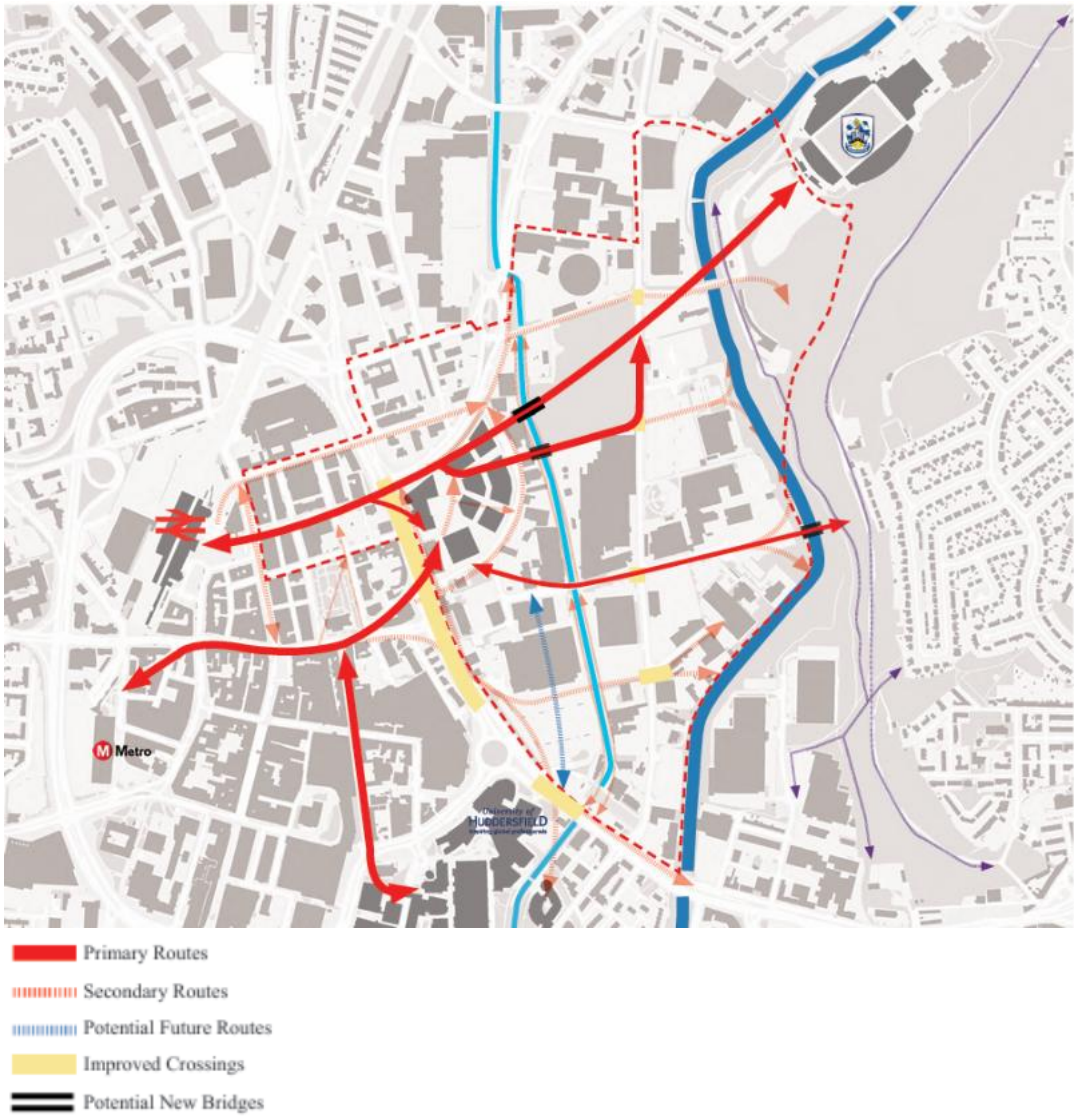
2.40 Small-scale improvements to the Southgate area include potential for a new crossing at St Peters Street and the re-use of an existing underpass to Beast Market. Larger scale interventions relate to reducing the road width by removal of traffic lanes and the central reservation to reduce crossing widths and promote a more welcoming pedestrian focussed route, with green corridors and public space leading off to the east and west, permeating into the NHIC.

2.41 Other proposals that would be beneficial to access to the NHIC and Queensgate Campus are:

- Improvements to Northumberland Street,
- New crossings of the canal and river to the east of the NHIC to help connect the green space and the stadium to the centre,
- These new crossings would link active travel users through the NHIC then the Gasworks site, to the stadium,
- The closure of the Turnbridge Road lift bridge is closed to traffic to form an Active Travel Route and improvements on St Andrews Road for pedestrians and cyclist movements,
- Better use of the canal routes as a north-south connection.

2.42 These improvements will support the objectives and vision of the Travel Plan.

Figure 2.2: Extract from SSEC Masterplan



Local Projects

Huddersfield Blueprint - Our Cultural Heart (Queensgate)

2.43 Our Cultural Heart aims to reinvigorate the area of Huddersfield town centre between Queensgate, Queen Street, King Street and Victoria Lane. The area has been designed to make walking around the area accessible, enjoyable and efficient with outdoor public spaces that connect people directly to surrounding streets and buildings

2.44 The public spaces will include cycle parking for visitors and dedicated cycle lanes and there are several bus stops located along Peel Street, Queensgate and Queen Street. Taxi and accessible parking bays will be included along Queen Street, with the potential for more along Peel Street and Alfred Street.

2.45 This project directly impacts the movement of pedestrians, cyclists and public transport users between the Queensgate Campus and the bus and rail stations as well as other destinations in the town centre.

Huddersfield Blueprint - Station Gateway and TransPennine Route Upgrade (TRU)

2.46 The Huddersfield Rail Station Connections project looks to ensure everyone can make their way to and from the rail station to where they live, learn and work. The project aims to strengthen connection between the town centre public transport facilities, train and bus station.

2.47 The project is funded by the TCF and supports the Huddersfield Blueprint and the Cultural Heart project. It is directly aligned with the Trans-Pennine Route Upgrade (TRU) which includes remodelling of Huddersfield Rail Station

2.48 The vision proposes redevelopment of the west side of the station, near Fitzwilliam Street, with a new station entrance, mobility hub, parking within a proposed Multi Storey Car Park (MSCP), and enhanced public realm. The east side of the station around St George's Square will be updated with landscaping, new street furniture, and flexible spaces for events.

2.49 The improvements at the station would complement the Station to Stadium corridor by providing a gateway into Huddersfield town centre. Changes have already been made to Northumberland Street, which leads directly from the station to the NHIC as part of the SSEC. These included cycling provision, widening of the footways along Northumberland Street to improve urban infrastructure and accessibility in the area, better pedestrian crossings and traffic calming measures such as raised tables at junctions to promote pedestrian movement along Northumberland Street.

2.50 Alongside these improvements, there have been amendments to the Henry St/Westgate junction to link the to the western entrance to the station.

Huddersfield Bus Station Project

2.51 The bus station improvements will make the bus station safer, more attractive, and more welcoming for residents, commuters, students, and visitors. The improvements include

- Modern passenger facilities,
- A new entrance canopy,
- Improved public realm and landscaping,
- New cycle parking,
- A living roof and energy saving features,
- Fully accessible Changing Places toilets.

2.52 These improvements will offer a more attractive gateway to Huddersfield for users of the University by pedestrians and cyclists, linked to improvements of crossing the Market Street / High Street junction, and passage through the Queensgate area (Our Cultural Heart) once works are completed.

Upperhead Row Car Park

2.53 Upperhead Row Car Park, above Huddersfield Bus Station, is moving into the final stage of its major refurbishment. Once the refurbishment is complete there will be an overall reduction in the previous 71 spaces due to the increase in the width of bays to accommodate larger modern vehicles, as well as additional accessible parking bays rising from 11 to 22.

Huddersfield Broad Canal (Aspley Basin to Cooper Bridge)

2.54 A full towpath upgrade is in progress and scheduled to finish in January 2026. Works include new durable surfaces, widened towpaths where possible, and removal of restrictive barriers to improve bike access.

2.55 This will offer another attractive route towards the NHIC (via the Turnbridge Lift Bridge) or linkages at the Aspley Basin, to Firth Street and pedestrian routes along the canal past Aspley Basin.

Mobility Hubs and Multi-Modal Accessibility

2.56 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.

2.57 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.

2.58 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.

2.59 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.

2.60 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.

2.61 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.

2.62 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

2.63 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.

2.64 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.

2.65 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.

2.66 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.

2.67 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.

2.68 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.

2.69 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.

2.70 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 in West Yorkshire (subject to funding and the planning process).

2.71 The potential sites for Mobility Hubs at the National Health Innovation Campus (NHIC and the Queensgate Campus. Potential locations at the Queensgate Campus observed as having sufficient space and close to existing public transport infrastructure in this report are the Western Campus/ public realm adjacent to the Barbara Hepworth Building and the Main Entrance/Security Hub. and), with emphasis placed on visibility, accessibility, and integration with existing rail and bus networks.

2.72 Further work is required to develop this concept and potential business case in partnership with WYCA and Kirklees Council including proposed locations.

2.73 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.

2.74 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.

3 Vision, Aim and Key Objectives of the Travel Plan

Introduction

3.1 The Travel Plan contains a balanced approach to planning for travel, based on a range of transportation measures guided by the following overall vision, aim and objectives:

Travel Plan Vision

Travel Plan Vision

To continually reduce petrol and diesel single occupancy car travel to the University by 2040. All of the University's fleet and business travel will be via zero or ultra-low emission vehicles. The University's two main campus will become multi modal hubs with excellent supporting infrastructure and facilities which will be realised through working with strategic partners.

Travel Plan Principal Aim

Guiding Principal Aim of the Travel Plan

To provide for the essential operational needs of the University, including the provision of safe and sustainable transport to, from and within the two main campuses, whilst seeking to reduce the reliance on car borne trips as a mode of travel.

Travel Plan Objectives

1. Enhance Accessibility, Connectivity and the Campus Experience

- Improve sustainable access between Queensgate, the National Health Innovation Campus, Huddersfield town centre and regional transport networks.
- Create welcoming, safe and inclusive walking, wheeling and cycling environments that improve the experience of students, staff and visitors.

2. Deliver Sustainable Modal Shift

- Increase journeys by walking, wheeling, cycling and public transport while reducing reliance on single-occupancy car travel.
- Support healthier lifestyles and contribute to local and regional transport objectives through measurable modal shift.

3. Reduce Carbon Emissions and Support Net Zero

- Reduce transport-related Scope 3 carbon emissions through travel behaviour change, cleaner vehicle technologies and sustainable mobility.
- Support delivery of the University's Sustainability Strategy and Carbon Neutral commitments.

4. Provide High-Quality Sustainable Transport Infrastructure

- Ensure new developments and major refurbishments deliver exemplary sustainable transport facilities consistent with BREEAM Excellent, WELL Platinum and the University's Sustainable Construction Standards.
- Invest in integrated mobility infrastructure including the Integrated Transport Hub, mobility hubs, cycle facilities, EV charging and high-quality public realm.

5. Support Placemaking and Estate Development

- Use transport investment to create a more connected, attractive and people-focused campus that strengthens links between Queensgate, the National Health Innovation Campus and Huddersfield town centre.
- Ensure transport supports the Estates Masterplan, campus consolidation and future growth.

6. Strengthen Strategic Partnerships and Continuous Improvement

- Work collaboratively with West Yorkshire Combined Authority, Kirklees Council, transport operators and other partners to deliver the West Yorkshire Local Transport Plan, Vision Zero, Weaver Network and wider regeneration ambitions.
- Monitor progress through annual Travel Plan reviews, performance indicators and continuous improvement.

4 Travel Plan Background

The National Health Innovation Campus

Introduction

4.1 As part of the Outline application for Southgate development (NHIC) in 2021 (Planning application details | Kirklees Council), a brief Transport Statement (TS) and Travel Plan (TP) were prepared by Optima to support the whole development of 75000sqm.

4.2 **Condition 17 from the planning decision states:** *'For each phase of development, a full travel plan shall be submitted to and approved in writing by the Local Planning Authority 3 months prior to any part of the development within that phase being brought into use. The travel plan shall include measures to improve and encourage the use of sustainable transport. The Travel Plan shall continue to be developed and implemented as long as any part of the development is occupied. Reason: To comply with the Council's sustainability objectives.'*

University of Huddersfield Travel Plan 2024-2030

4.3 The University of Huddersfield Travel Plan, launched as the Sustainable Travel Framework in 2007, with the first comprehensive version of the Travel Plan released in 2009, has ensured the successful delivery of university-wide sustainable travel initiatives for more than a decade.

Key Achievements 2007-2017

4.4 The Travel Plan highlights the progress made between 2007-2017. These achievements include:

- An 11% reduction in staff single occupancy car travel to work,
- A 6% increase in active travel to work among staff members, including cycling, with an increase in shower facilities available to staff,
- A reduction in car parking spaces, from 730 in 2009 to 600. This encourages staff, students and visitors to use alternative means of transport,
- There has been an increase in the range of travel schemes available to both staff and students, with 10% of staff enrolled in a travel scheme,
- The installation of three electric vehicle charging points on Campus, and the introduction of three electric, and one hybrid vehicles to the University fleet.

Key Achievements 2017-2026

4.5 This period saw significant change to national travel habits during the Covid 19 pandemic. The University continued to implement and promote its Travel Plan although the adoption of agile working practices, a reduction in public transport use and the dis-incentivising of car sharing, had an effect on the positive reduction in Single Car Occupancy (SOV) to date and the adoption of sustainable modes of travel.

Cycling

4.6 The University is continually working hard to improve the facilities they provide for cyclists, helping staff, students and visitors to build cycling into their daily routine. The University's Cycle to Work scheme, onsite facilities and Bike User Group (BUG), all support cycling to campus.

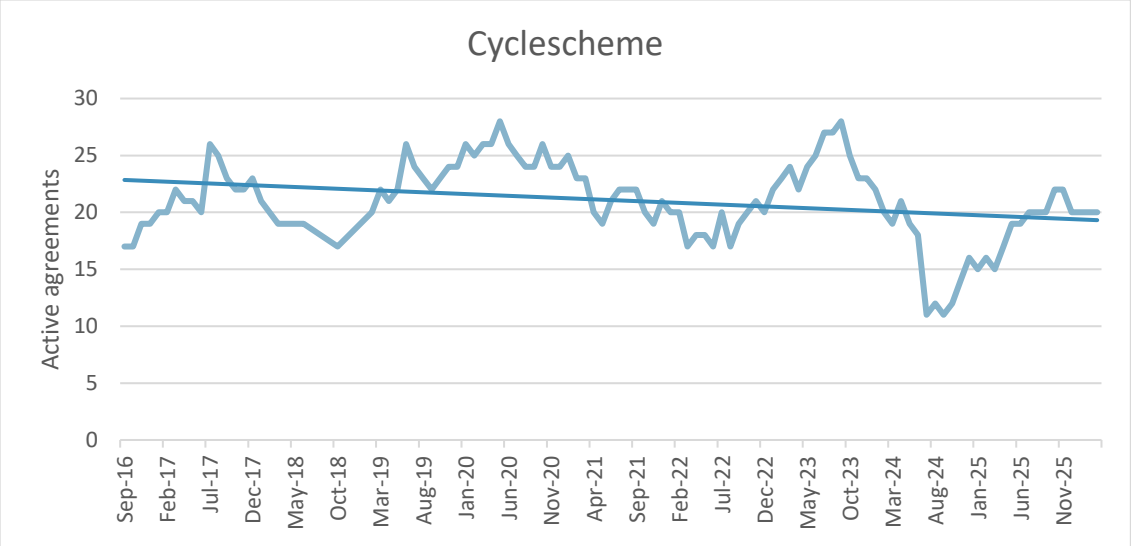
Cycle to Work Scheme

4.7 The University provides access to several Cycle to Work schemes. These schemes allow staff members to purchase bikes and make tax and national insurance savings of up to 47% on the bike's value. Each scheme has an upper spending limit, and all deductions are made over a 12-month period.

4.8 As well as covering the purchase of traditional push bikes, the schemes also include e-bikes and some safety accessories.

4.9 **Figure 4.1** below shows the number of staff with an active membership of the Cycle Scheme by month and year.

Figure 4.1: Cycle Scheme Take Up



4.10 The Cycle Scheme has been popular amongst staff, with a total of 2225 staff benefiting from the scheme since its inception in 2016, with on average 21 active cycle scheme members each month.

Cycle Storage

4.11 The University offer a variety of cycle parking across its campuses; they range from Sheffield Stands to swipe access storage shelters and individual lockers. Cyclist can contact Estates General Enquiries to arrange swipe access to the secure shelters. Alternatively, cyclists can collect a key for the individual storage lockers from the main University Reception.

4.12 A cycle storage facility audit was conducted in 2025 and details are provided in **CycleSpaces-Storage2025.pdf** and further details are provided in **Section 5** and **Appendix D1 and D2**.

Shower and Changing Facilities

4.13 There are a range of shower and changing facilities available for use by students, staff and visitors to the University. To view the full list of shower and changing facilities **ShowerFacilitiesAccessRights-Updated2025.docx** and further details are provided in **Section 5 and Appendix D1 and D2**

4.14 The shower and changing facilities located in the Sport Centre on level 3 of the Student Central Building are open to staff, students and visitors who are not members of the gym. Users can speak to a member of staff on reception at the Sports Centre to gain access.

Cycle Maintenance Equipment

4.15 There are two cycle repair areas available on campus. These are found at the Harold Wilson and the Sparck Jones cycle parking area. The kits contain: Bike pump Multi-tools (such as screwdrivers, allen keys and spanners).

Emergency Maintenance Equipment

4.16 The Sustainability Team have purchased a small pool of emergency bike maintenance equipment including: a bike pump and puncture repair kits. This equipment is located at the University's Reception and can be borrowed free of charge by any staff or student on campus.

University Bike User Group

4.17 The cycling community at the University have come together with the Sustainability Team to form a Bike User Group (BUG). The purpose of this group is to promote cycling at the University to new and existing cyclists, while working with the Sustainability Team to share ideas, concerns and to organise events.

4.18 Members of the BUG vary from keen cyclists who commute regularly, to complete beginners who are building the confidence to cycle to work. The BUG has designated Cycling Champions located in each building on campus to help orientate new cyclists on the routes and facilities on and around campus. To join the Bike User Group, or to ask us a question about cycling, staff and students can contact: **BUG@hud.ac.uk**

Cycling Promotion and Initiatives

4.19 A dedicated cycling website has been created providing information and advice on shower and changing facilities, cycle storage, cycle safety, training, Cycle Scheme and routes. **Cycling - University of Huddersfield**.

Local Cycling Partnerships

4.20 **Streetbikes** are a locally based company and recycle donated and unwanted bikes to return them back to the community and bring them back to life. Their recycled bikes are available at affordable prices, and all funds that are generated go back into the charity.

4.21 **Adapted Bikes: Experience Community** are a company that help physically disabled people enjoy the benefits of outdoor and green spaces. They advise on suppliers of mobility equipment including wheelchair clip-on attachments, off-road wheelchairs, trikes and adapted (AKA non-standard) cycles.

4.22 The University has also partnered up with other national and local companies to offer discounts on bikes and cycle products to employees. Halfords offer all staff members 10% off all cycling accessories instore.

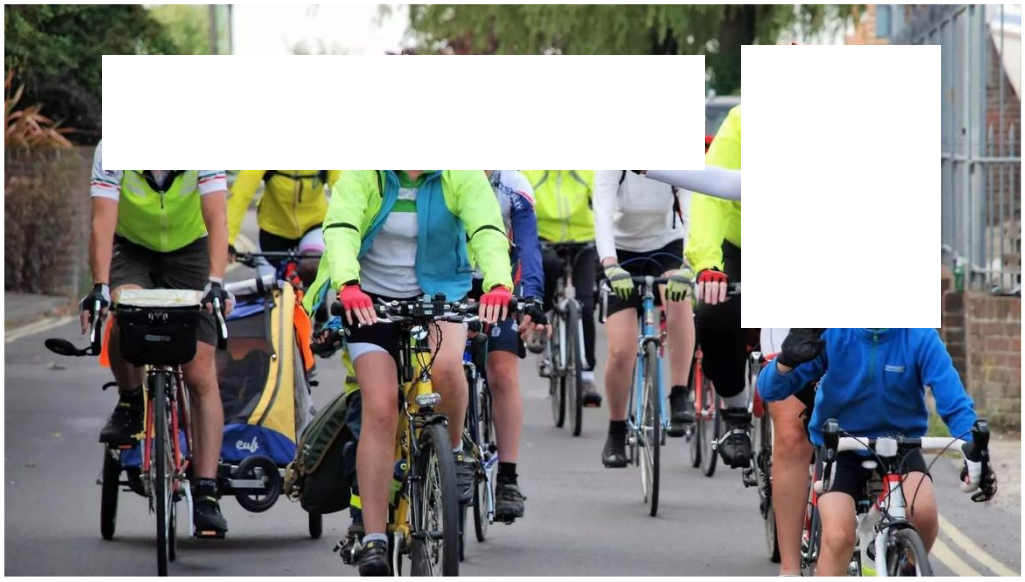
Cycle Training

4.23 The Sustainability Team alongside Cycle Therapy, run regular bike maintenance and cycle proficiency workshops (on campus and along the canal towpaths), accessible to both staff and student cyclists. These will vary in difficulty, from beginner cycle training or learning to improve cycling skills, to more in-depth bike maintenance workshops. Upcoming training opportunities can be found here **upcoming training opportunities**.

Colne Valley Cycle Therapy (CVCT)

4.24 CVCT run free training sessions from learning to ride, how to ride safely on the roads and control traffic, as well as 1-1 sessions to help new cyclists plan a cycle friendly route from home to the workplace. Bikes and helmets are available to use, so new cyclists don't need a bike to join a session.

4.25 Sessions are available weekly at the Leeds Road Sports Centre in Huddersfield and fortnightly at the Walk Wheel Ride base in Slaithwaite in the Colne Valley.



Public Transport

Discount Ticketing Schemes and Season Ticket Loans

4.26 Staff can make substantial savings on the cost of a First Bus monthly ticket by signing up to the easy, no hassle, monthly direct debit scheme for a minimum period of twelve months. Average discounts available under this scheme exceed 20%. Staff can find out more about the scheme and apply via the **First Website here**.

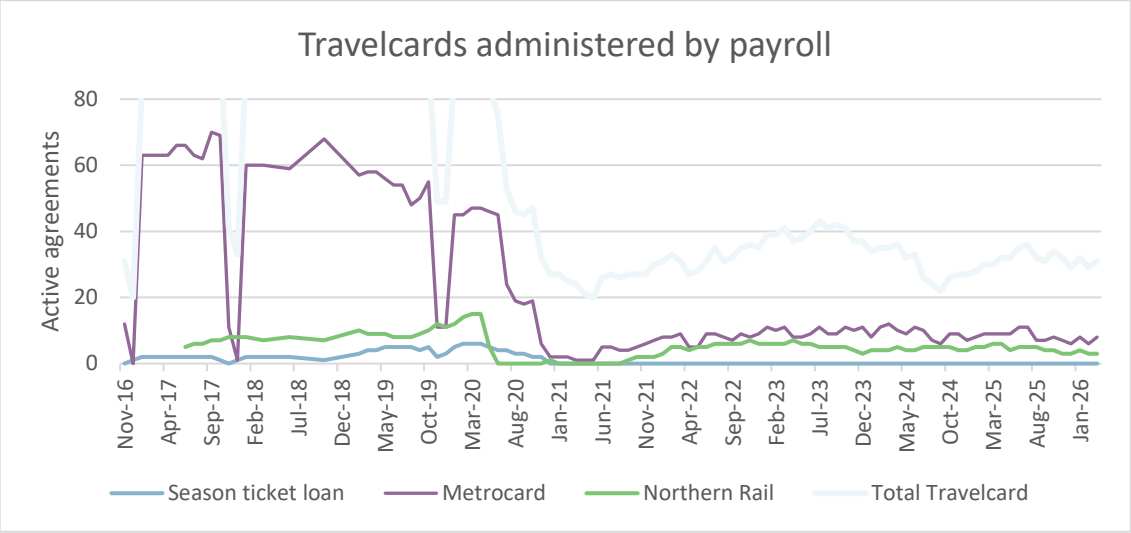
4.27 The University has teamed up with Northern Rail under the travel season ticket loan scheme. This provides staff members with an interest-free way to purchase an Annual Season Ticket, repaid via monthly salary deductions. Benefits include unlimited travel, anytime, between two destinations with 12 weeks free travel per year - that's the equivalent of saving up to 33% on standard day tickets. Staff can find out more information about the scheme **here** or apply for a season ticket loan **here**.

4.28 Staff members are entitled to a 12% discount on a Corporate Annual MCard, which enables staff to travel on buses and trains throughout West Yorkshire. Staff can join the scheme at any time of year and pay for the annual card through instalment payments via payroll deduction.

4.29 The University can also make a loan available for the purchase of season tickets for travel by rail (second class fare), bus or other approved transport. All employees of the University who have completed six month's service and whose appointments have at least twelve months to run, are eligible to apply. Loans are repayable by deduction from monthly salary by equal instalments over a ten-month period, starting in the month the loan is agreed. The application form can be accessed **here**.

4.30 **Figure 4.2** overleaf shows the number of staff with an active payroll reduction in any month for public transport travel card discounts and season ticket loans.

Figure 4.2: Travel Card and Season Ticket Loan Scheme Take Up



4.31 Since the various schemes inception in 2017, there have been a total of 122 season ticket loans, 2425 MCard and 495 Northern Rail discounts provided to staff.

4.32 In the last full year of data (April 2025 to March 2026), there were an average of 12 active staff travelcards each month.

Walking

Health Walks

4.33 **A circular walking route** has been created around the University's Queensgate Campus and surrounding area. The scenic, short, and accessible circular walk focuses on the canal-side setting, often called the "Canal Loop," which takes roughly 15-20 minutes. The route links the modern campus with historic industrial buildings along the Huddersfield Narrow Canal, offering a pleasant, flat route near the town centre.

4.34 The University's Health and Well Being department arrange and promote **free guided lunch time walks**.

4.35 The Student Union also arrange **free health and well-being walks** supporting national events like Stress Awareness Month, National Walking Month, and World Health Day. The last event in April 2025 provided a walk from the University, leading up to the beautiful Greenhead Park.

Car Sharing

4.36 Historically the University were members of the **Liftshare** car share matching and validation software.

4.37 Unfortunately, during Covid 19 the decision was made similar to many universities in the UK, to suspend their car sharing scheme based on national public health guidance.

4.38 The scheme is yet to be reintroduced.

Electric Vehicle Charging Infrastructure

4.39 The University does not currently have any EV charging facilities for its fleet vehicles or users. Historically an academic research project installed 3 EV charging points at the Queensgate campus and started the transition to electric and hybrid fleet vehicles. Unfortunately the research project has now ended and the ChargePoints are no longer operational.

4.40 There is a planning condition associated with the NHIC that requires 10% of parking provision to be EV charging.

4.41 Initial discussions have been held with ChargePoint operators about the potential for a public facing Rapid charging hub/s at the Queensgate and NHIC campus which are ongoing.

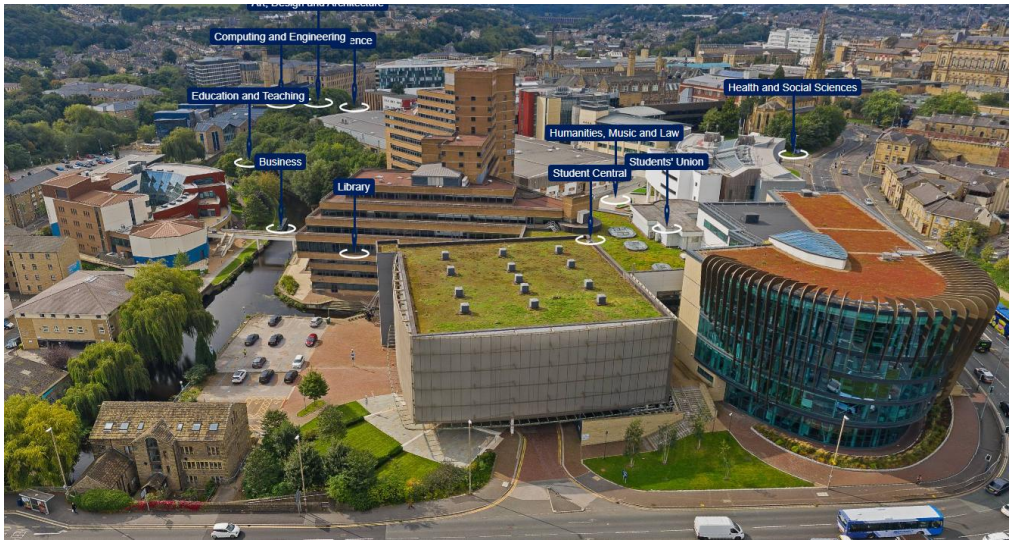
Staff Inductions and Travel Information

4.42 A range of information including travel information maps and staff benefits can be found on the Staff hub, campus life web pages for new staff **Campus life - University of Huddersfield** and **Maps and travel - University of Huddersfield**.

4.43 The Human Resources web pages also offer prospective staff further information on **Travel to Work - University of Huddersfield** and other associated benefits **Our Offer - University of Huddersfield**.

Student Travel Information

4.44 The Student hub and Uni life pages **Finding your way around - University of Huddersfield** provide new and existing students campus maps, an interactive map **Huddersfield University** as well as advice on sustainable commuting to the University **Thinking of commuting to Huddersfield? - University of Huddersfield**, benefits and offers.



4.45 The Student hub provides further travel advice on commuting to the University as a student **Commuter students - University of Huddersfield** and **Commuting - University of Huddersfield**.

Behavioural Change Application

4.46 In 2024/25 the university trial a behaviour change application with staff and students. Jump (**Team Jump - Engaging People, Empowering Sustainability**) provided a more interactive and gamified way of promoting sustainable travel, recycling, responsible energy behaviours, etc. There is a leaderboard/ranking system whereby users earn points for practicing sustainable behaviours.

4.47 The University was aiming for 750 participants to make the subscription costs feasible, but take-up was below expectations with 250 staff and students taking part. However, despite not meeting target numbers, the application remains an engaging modern option but was only delivered as a trial.

On Campus Parking

4.48 The University has reviewed its parking policy over the last 3 years and introduced several policy changes and demand management measures including:

- Reducing overall car parking capacity from 600 in 2017 to 472 spaces at the Queensgate Campus (See **Appendix A** for further details),
- The existing surface car park at the NHIC (Southgate Car Park) has been redesigned to accommodate staff, ambulant students, disabled and tenant parking, providing a further 155 spaces as shown in **Appendix B**,
- Introduced a mixed permit allocation methodology to improve space utilisation and support staff who work agile working patterns (fixed 1-1 and license to hunt permits),
- Increased the cost of staff permits,
- Introduced charges for parking in evenings and weekends,
- Introduced visitor and contractor parking charges,
- Invested in Automatic Number Plate Recognition (ANPR) technology to better manage space utilisation and to provide strategic insights in car usage,
- Staff postcode and accessibility plotting.

4.49 Car parking on campus is limited. The University offers two car parking permit options, managed by ANPR: 'Fixed Permit' secure a dedicated parking bay at a cost of £70 per month. Staff are allocated a space in one of the following car parks: Firth Street, Wakefield Road, Atkinson Holt, or Sand Street. This permit grants access to a designated bay Monday to Friday between 06:00 and 22:00.

4.50 Licence to Hunt at a cost of £46 per month, the Licence to Hunt permit provides access to the Queen Street South, Haslett/Sparck Jones, and Southgate car parks. While this permit does not guarantee a parking space, it is issued with a permit-to-space ratio designed to offer reliable parking access and is available Monday to Friday between 06:00 and 22:00.

4.51 General commuter student parking is not provided at present unless students have a medical referral from Student Disability Services or are a Blue Badge Holder.

Travel Plan Partnerships

4.52 Travel Plan Partnerships (TPPs), previously established across West Yorkshire, were collaborative forums that brought together local authorities, major employers, public transport operators, and other stakeholders to promote and support sustainable travel to work. Coordinated by Metro (West Yorkshire Passenger Transport Executive now WYCA), these partnerships provided a structured mechanism for organisations to share best practice, access technical guidance, and develop effective workplace travel plans. Through regular meetings, workshops, and targeted support, TPPs helped employers implement measures such as car sharing schemes, cycle facilities, public transport incentives, and flexible working policies, all aimed at reducing single-occupancy car use.

4.53 The partnerships played a valuable role in embedding travel planning within organisational culture and aligning individual employer initiatives with wider regional transport objectives. By fostering collaboration and knowledge exchange, TPPs contributed to reduced congestion, improved air quality, and enhanced accessibility across key employment sites. Although the formal structure of Travel Plan Partnerships in West Yorkshire has evolved over time, their legacy remains evident in the continued emphasis on workplace travel planning and the integration of sustainable transport measures within development and planning policy.

Business Travel

4.54 The University has recently created (1st February 2026) a new Business Travel and expense policy, **Appendix C.**

4.55 *'The purpose of this policy is to set out a framework and procedure staff must follow when incurring business-related travel and expenses. It is accepted that staff travel is sometimes a necessary part of university business, but the University is also committed to reducing the impact it has on the environment through the CO2 emissions business travel produces. Wherever possible and practical, online virtual facilities should be used in place of travel, which will contribute to our aim of being net carbon neutral by 2030.'*

4.56 The policy goes on to state: '*Where a trip is genuinely required, sustainability should be considered, and where possible, trips should be consolidated and the most sustainable options sought.'*

4.57 Expense claims must be entered onto the University Finance System (Unit4) by the claimant (or their delegate). There however isn't a formal system in place to log mileage, mode of travel etc. There is also no central travel booking system for all business-related travel. Key Travel is used mainly for the booking of overseas travel.

4.58 The data available is therefore widely fragmented and does not capture the mode of travel, distance etc via separate finance codes to allow measurement of scope 3 emissions related to business travel or set any meaningful targets to reduce business travel related CO2 emissions.

4.59 In terms of grey business mileage claims the policy states, '*A Mileage Allowance is payable for business journeys in the UK made in a privately owned car. Consideration should always be given to whether hiring a hire car would be cheaper, particularly for trips spanning several days where excessive mileage is likely. If a car is required for an overseas trip and a privately owned car is used, it must be demonstrated that it is more cost-efficient to do so rather than use a hire car.*'

4.60 Consideration should be given in future review of the policy to consider setting maximum CO2 limits and encouragement of zero tail pipe emission vehicles when hiring and leasing of vehicles for business travel is required. The policy does provide a step in the right direction to net zero business travel by limiting the engine size of vehicle to be leased for business purposes '*For longer journeys (typically over 156 miles), hiring a car may be more cost-effective than using a privately owned vehicle. All car hire must be arranged through the University's approved supplier and pre-booked where possible. Vehicles must be appropriate for the business purpose and, unless transporting equipment, limited to an engine size of 1600cc or less.*'

4.61 The policy states '*HMRC caps the total mileage payable at 45p per mile to 10,000 miles per tax year. If car mileage is claimed, only the mileage that is over and above the normal home-to-work journey is payable, regardless of the mode of transport normally used for commuting to/from work. Mileage from home to a normal place of work (ordinary commuting) is not reimbursable, even if staff are required to come into work out of hours (evenings/weekends). This still applies where staff choose to use their own car for business and commute to a place of work on the days when they are not normally due to work. Any related costs, such as parking, cannot be claimed.*'

4.62 The policy encourages car sharing with colleagues for business trips '*Where possible and practical, staff should share cars when attending the same business event. In addition to the Car Mileage Allowance, a Passenger Allowance of 5p per mile (per passenger) is payable to the car owner for each qualifying business mile carrying the passenger(s) who must also be University staff.*'

4.63 Motorcycles can be used for business mileage at a rate of 24p per mile and cycles at a rate of 20p per mile.

4.64 Information about staff business travel, where collected, is available through the staff expenses system and designated travel agencies. However, since there is no requirement for central booking of business travel, the data available is widely fragmented. The University should undertake an institution-wide mapping exercise to make the location of relevant business travel data less dispersed and allow the capture of key data such as distance and mode travel using separate finance codes. This will better facilitate the monitoring of trends and provision of support, to reduce CO2 emission from business travel.

Visitor Travel

4.65 There is very little information currently held on visitor, delivery and contractor travel to the University.

4.66 Previous delivery records for the main depot show an estimated 4,000 deliveries made by parcel couriers to the University yearly, which is a significant number.

4.67 The University should implement an increase in the measurement and monitoring of this area including the potential delivery of travel surveys and the setting of modal split visitor targets, particularly at the NHIC with its large volume of visitors attending for health-related treatment.

Tenants

4.68 The University accommodate a number of tenants on campus including the Holocaust Centre North, NHS Community Diagnostic Centre (CDC), 3MBIC and Locala.

4.69 Health service providers such as Locala and the NHS are based at the NHIC, along with 3MBIC. All other tenants are located at the Queensgate Campus.

4.70 Whilst tenants can benefit from sustainable travel infrastructure at both campuses including cycle storage and shower and changing facilities, they cannot access many of the sustainable travel initiatives offered by the university to their staff, such as the interest free loan scheme and Cycle Scheme.

4.71 The University also does not have any direct control over the way tenant's staff and visitors travel. Tenants are therefore not within the scope of this Travel Plan.

4.72 The Travel Plan however should be publicly accessible on the University's website and act as an example of best practice which tenants and their organisations can use to develop their own Travel Plans.

Travel Plan Co-ordinator

4.73 The University's Sustainability Team have overall responsibility for the Travel Plan. The team currently operates within the Estates and Facilities Directorate, led by a Sustainability Manager and Energy Manager.

4.74 The Sustainability Team does not have a single formal establishment date but has developed over time as part of the University's wider environmental agenda. Sustainability governance was formalised with the creation of the Climate Emergency Steering Group in 2019, followed by the adoption of a Carbon Neutral Strategy in 2020. The current iteration of the team (4 people) came into effect in May 2024

4.75 The role of Travel Plan Co-ordinator (TPC) is predominately delivered by Ben Oniyo (Sustainability Manager) with support from Emily Rye (Sustainability Officer). Ben has been in post since 2024 and Emily since 2008, their primary role is to implement, continually review and monitor the success of the Travel Plan and associated reduction in single car occupancy travelling to the University.

4.76 Whist the Sustainability Team is primarily based at the Queensgate Campus, they regularly travel to the NHIC. Their contact details are provided overleaf:

Ben Oniyo

Sustainability Manager and Travel Plan Coordinator

University of Huddersfield

M: 07903 428272, E: **T.Onyido@hud.ac.uk**

Emily Rye

Sustainability Officer and Travel Plan Coordinator

University of Huddersfield

M: 07866 771062, E: **E.Rye@hud.ac.uk**

Delivering the Travel Plan

4.77 The overarching objective for the Travel Plan's implementation must be both realistic and achievable, spanning a 5-year period with regular reviews. This approach ensures the Travel Plan remains a dynamic document, subject to ongoing assessment, reviews and updates as required.

4.78 The Travel Plan outlines targets, subject to formal biennial reviews by the University. During each review, the suitability of interim targets will be evaluated to guarantee the Plan's successful long-term delivery, with the possibility of identifying revised targets as needed.

4.79 The Deputy Director of Estates (DDE) holds ultimate senior management responsibility for overseeing the formulation and execution of Travel Plan measures. Their contact details are:

Heather Kerrick

Assistant Director Estates and Facilities

University of Huddersfield

T: 01484 256493, **E:** **h.kerrick@hud.ac.uk**

5 An Audit of Sustainable Travel Facilities and Infrastructure

Introduction

5.1 Detailed audits of all sustainable travel facilities for both the Queensgate and NHIC Campus are provided as **Appendix D1 and D2**.

5.2 This section of the Travel Plan provides an overview of sustainable travel infrastructure split by campus and then by mode.

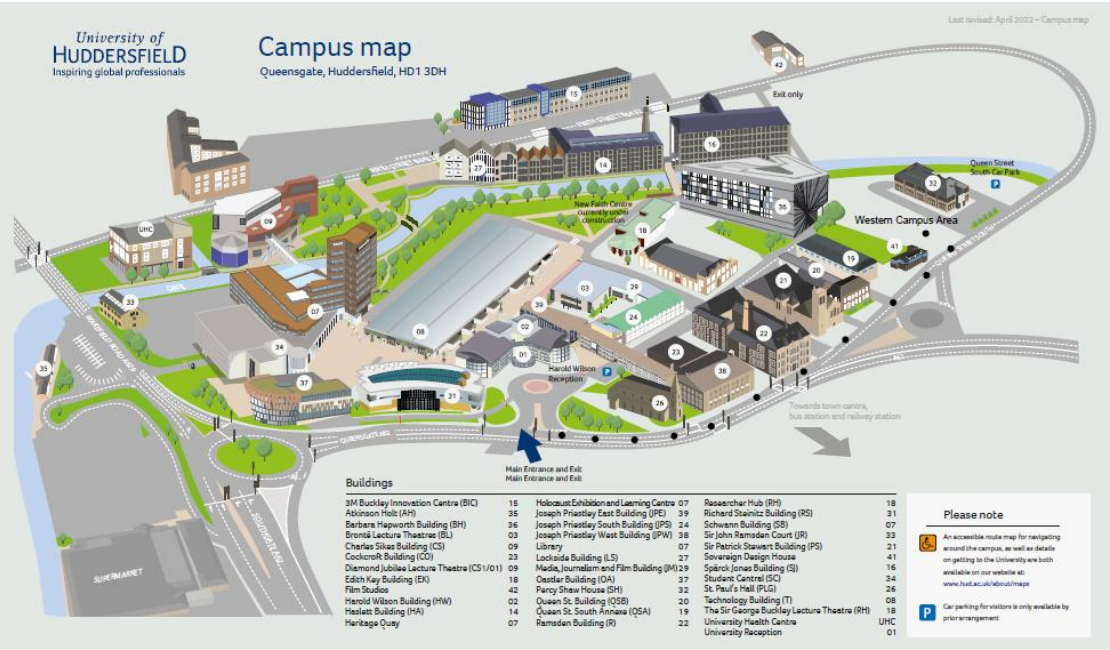
Queensgate Campus and Travel Context

5.3 The University's main campus, Queensgate, is a compact, town-centre site south-east of Huddersfield town centre in West Yorkshire, conveniently located within a 10-minute walk of the train and bus station.

5.4 The Queensgate Campus is approximately (46 acre) in area and is located between the A62, Firth Street and Queensgate.

5.5 **Figure 5.1** below shows an overview of the Queensgate Campus.

Figure 5.1: Queensgate Campus Map



Travelling by Car

5.6 Huddersfield town centre is surrounded by the ring-road created by the A62 dual carriageway. The main shopping centre, rail/bus station, markets and civic centre reside within this internal

area. The A62 forms the boundary of both of the University campuses and presents a barrier to movement by pedestrians and cyclists from the campuses to the town centre.

5.7 The Queensgate Campus is located to the south of the town centre, to the south of the A62 Queensgate. It is bounded to the east by the A629 Wakefield Road, to the north by Queensgate, to the west by Queen Street South and to the south, by Firth Street and the River Colne.

5.8 Staff, students and visitors to the University who travel by car are likely to approach the town centre from one of the following:

- Bradford Road to the north;
- A62 Leeds Road to the north-east;
- A629 Wakefield Road to the south-east;
- A616 Folly Hill / Chapel Hill / Lockwood Road to the south-west;
- A62 Manchester Road to the west;
- A640 New Hey Road leading to M62 Junction 23, to the north west; and
- A629 Halifax Road to M62 junction 24, to the north-west.

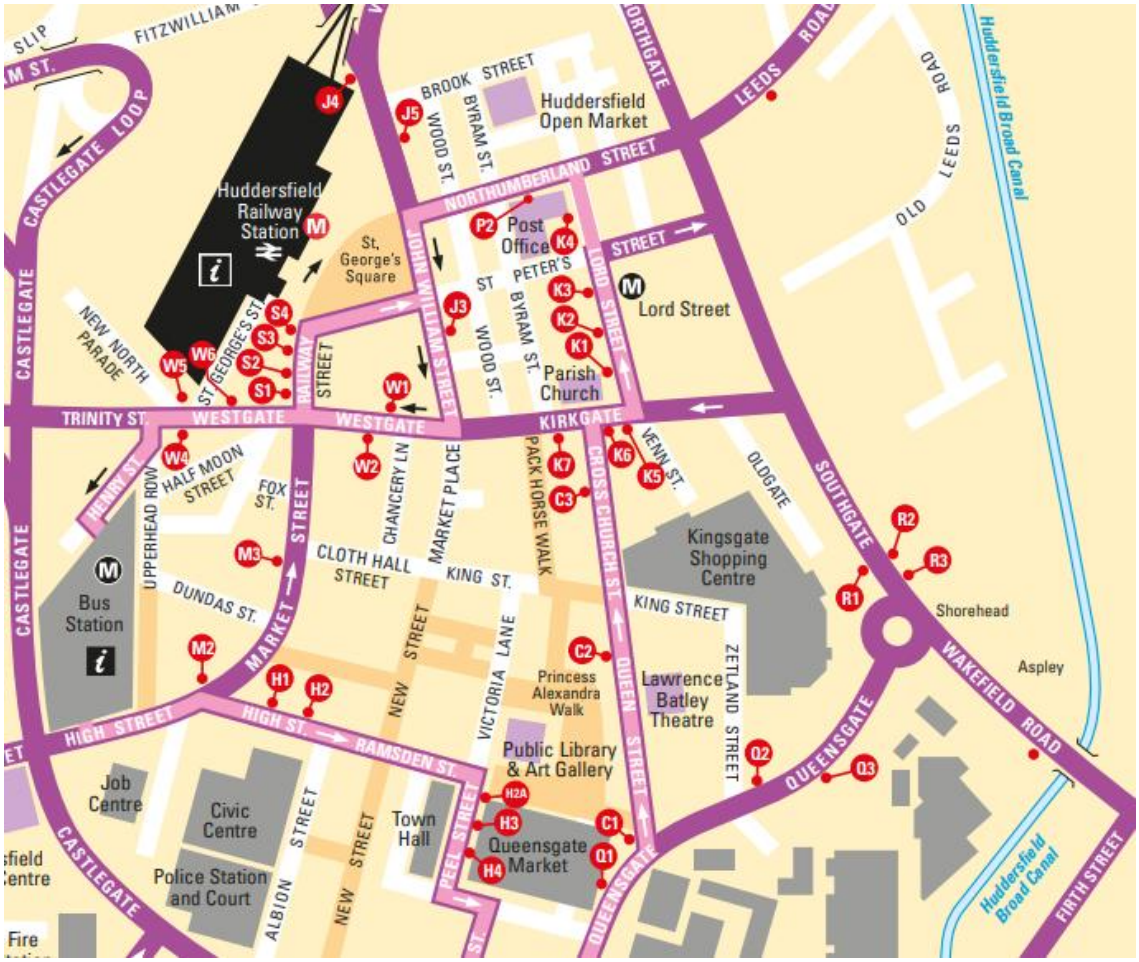
5.9 Those car drivers wishing to park on Queensgate campus will head to car park entries on A629, Firth Street or Queen Street South.

Public Transport Accessibility

Bus Travel

5.10 Bus services are accessible within a short walk of the main points of access to the campus. An extract of the bus service map for Huddersfield is provided overleaf in **Figure 5.2**. An extract from the Metro Interactive Bus Map is also shown in **Figure 5.3** later in the section. These maps show the location of bus stops close to the campus and also the location of the main bus station and rail station.

Figure 5.2: Central Huddersfield Bus Services Map (WYCA)[3]



5.11 **Figure 5.2** indicates that bus stops Q1 to Q3, C1, R1 to R3 are accessible to the north of Queensgate campus. These stops are within 400m (5-minute walk) of the Queensgate Campus main reception.

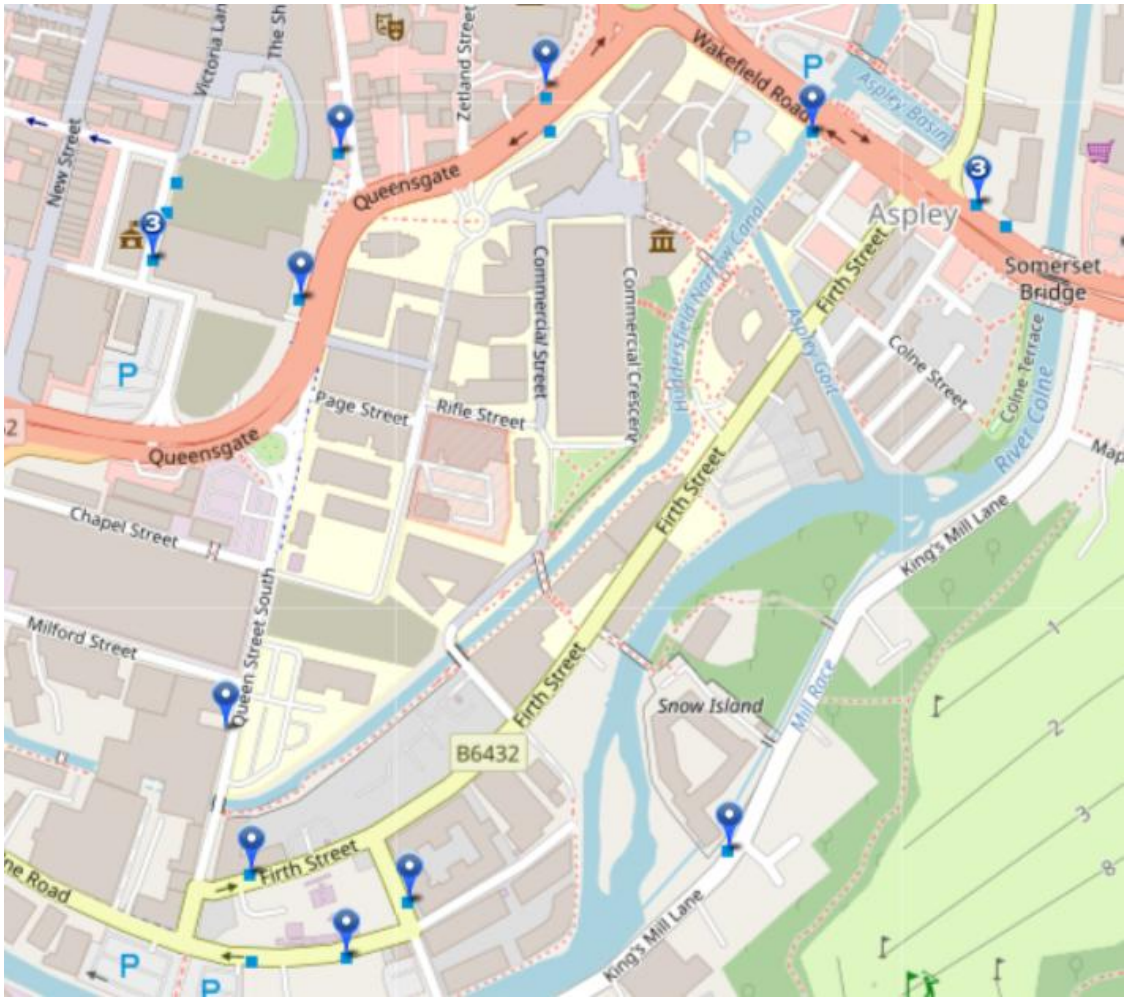
5.12 All of the above bus stops closest to the campus main reception, benefit from shelters, seating, a flag pole and timetable boards, as well as laybys for Q1 to Q3.

Bus Stop Q3 (left) and R2 (right)

[3] https://www.wymetro.com/media/qwgm4yss/south_kirklees_wtcyb_0226.pdf

5.13 **Figure 5.3** below shows the location of bus stops on the A62 Wakefield Road to the east of, and Queens Street South and Firth Street to the south of, the Queensgate Campus. These stops are approximately 900m (11-minute walk) from the campus main reception.

Figure 5.3: Extract from the Interactive Bus Map[4]



5.14 The bus stops to the south of Queensgate campus generally have no shelters, with the exception of those on Wakefield Road but do have a flagpole and timetable information.

[4] https://connect.wyca.vix-its.com/

Bus Stop on Queens Street South and A62 Wakefield Road

5.15 Huddersfield Bus station is 800m (10-minute walk) from the campus main reception via Queen Street or High Street through pedestrianised or low traffic routes.

5.16 Access to bus stops on Queensgate, Queens Street and A62 Wakefield Road to the north of the campus is via signalised pedestrian crossings at three locations across Queensgate. These offer high quality pedestrian links to the bus stops.

5.17 From the Queen Street / Queensgate junction to the north-west of the campus, pedestrians can use High Street / Ramsden Street to access the bus station if necessary. When the Queensgate Market works are completed as part of the Huddersfield Blueprint, this route will offer a safe, high-quality route for pedestrians between the bus station and the Queensgate Campus.

5.18 To the south, pedestrian footways on, and zebra crossings of, Firth Street give access to further bus stops. The number of services accessible to the south of the campus are reduced in number.

5.19 Links across the A62 to the south of the Shorehead Roundabout towards the Aspley Basin stops and to stops R2 and R3 are not available. A number of pedestrians were observed crossing the A62 to the south of the roundabout during the site visit.

5.20 **Table 5.1** overleaf provides an overview of all bus services to the closest bus stops to the Queensgate Campus, their route, bus stops they serve, their frequency and start and finish times. More services are available from the main bus station.

Table 5.1 Bus Services Operating to / from Queensgate Campus

Service No.	Operator	From	Via	To	Bus Stop	First service (Mon-Fri, hrs)	Last Service (Mon-Fri, hrs)	Frequency Peak (Mon to Sat Day time)	Frequency Off Peak (Evenings and Sunday)
231/232	Arriva	Hudds	Horbury, Flockton	Wakefield	R3 A62 south of Aspley basin	0455	2225	60	120
254	Arriva	Leeds	Brighouse, Cleckheaton	Hudds town Centre	Q1 Q2	0600	2200	30	60
261	Arriva	Hudds	Heckmondwike, Mirfield, Dewsbury	Leeds	Q1 Q2 A62 south of Aspley basin	0500	2200	60	120 (Sunday)
306	First Hudds	Hudds	Taylor Hill	Hudds	Firth Street, Queen street South	0500	2225	20	60 (eve), 40(Sun)
307	First Hudds	Hudds	Newsome	Honley	Firth Street, Queen street South	0645	1930	60	-
308	First Hudds	Hudds	Newsome, Honley	Holmfirth	Firth Street, Queen street South	0625	2213	60	60
341	SPCT	Hudds	Farnley Tyas	Stocksmoor	R2	0640	2206	120	-
342	First Hudds	Hudds	Almondbury	Hudds	Q1 Q2	0630	2000	60	-
354	SPCT	Hudds	Netherton	South Crosland	Q1 Q2	0700	1730	120	-
358	First Hudds	Hudds	Lowerhouses	Hudds	Q2, Queen Street South	0600	2000	60	-
370	First Hudds	Rawthorpe	Hudds RI, Linley	Rawthorpe	R1 & A62 south of Aspley basin	0602	2154	30	60
371	First Hudds	Dalton	Hudds, Hudds RI, Lindley	Dalton	R1, R2 & A62 south of Aspley basin	0602	2154	30	60
372	First Hudds	Hudds	-	Almondbury	R2 & A62 south of Aspley basin	0600	2000	15	30
375	SPCT	Hudds	-	Dalton	A62 south of Aspley basin	0600	2000	60	-
D1	TMP	Hudds	Highburton, Kirkburton,	Denby Dale	R3 A62 south of Aspley basin	0945	2245	30	60
D2/D3	TMP	Hudds	Highburton, Cumberworth,	Denby Dale	R3 A62 south of Aspley basin	0600	2200	60	-

Rail

5.21 Huddersfield Rail Station is 800m (10-minute walk) from the Queensgate Campus main reception via Zetland Street or Queen Street.

5.22 Services operating through the station include the TransPennine Express services between Manchester, Manchester airport and Newcastle, Scarborough and Hull, linking rail users with York and Leeds. Services to Leeds and Manchester have a frequency of every 15 minutes during the weekdays. The services on this line run throughout the evening and overnight (albeit at longer intervals).

5.23 Northern Rail also operates trains through the station every hour to Sheffield. The first services to Huddersfield are 0530hrs and the last services return at approx. 2300hrs. At the time of writing the hourly train service to Brighouse and Bradford is being delivered as a replacement bus service (till 2027). The first services and last services are similar to those to Sheffield.

5.24 In summary train travel provision to the University is relatively poor to the north and south of Huddersfield, with a better service offered along the TransPennine route west to east. Bus travel provision is better but still limited dependent on the user's residential location.

5.25 The improvements to the Huddersfield Rail Station as part of the TransPennine Upgrade will help to maximise the opportunities for travel by rail and encourage modal interchange.

Access by Cycling and Motorcycles

Introduction

5.26 The University has significantly improved facilities for people travelling to the site by motorcycle and bicycle since the inception of the Travel Plan in 2007.

Cycle Storage and Changing Facilities

5.27 **Tables 5.2** overleaf provide an overview of cycle and motorcycle parking at the Queensgate Campus.

5.28 Queensgate Campus provides a total of **103 cycle spaces and 6 motorcycle spaces** for staff, students and visitors.

5.29 **Table 5.3** overleaf provides a summary of shower and changing facilities at the Queensgate Campus.

Table 5.2 Cycle Storage Facilities Overview Queensgate Campus

Location	Spaces	Type	Notes
Ref C1.1: 3M Buckley Innovation Centre (3MBIC)	6	Cycle shelter with Sheffield stands	No cycles present at time of site visit. No lighting
Ref C1.2: 3MBIC) /Firth Street Car Park	10	Cycle lockers	None in use at time of site visit
Ref C1.3: Sparck Jones Building	19	Secure cycle compound with Sheffield stands	There are a covered cycle storage and secure compound with Sheffield stands with capacity for 19 cycles. Access is via the University ID card. Lighting and CCTV present. Tool station with pump. Cleaning station. Facility was well used with 6 cycles in situ at the time of the site visit.
Ref C1.4: Percy Shaw House	12	Open Sheffield Stands	None in use at the time of the site visit. Building vacated and subject to lease.
Ref C1.5: Harold Wilson/Security Hub	10	Open Sheffield Stands	Tool station and pump.
Ref C1.16: Charles Sykes Building	26	Secure cycle compound with Sheffield Stands	Secure cycle compound with Sheffield Stands Secure access via ID card. Lighting and CCTV.
Ref C1.17: Bronte Lecture theatre	20	Secure Cycle compound with space saver racking system	Secure cycle compound predominately sued by students. CCTV coverage but lacking lighting. Access via ID card.
Total Cycle Parking Capacity	**103**		
Ref M1:1 Wakefield Road Car Park	6	Covered Motorcycle Shelter	
Total Motorcycle Parking Capacity	**6**		

Table 5.3: Shower and Changing Facilities at the Queensgate Campus

Building Name	Room ref	Room Type	Qty	M/F/Unisex	Shower Type	Curtain	Who has Access to these?
Queensgate Campus							
3M BIC	**BICG/10**	Shower	1	Unisex	Hose	No	Staff & Tenants
Atkinson Holt	**AHG/08**	Shower	1	Unisex	Hose	No	Staff
Charles Sikes Building (Business)	**BSG/29a**	Shower	1	Unisex	Hose	Yes	Staff & Student
Charles Sikes Building (Business)	**BSG/29b**	Shower	1	Unisex	Hose	Yes	Staff & Student
Daphne Steele Building	**DSG/09B** **DSG/09A**	Shower	2	Female	Hose	No	Staff & Student

Building Name	Room ref	Room Type	Qty	M/F/Unisex	Shower Type	Curtain	Who has Access to these?
Daphne Steele Building	**DSG/07B DSG/07A**	Shower	2	Male	Hose	No	Staff & Student
Daphne Steele Building	**DSG/15**	Disabled toilet with shower	1	Unisex	Fixed	No	Staff & Student
Stewart Film Studios	**FDG/09**	Shower	1	Unisex	Hose	Yes	Staff
Harold Wilson	**HW1/09**	Toilets with Shower	1	Male	Hose	No	Staff & Student
Harold Wilson	**HW1/11**	Toilets with Shower	1	Female	Hose	No	Staff & Student
Haslett Building	**CE3/11**	Shower	1	Unisex	Hose	Yes	Staff
Laura Annie Willson	**LWC/20**	Shower	2	Female	Hose	No	Staff & Student
Laura Annie Willson	**LWC/22**	Shower	2	Male	Hose	No	Staff & Student
Queen Street Building	**QSBG/08**	Toilets with Shower	2	Male	Fixed	Yes	Staff
Queen Street Building	**QSBG/09**	Toilets with Shower	1	Female	Hose	Yes	Staff
Queen Street Building	**QSBG/10**	Disabled Toilet and Shower	1	Unisex	Fixed	No	Staff
Percy Shaw House	**SHB/07**	Disabled toilet with shower	1	Unisex	Hose	Yes	Staff
Researcher Hub	**RH1A/01**	Shower	1	Unisex	Hose	Yes	Staff
Richard Steinitz Building	**RS2/09**	Disabled toilet with shower	1	Unisex	Hose	No	Staff & Student
Schwann Building	**SB7/23**	Shower	1	Unisex	Hose	No	Staff
Student Central	**SC3/09**	Changing rooms with shower	11	Male	Fixed	No	Staff & Student
Student Central	**SC3/12**	Changing rooms with shower	11	Female	Fixed	No	Staff & Student
Student Central	**SC3/10**	Disabled toilet with shower	1	Unisex	Fixed	No	Staff & Student
Student Central	**SC3/11**	Shower	1	Unisex	Fixed	No	Staff & Student
Student Central	**SC3/14**	Disabled toilet with shower	1	Unisex	Fixed	No	Staff
Student Central	**SC2/01**	Disabled toilet with shower	1	Unisex	Fixed	No	Staff & Student

Cycling Infrastructure

5.30 The University has excellent linkages to on and off-road cycle routes leading from both campuses. These are shown on the drawings in **Appendix E1.**

5.31 To summarise the provision towards the campus:

- As part of the **Huddersfield Rail Station Connections work**, Northumberland Street is to be upgraded to provide better cycle facilities and wider footways, as well as traffic calming and new zebra crossing measures.
- From **Huddersfield Broad Canal at Gasworks Street to Aspley Basin** – this canal-side towpath is shared with pedestrians. Cycle access is difficult and the only easy access point is a Turnbridge Road Bridge / Quay Street. The towpath has itself been upgraded and the remaining length to be upgraded is between Quay Street and Aspley Basin. At Aspley Basin the route rejoins St Andrews Road and the junction with A62 Wakefield Road has advance cycle stop lines to aid movement across that junction.
- From the **north-west, from A640 Trinity Street** - there are on-road cycle facilities which facilitate movement into the town centre at the southern station entrance. The Station Connections work will see improved cycle and pedestrian crossing points, cycle routes across the Trinity Street junction and share pedestrian / cycle facilities particularly at the Henry Street / Westgate junction.
- From the **west along the Huddersfield Narrows Canal** – from Queens Street South, there are off-road shared pedestrian cycle paths on Colne Road that link to toucan crossings of A616 Chapel Hill to the join the Huddersfield Narrow Canal. The route continues west towards Slaithwaite and Marsden. Cycle facilities continue south along A616 Lockwood Road.

Toucan crossing of A616 and signage towards Huddersfield Narrows.

- To the **south at Damside Road – from Queen Street South** to the south across the River Colne and onto Damside Road. The route then heads west on off-road shared pedestrian – cycle paths to Primrose Hill and Salford.
- From **Queen Street South to Bus Station** – Off-road shared pedestrian-cycle paths on the eastern kerb line of Queen Street South, crossing at the toucan crossing at Princess Street, continuing to east on Queen Street. Once the Queensgate Markets project has been completed, there will be a link for cyclists to contraflow cycle lanes on High Street, and to Toucan crossings at Market Street junction to cross to the Bus Station. Cyclists can also

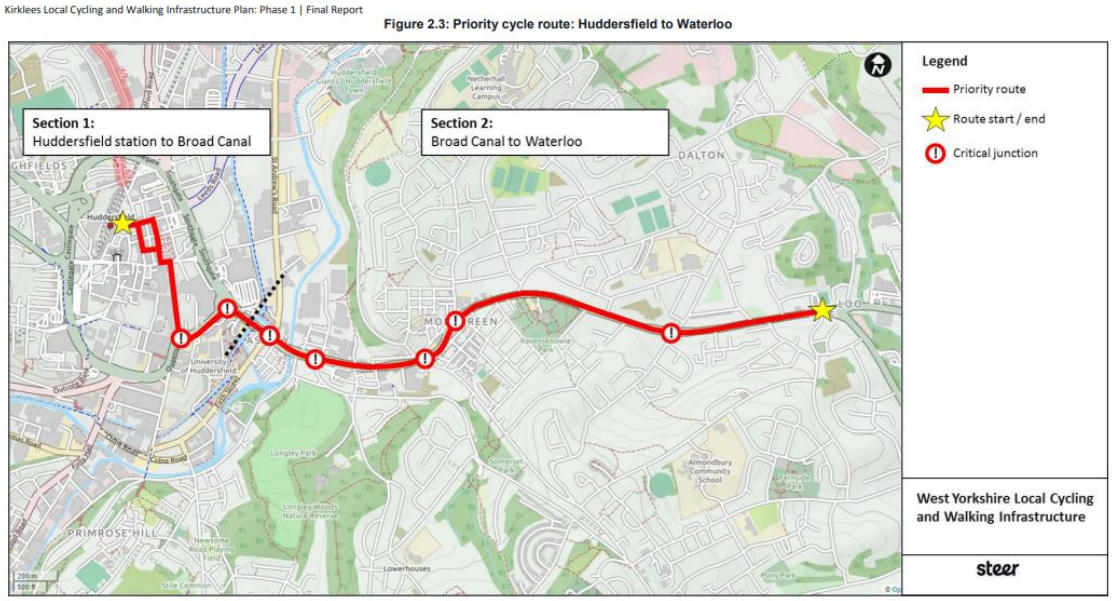
head up King Street and Market Street, or Kirkgate where there are cycle infrastructure and restrictions on vehicular use of certain streets, to facilitate cycle access to the station.

With Flow Cycle Lane on Queen Street and Contraflow Cycle Lane on High Street

- Along the **eastern kerbline of the A62 Southgate**, there are shared cycle / pedestrian facilities which lead to a signalised (non-toucan) crossing of the A62 to Beast Market and then onto Kirkgate (bus, taxi and cycle only).

5.32 The Kirklees Local Cycling and Walking Implementation Plan (LCWIP) has a planned cycle route provision along the A62 shown in the **Figure 5.4** overleaf which is an extract from the LCWIP. Provision of this route will link the central Huddersfield area and the rail station through the centre of Huddersfield and to the south and east of the town.

Figure 5.4: Planned Cycle Route Provision Along the A62



External Cycle Wayfinding

5.33 The existing and proposed external cycle infrastructure brings cyclists to close proximity to both campuses and the town centre, from all directions. These are generally legible and coherent. However, wayfinding and directional signage for cyclists towards the University campuses is not provided on those wider approaches to the centre.

5.34 At the Queensgate campus, from the west and south, once at Damside Road, Firth Street and Queen Street South, there is cycle signage to guide cyclists to THE University (see below) but not to the southern entrances to the campus at Commercial Street or at the Charles Sikes Building. Once at the Queens Street South campus entrance there is little signage to tell cyclists or pedestrians that this is a route into the campus.

Cycle Signage on Queen Street South at Firth Street and at the Chapel Hill Crossing

5.35 The cycle infrastructure on Queens Street South / Queensgate stops short of the main Queensgate campus reception at present and cyclists must dismount well in advance of this point. The provision does run up to the access points from Queen Street South. This may change with the provision of the LCWIP route above.

5.36 There is also no cycle provision from the north linking NHIC to Queensgate campus nor from the eastern boundary of the Oastler building and the accessible entrance to the campus.

5.37 Work on 'Our Cultural Heart' and further studies on connectivity across Queensgate to the central area of Huddersfield by Kirklees Council and WYCA, will support these pedestrian and cycle desire lines.

5.38 Generally, cycle signage does not reference the University, however pedestrian signage within the town centre does so.

Access by Walking

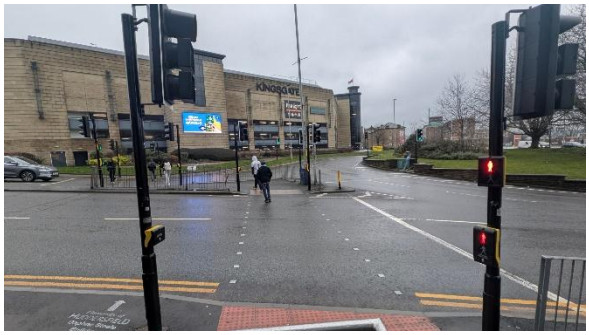
Pedestrian Infrastructure

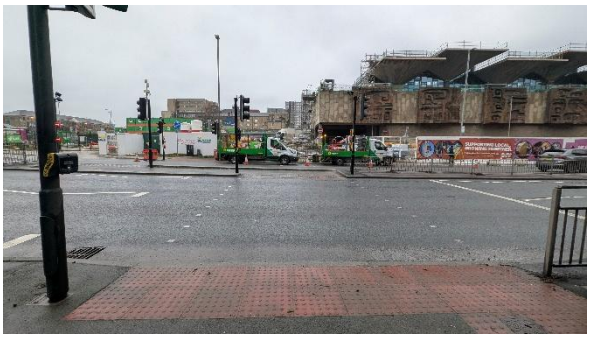
5.39 Excellent walking provision is provided within the Queensgate campus. The main pedestrian entrances to the Campus are from Queensgate to the northern boundary, however there are other entrances from the Queen Street South and Queensgate (via Princess Street and Page Street). Further links into the campus are from Firth Street (via Commercial Street Bridge or the Charles Sikes building bridge).

5.40 The drawings in **Appendix E2** show the wider pedestrian infrastructure and routes.

5.41 There are high quality pedestrian infrastructure links to the north of the campus across Queensgate, leading through Queen Street and Zetland Street to the central area of Huddersfield, the bus rail stations and to The Light. The ongoing construction works to the Queensgate Markets area should provide a more attractive route to the west from the campus towards the leisure centre, bus station and other destinations to the west of the campus.

Pedestrian Crossings on Queensgate





5.42 To the south of the campus, there are a number of crossings of Firth Street and footways to all kerb lines which aid pedestrian movements to and from students' accommodation in this area, and to A616 Lockwood Road and Damside Road.

Pedestrian Crossings on Firth Street

5.43 Whilst not the most attractive walking route alongside a busy urban road, there are wide footways on either side of the A62 to the north and south of Shorehead roundabout, which are linked to the University by signalised crossings. To move north-east, east and southeast of the campus.

5.44 To move between Queensgate Campus and NHIC, pedestrians cross Queensgate and then A62, using signalised crossings to cross 12 lanes of traffic before reaching the NHIC. This creates a barrier to movement for pedestrians (and cyclists) and creates delays.

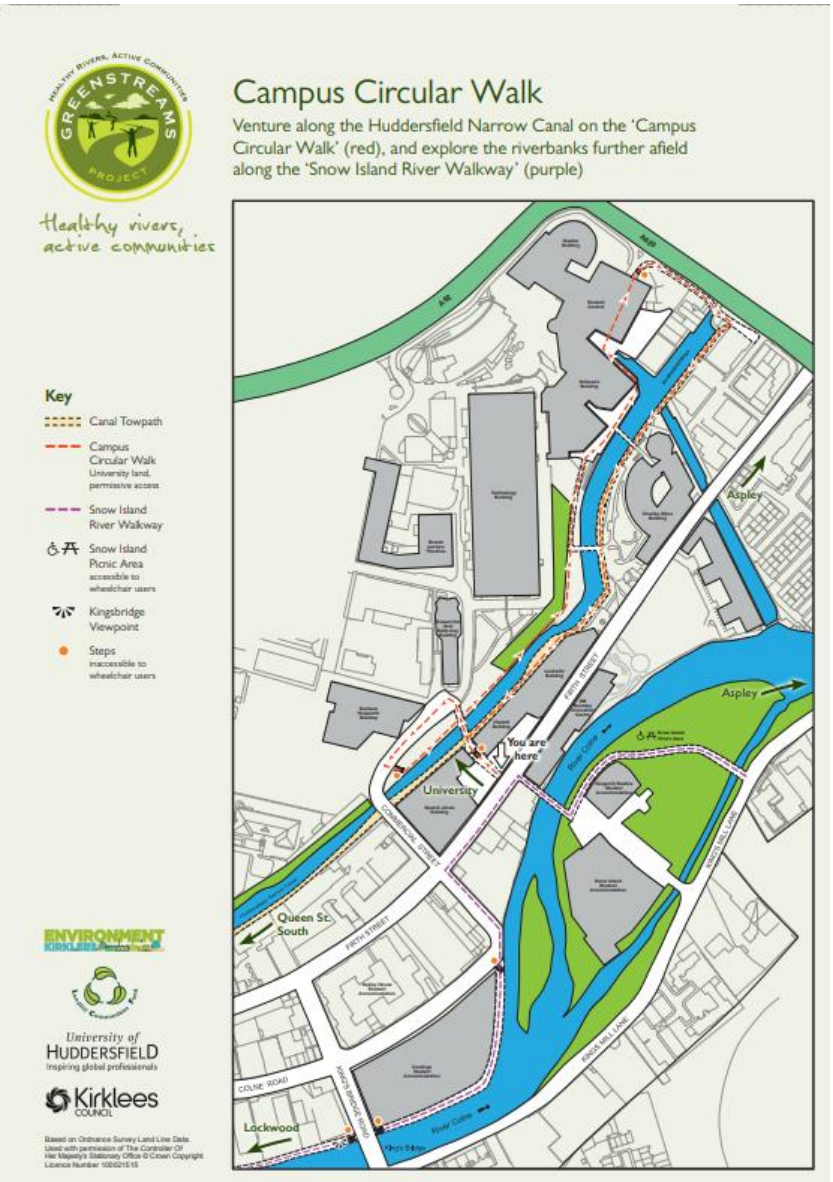
5.45 Off-road routes exist along the western and eastern banks of the canal that could be promoted as links between the two campuses for pedestrians.

Pedestrian Wayfinding

5.46 External pedestrian wayfinding to the Queensgate campus is not consistent. There are a number of finger post signs within the town centre directing pedestrians towards the 'university' (being the Queensgate campus). However, there was little evidence of pedestrian signage closer to the campus.

5.47 There are dedicated routes through the campus, with wayfinding information on information boards; an example is shown below. Within the canal area between Queen Street and A62 Wakefield Road, the tow path and canal side paths have been realised, and the University uses these linked green and blue spaces on both campuses to promote and run wellbeing walks around the campuses as shown in **Figure 5.5**.

Figure 5.5 – Wellbeing Walks



National Health Innovation Campus Travel Context

5.48 The University's National Health Innovation Campus (NHIC) is a purpose-built, flagship development located to the south of Huddersfield town centre in West Yorkshire, adjacent to the main Queensgate Campus. Positioned within easy walking distance of the town's train and bus stations, the campus benefits from strong transport connectivity and integration with the wider University estate.

5.49 The National Health Innovation Campus spans approximately 12.8 hectares (31.6 acres) and is bounded by Southgate, the A62 Leeds Road, and the Huddersfield Narrow Canal, providing a modern, accessible environment dedicated to health, research, and innovation.

Travelling by Car

5.50 Staff, students and visitors to the University who travel by car are likely to approach the town centre from one of the following:

- Bradford Road to the north;
- A62 Leeds Road to the north-east;
- A629 Wakefield Road to the south-east;
- A616 Folly Hill / Chapel Hill / Lockwood Road to the south-west;
- A62 Manchester Road to the west;
- A640 New Hey Road leading to M62 Junction 23, to the north west; and
- A629 Halifax Road to M62 junction 24, to the north-west.

5.51 Car drivers wishing to enter the NHIC will use the A62 Leeds Road and Old Leeds Road.

Public Transport Accessibility

Bus Travel

5.52 Bus services are accessible within a short walk of the main points of access to the campus. An extract of the bus service map for Huddersfield is provided overleaf in **Figure 5.6.** An extract from the Metro Interactive Bus Map is also shown in **Figure 5.7**. These maps show the location of bus stops close to the campus and also the location of the main bus station and rail station.

Figure 5.6: Central Huddersfield Bus Services Map (WYCA)[5]

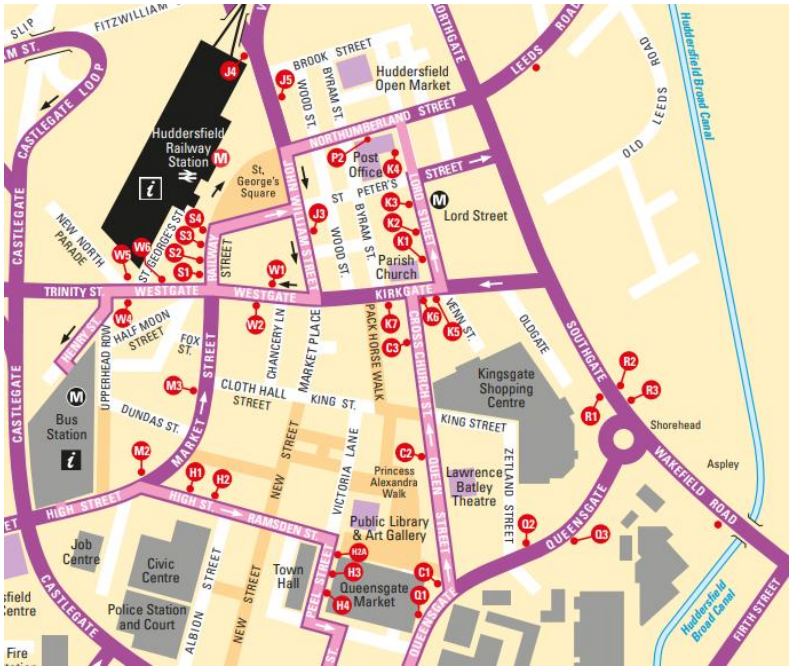
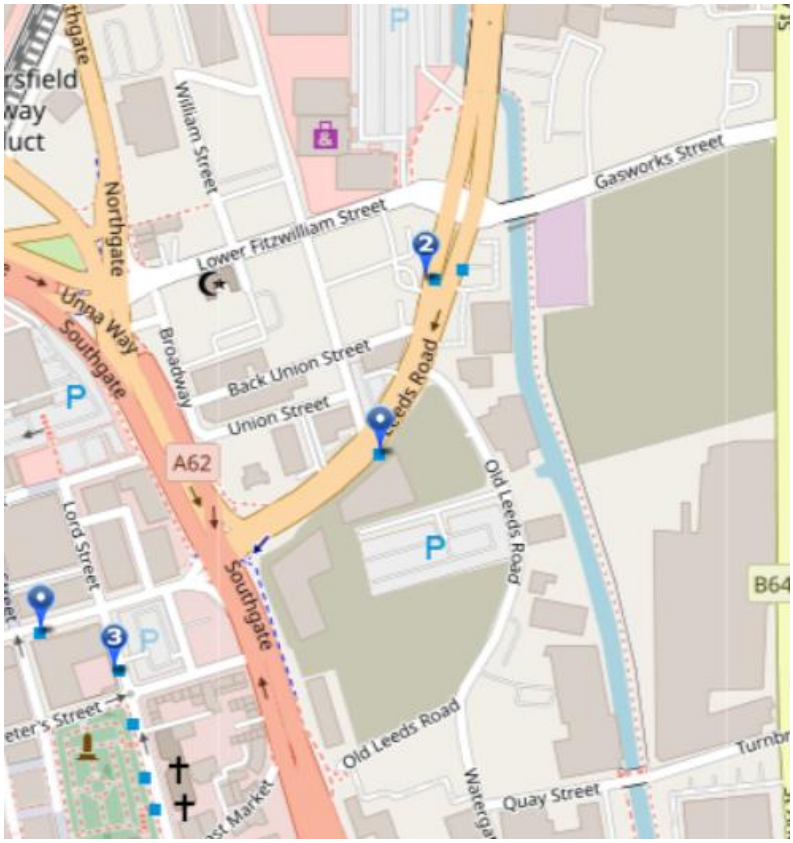


Figure 5.7: Extract from Interactive Bus Map[6]



[5] https://www.wymetro.com/media/qwgm4yss/south_kirklees_wtcyb_0226.pdf

[6] https://connect.wyca.vix-its.com/

5.53 **Figure 5.6** shows the location of bus stops on the A62 Leeds Road to the north of the NHIC. These stops are within 200m (2-minute walk) of the Daphne Steel Building.

5.54 **Figure 5.7** indicates that bus stops K1 to K4 on Lord Street as well as R1 to R3 on A62 Wakefield Road are accessible to the west and south of the campus. These stops are within 300-400m (4–5-minute walk) of the Daphne Steel building.

5.55 Huddersfield Rail Station is 400m (5-minute walk) and the bus station is 800m (10-minute walk) from the Daphne Steel building via Northumberland Street.

5.56 Access to bus stops on A62 eastbound, on Lord Street, and the rail and bus stations is via the segregated toucan crossings of Northumberland Street / A62 junction. The A62 westbound stop and bus stops R1 to R3, are accessed via shared pedestrian – cycle paths to the eastern kerb line of the A62 to the south of the Daphne Steel building.

5.57 **Table 5.4** overleaf provides an overview of all bus services to the closest bus stops to the NHIC, their route, bus stops they serve, their frequency and start and finish times. More services are available from the main bus station or from Westgate at the Rail Station. For bus services from stops R1 to R3, see **Table 5.1.**

Rail Travel

5.58 Huddersfield Rail station is 800m (10-minute walk) from the Queensgate Campus main reception via Zetland Street or Queen Street.

5.59 Services operating through the station include the TransPennine Express services between Manchester, Manchester airport and Newcastle, Scarborough and Hull, linking rail users with York and Leeds. Services to Leeds and Manchester have a frequency of every 15 minutes during the weekdays. The services on this line run throughout the evening and overnight (albeit at longer intervals).

5.60 Northern Rail also operates trains through the station every hour to Sheffield. The first services to Huddersfield are 0530hrs and the last services return at approx. 2300hrs. At the time of writing the hourly train service to Brighouse and Bradford is being delivered as a replacement bus service (till 2027). The first services and last services are similar to those to Sheffield.

Table 5.4 Bus Services Operating to / from National Health Innovation Campus (NHIC)

Service No.	Operator	From	Via	To	Bus Stop	First service (Mon-Fri)	Last Service (Mon-Fri)	Frequency peak	Frequency Off Peak
202/203	Arriva	Hudds	Mirfield, Dewsbury, White Rose Centre	Leeds	A62 Leeds Rd	0649	0000	30	60
229	Arriva	Hudds	Heckmondwike, Birstall	Leeds	A62 Leeds Rd	0520	2331	15	30 (Sun) 60 (Eve)
231/232	Arriva	Hudds	Horbury, Flockton	Wakefield	K3	0508	2238	60	120
341	SPCT	Hudds	Farnley Tyas	Stocksmoor	K1	0705	2035	120	-
370	First Hudds	Rawthorpe	Hudds RI, Linley	Rawthorpe	K2	0617	2206	30	60
371	First Hudds	Dalton	Hudds, Hudds RI, Lindley	Dalton	K2	0600	2100	30	60
372	First Hudds	Hudds	-	Almondbury	K1	0452	2229	15	30
D1	TMP	Hudds	Highburton, Kirkburton,	Denby Dale	K3	0945	2245	30	60
D2/D3	TMP	Hudds	Highburton, Cumberworth,	Denby Dale	K3	0800	2100	60	-

Access by Cycling and Motorcycles

Introduction

5.61 The NHIC campus masterplan has been designed based on achieving BREEAM Excellent and WELL Platinum standards, leading to the implementation of supporting active travel facilities and a permeable campus, with active travel corridors designed to link to wider town centre masterplan proposals.

Cycle Storage and Changing Facilities

5.62 The two first phases of development at the NHIC have provided excellent cycle storage (within the public realm) and shower and changing facilities within each of the buildings.

5.63 Further enhancement of secure cycle storage is planned within the ITH along with further short stay open parking for visitors.

5.64 **Tables 5.5** below provide an overview of cycle and motorcycle parking at the NHIC.

Table 5.5: Cycle Storage Facilities Overview NHIC

Location	Spaces	Type	Notes
Ref C2.1: Daphne Steele Building	96	Secure Cycle shelter with Sheffield stands	CCTV and lighting.
Ref C2.2: Rear of the Daphne Steele Building	36	Sheffield stands	Sheffield Stands to the rear of the building (adjacent to the A62).
Ref C2.3: Front of the Daphne Steele Building	6	Sheffield stands	Adjacent to the Daphne Steele Building main entrance.
Ref C2.4: Emily Siddon	8	Sheffield Stands	Front left-hand side of building
Ref C2.5: Emily Siddon	14	Sheffield Stands	Right hand side of building
Total Capacity	**160**		

5.65 The NHIC provides a total of **160 cycle spaces and 10 motorcycle spaces** (are proposed within the ITH) for staff, students and visitors.

5.66 **Table 5.6** overleaf provides an overview of the extensive shower and changing facilities at the NHIC.

Table 5.6: Shower and Changing Facilities at the NHIC

Building Name	Room ref	Room Type	Qty	M/F/Unisex	Shower Type	Curtain	Access
National Health Innovation Campus							
Daphne Steele	Lower ground floor	Changing room, lockers and showers	3	Male	Fixed	Yes	Staff & Student
Daphne Steele	Lower ground floor	Changing room, lockers and showers	3	Female	Fixed	Yes	Staff & Student
Emily Siddon	Floor 1	Accessible toilet with shower	1	Unisex	Fixed	Yes	Staff & Student
	Floor 2	Accessible toilet with shower	1	Unisex	Fixed	Yes	Staff & Student
	Floor 2	Changing room including benches, 32x lockers on swipe access	1	Male	Fixed	Yes	Staff & Student
	Floor 2	Changing room including benches, 32x lockers on swipe access	1	Female	Fixed	Yes	Staff & Student
	Floor 4 (multi-tenant space)	Accessible toilet with shower	1	Unisex	Fixed	Yes	Staff

Cycling Infrastructure

5.67 The University has excellent linkages to on and off-road cycle routes leading from both campuses. The drawings in **Appendix E1** show the wider cycle infrastructure and routes.

5.68 To summarise the provision towards NHIC:

- From the north-west, the National Cycle Network Route 69 approaches the rail station from the north, via John William Street. Cyclists can then travel via Northumberland Street to NHIC or through the centre to Queensgate. As part of the Huddersfield Rail Station Connections projects, there will be a new cycle routes between Fitzwilliam Street and Beck Road to connect the NHIC with the town centre;
- From the north, and Northgate, commencing at a toucan crossing to the south of the railway bridge there are off road shared pedestrian-cycle paths leading across the A62 Castlegate These direct cyclists towards the station via John William Street.

Northgate Cycle Route - Toucan Crossing

- From the north-east on A62 Leeds Road – off road segregated cycle paths to kerb line from Southgate to Thistle Street – beyond this the cycle lanes are on-road. Segregated toucan crossings are provided across the A62 to Northumberland Street, leading towards the rail station.

A62 Leeds Road Cycle Provision - Toucan Crossing and segregated cycle-footway

- As part of the Huddersfield Rail Station Connections work, Northumberland Street is to be upgraded to provide better cycle facilities and wider footways, as well as traffic calming and new zebra crossing measures.
- From Huddersfield Broad Canal at Gasworks Street to Aspley Basin – this Canalside path is shared with pedestrians. Cycle access is difficult and the only easy access point is a

Turnbridge Road Bridge / Quay Street. The towpath has itself been upgraded and the remaining length to be upgraded is between Quay Street and Aspley Basin. At Aspley Basin the route rejoins St Andrews Road and the junction with A62 Wakefield Road has advance cycle stop lines to aid movement across that junction.
Along the eastern kerbline of the A62 Southgate, there are shared cycle / pedestrian facilities which lead to a signalised (non-toucan) crossing of the A62 to Beast Market and then onto Kirkgate (bus, taxi and cycle only).

5.69 The Kirklees Local Cycling and Walking Implementation Plan (LCWIP) has a planned cycle route provision along the A62 shown in the **Figure 5.4** which is an extract from the LCWIP. Provision of this route will link the central Huddersfield area and the rail station through the centre of Huddersfield and to the south and east of the town.

External Cycle Wayfinding

5.70 As the masterplan for the NHIC emerges it will be key to ensure that links across the campus to the east, via Turnbridge Road, the canal towpath and Old Leeds Road as alternatives to movement via the A62 Southgate. This will link to initiatives proposed by the Station to Stadium masterplan and the redevelopment of the Gasworks site.

5.71 Cyclists arriving from the A62 Leeds Road have excellent links to the campus, as do cyclists coming from the bus and rail stations, via Northumberland Street and also via Kirkgate and Beast Market.

5.72 The existing cycle provision on the eastern kerb line of the A62 Southgate towards Sainsburys terminates at the crossing to Beast Market. There are then no off-road cycle links south to link to the proposed LCWIP route to continue to the A62 Wakefield Road and the northern and eastern sides of the Queensgate campus.

5.73 Cycle facilities from the south-east of the campus on A62 Wakefield Road do not currently exist however there is a proposal on the LCWIP to promote cycle and walking links along this corridor.

5.74 Generally, cycle signage does not reference the University. Signage towards NHIC from Queensgate Campus, is not present at all.

5.75 The Queen Street South entrances to the University and those from Firth Street are not well advertised to pedestrians and cyclists, particularly for visitors.

Access by Walking

Pedestrian Infrastructure

5.76 The drawings in **Appendix E2** show the wider pedestrian infrastructure and routes.

5.77 Whilst not the most attractive walking route alongside a busy urban road, there are wide footways on either side of the A62 to the east and south of the campus which are linked to central area by signalised crossings. There are fully segregated toucan crossings of the A62 towards Northumberland Street and proposed improvements to Northumberland Street will further enhance this corridor towards the rail station. In the opposite direction, east along the

A62, new segregated pedestrian and cycle facilities to either kerb line offer an improved journey on foot from bus stops, the stadium area and other residential areas of Huddersfield.

5.78 Further signalised pedestrian crossings lead north from NHIC across the A62 on Southgate and Castlegate; however, the pedestrian facilities are not as consistent and coherent from this direction.

5.79 To the south of the NHIC, there are pedestrian routes toward Queensgate via the A62 or as an alternative using Old Leeds Road, towards the Turnbridge Lift Bridge. This leads pedestrians towards the canal and links along the tow path to Aspley Basin towards Queensgate campus. This also links the campus to residential areas to the east of St Andrew's Road.

Pedestrian Wayfinding

5.80 There is a limited amount of signing close to the Daphne Steel and Emily Siddon building albeit the pedestrians were signed towards St Peters Street for the bus station, however there are no crossing points of the A62 in this area. There was no signage identified external to the campus for pedestrians, including within the town centre, since this is a new campus area.

5.81 A full review of wayfinding information and signage of the University's buildings for pedestrians and cyclists would identify improvements needed to promote certain desire lines to and from, and between the campuses.

Car Park Management

Introduction

5.82 The University has reviewed its parking policy over the last 3 years in preparation for the emerging Estates masterplans and a need to address challenges in its operation post Covid 19.

5.83 Below is a summary of the main changes that have occurred:

- Introduced ANPR technology in the majority of its larger car parks to aid efficient operation and management of its facilities, provide strategic data and in sight in parking behaviour, allow charging for parking outside core hours of operation to provide equity in its approach (agile working) and to raise ancillary revenue from its parking assets.
- Reviewed its permit allocation methodology from a fixed bay (1 permit to 1 users) allocation to a 'blended' allocation methodology allowing better space utilisation with a retention of some fixed bays and the introduction of 'License to Hunt' (LoH) permits issued on a 1.5 permit to space ratio.
- Introduced parking tariffs for visitors and contractors and uplifted staff charges.
- Implemented cashless payment systems (RingGo) for public parking, contractor and visitor charges as well as physical payment methods at the NHIC.

5.84 **Tables 5.7 and 5.8** below show existing parking charges for all user groups at the University, split by the two campuses.

Table 5.7: Parking Tariffs at the NHIC

Type	Tariffs	Notes
Southgate – Public Parking section of car park - **at all times,** except for Public Holidays	**Monday – Friday (06.00am – 18.00pm)** Up to 1 hour £1.20 Up to 2 hrs £2.50 Up to 5 hrs £4.10 Up to 12 hrs £6.50 **Saturday (06.00am – 18.00pm)** Up to 2 hrs £2.50 Up to 5 hrs £5.00 Up to 12 hrs £6.00 **Saturday 18.00pm – Sunday 06.00am:** £1.50 **Sunday 06.00pm – Monday 06.00am:** £1.50 per visit	Charges apply at all times, except for Public Holidays
Staff full time Fixed Bay Permit	£70 per month	Mon – Fri 06:00 – 22:00
Staff License to Hunt Permit	0.81 – 1.0 FTE £46/month 0.51 – 0.8 FTE £36/month 0.5 and below FTE £26/month	Mon – Fri 06:00 – 22:00
Tenants (5 day)	£70 per month	Mon – Fri 06:00 – 22:00
Tenants (7 day)	£100 per Month	Mon – Sun 06:00 – 22:00

Table 5.8: Parking Tariffs at Queensgate Campus

Staff Parking	Charges	Notes
Staff full time Fixed Bay permit (including disabled fixed bay)	£70 per month	Mon – Fri 06:00 – 22:00
Staff License to Hunt permit	0.81 – 1.0 FTE £46/month 0.51 – 0.8 FTE £36/month 0.5 and below FTE £26/month	Mon – Fri 06:00 – 22:00
Disabled Blue Badge and Ambulant Student	Free of charge	Blue Badge holders must hold a permit to receive free parking. Blue Badges must be displayed at all times.
Visitors and Contractors	£2 for ½ day and £4 for a full day	Annual contractor permits also available
Public (outside core hours of operation	Saturday 18.00pm – Sunday 06.00am: £1.50 Sunday 06.00pm – Monday 06.00am: £1.50 per visit	

5.85 It should be noted that public and visitor Blue Badge holders are currently charged the public tariff for parking at the Southgate Car Park.

5.86 **Table 5.9** overleaf summarises the total number of permits in operation at the Queensgate Campus and total parking capacity. **Appendix D** provides a full breakdown of parking spaces by designation per location.

Table 5.9 An overview of spaces and permits at the Queensgate Campus

	License to Hunt	Fixed	Tenanted	Disabled	Visitor	Ambulant Student	Contractor/ Estates	Other [7]	Totals
Spaces	139	169	52	24	17	24	28	19	472
Permits	209	169							

5.87 Total parking capacity at the Queensgate campus is **472 spaces.**

5.88 Total staff parking spaces available is **308 spaces** and **378 permits** (209 LtH and 169 fixed).

5.89 The Queensgate Campus Parking Strategy is evolving due to campus consolidation projects and the need to accommodate losses in parking associated with the proposed lease of Percy Shaw House and Sir John Ramsden building and the disposal of the Atkinson Holt building.

5.90 Associated losses in parking capacity amount to:

- **Atkinson Holt Building** – 10 fixed staff parking bays.
- **Sir John Ramsden Building** – 7 fixed staff parking bays in Wakefield Road Car Park.
- **Percy Shaw House** – potential to accommodate up to 68 parking spaces to the front, rear and side of this building (existing provision 52 spaces), although initial lease negotiations have suggested a capacity of 100 space to accommodate the tenant's requirements.

5.91 The proposed campus consolidation projects would retain a total of approximately **355 spaces** at the Queensgate Campus.

5.92 There is a total of 155 parking spaces at the Southgate Car park at the NHIC. **Table 5.10** summarises the type and quantity of spaces.

Table 5.10 An overview of spaces and permits at the NHIC Campus

Designation	Quantity	Notes
Tenanted	41	(26 bays reserved for Caldervale and Huddersfield Foundation NHS Trust
Public/Visitor/Patient	91	Pay on arrival
Drop off	5	(3 contained on Pine Street reserved for NHSD drop off only and 2 within Southgate car park closest to ES building.
Disabled	13	Including 5 on Pine Street
Other	5	2 Ambulant Student, 1 Estates, 1 Contractor and 1 HWA Van
Total	**155**	

Integrated Transport Hub (NHIC)

5.93 An integrated Transport Hub with a total of circa 544 parking spaces and supporting sustainable travel infrastructure is in the early stages of design and will seek to obtain planning consent in Q2 2026 with practical completion planned for Q1/Q2 2028 (subject to internal approval and planning).

5.94 **Table 5.11** below shows a breakdown of proposed capacity of the ITH and space categorisation including secure cycle storage, EV charging and motorcycle parking.

Table 5.11: Overall Parking Provision ITH by Category and Quantity of Spaces

Category	Quantity
Total spaces	**544**
Standard spaces	453
EV spaces (10%)	53
Accessible spaces	26
Accessible EV spaces	2
Motorcycle bays	10
Cycle spaces (double stacked)	109 (minimum)

Visitor Parking

5.95 There is a significant proportion of the Southgate Car Park at the NHIC which is currently designated for public and visitor/patient parking (91 spaces) due to the public facing health services delivered on campus and forecast high Single Occupancy Vehicle (SOV) usage of patients attending the community dentistry and NHS diagnostic centre.

5.96 A significant proportion of the ITH will also be designated for public usage.

5.97 A limited number of visitor bays (12) are provided at the Haslett and Spark Jones car park with a further 5 (VIP visitor bays) provided at the main entrance to the Queensgate Campus.

5.98 General visitors are charged as per **Tables 5.7 and 5.8.**

Access control and payment

5.99 All of the car parking facilities at the University of Huddersfield are open access with ANPR technology, other than some of the smaller car parks such as Haslett are open access.

5.100 The only exception to this are a barrier system, retained but only manually operated at Queensgate South and a barrier system at Sand Street Car Park (Senior Leadership Team).

5.101 RingGo is used for cashless payment of parking for specific groups i.e. public, visitors and contractors.

5.102 Staff pay for parking monthly via their salary.

5.103 A physical payment machine has been installed at the Southgate Car Park to aid the user experience for the older demographic of patients and visitors using the health services provided at the NHIC campus.

The University Fleet Vehicles

5.104 The University have a limited number of fleet vehicles, all of which are currently leased. Most vehicles do on average around 3000 miles per year with a mixture of diesel and petrol and one electric and one hybrid vehicle. The relatively low mileage of fleet vehicles per annum presents a significant opportunity for electrification of the fleet.

5.105 The lease renewal contract is up for renewal in May 2026 with a high proportion of vehicles with a 2018 plate (8 years old) and further expansion of electric vehicles or hybrid vehicles should be considered.

5.106 The electrification of the fleet is however currently constrained by a lack of EV changing infrastructure in at the University and wider town centre.

5.107 **Table 5.12** below shows an overview of the fleet.

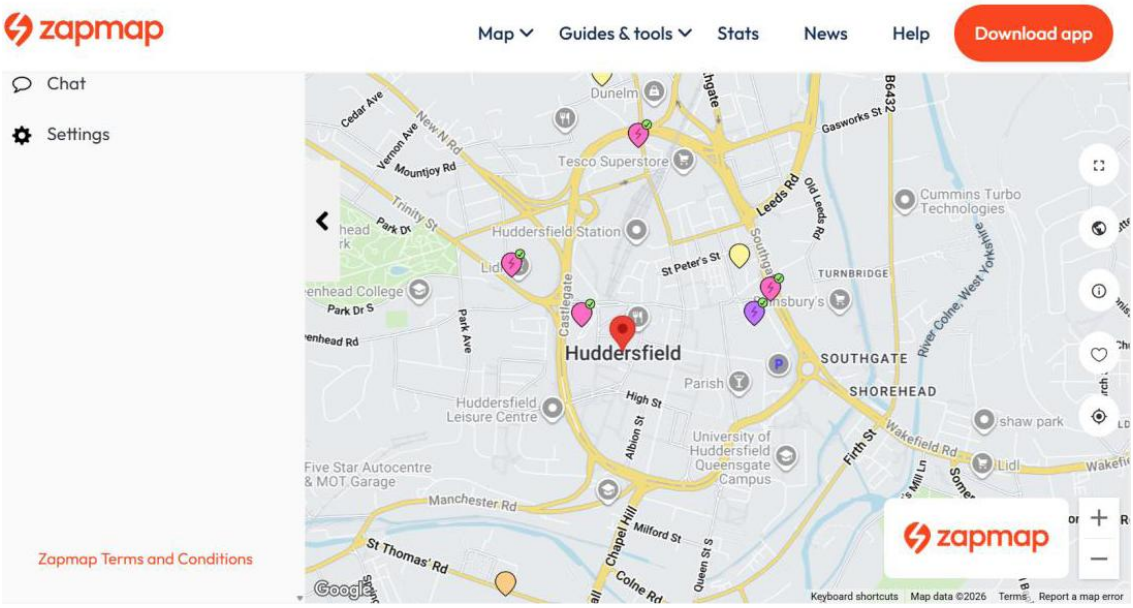
Table 5.12 Overview of the University's Fleet Vehicles

Item no.	Vehicle Type	Year / Registration	Current Make	Current Model	Engine Size	Fuel Type	Approx. Annual Mileage	Department	Lease/ Owned	Vehicle Type
1	Small Van	YG18 CTU	Ford	Transit Connect	1.0	Petrol	3,000	CSG	Lease	Small Van
2	Small Van	YH18 RDU	Ford	Transit Connect	1.0	Petrol	3,000	CSG	Lease	Small Van
3	Small Van	YD18 CVU	Ford	Transit Connect	1.0	Petrol	3,000	CSG	Lease	Small Van
4	Large Van	YK18 RRZ	Ford	Transit Custom	2.0	Diesel	3,000	CSG	Lease	Large Van
5	Pick-Up	YR71 RHF	Toyota	Hilux Pick-up 4x4	2.4	Diesel	2,000	CSG	Lease	Pick-Up
6	Large Van	YK18 RSO	Ford	Transit Custom	2.0	Diesel	3,000	Stores	Lease	Large Van
7	Small Van	MK71 FSU	Maxus	Maxus	Electric	Electric	3,000	Catering	Lease	Small Van
8	Large Van	YC18 SFZ	VW	Transporter	2.0	Diesel	3,000	Catering	Lease	Large Van
9	Car	YP18 PRZ	Toyota	Yaris / Hybrid	1.5	Petrol/Hybrid	3,000	CSO	Lease	Car
10	Luton Van	CN18 EZV	Citroen	Luton	2.0	Diesel	4,000	CSO	Lease	Luton Van

5.108 **Figure 5.8** overleaf shows the existing EV charging infrastructure in the vicinity of the University. Whilst EV charging options are available including 4 Charge Points in the Kingsgate Shopping centre adjacent to the Queensgate Campus with rapid charging capacity of up to 300 KWh), they are limited in number and therefore availability. The cost of charging an EV in private facilities is at commercial rates which would not in the long term provide a cost-effective solution for the University's fleet vehicles.

5.109 **ZapMap** provides a free to use EV charging infrastructure map and tools.

Figure 5.8: Electric Vehicle Charging Infrastructure in Huddersfield Town Centre



6 Travel Survey Results

Introduction

6.6 A Staff Travel Survey was conducted at University of Huddersfield in 2025 to collect data on commuting patterns. 210 staff (over 11% of the staff population) took part in the survey.

6.7 A copy of the survey questionnaire is provided in **Appendix F**.

Staff Modes of Transport

6.8 Based on the responses of staff to the statement, *'Please select your main mode of travel to/from campus each day of the week':*

- Nearly 12% of staff do not travel alone by car.
- Almost a quarter of staff participate in active travel (walking or cycling)
- Nearly 20% commute by public transport.

6.9 The **Table 6.1** below provides a breakdown of this data.

Table 6.1 Staff Modal Split 2025

Transport category	Main means of transport	Average weekly number of users	Proportion of total respondents (%)
Active travel	Bike/electric bike (e-bike)	7	3.33
	Walking/running	43	20.48
Public transport	Bus	20	9.52
	Train	21	10
Private vehicle	Single occupancy vehicle	92	43.81
	Taxi/lift	2	0.95
	Car share	22	10.48
	Other private transport	2	0.95
Other	Homeworking	1	0.48
	Total	***210***	***100***

6.10 The proportion of single-occupancy car users (43.81%) has dropped since 2021, when it was 50.24%. On a similarly positive note, 23.81% of staff reported being pedestrians or cyclists, which is a very significant improvement on the 2021 figure (13.3%). Conversely, there is a drop in the use of public transport from 23.9% in 2021 to 19.52% in 2025.

Perceptions of Cycling

6.11 The survey also provided some insight into the reasoning behind staff travel choices. **Table 6.2** below outlines staff responses regarding why they do not cycle to and from work.

Table 6.2: Perceptions of Cycling

Reason for not cycling	Number of respondents	Proportion of respondents (%)
Traffic/safety	123	55
Weather	86	38
Lack of changing/drying facilities	23	10
Distance/time	106	47
Lack of secure cycle parking	15	7
Cost	24	11
Mobility or fitness issue	22	10
Inability to ride and/or maintain a bike	19	8
Carrying heavy baggage/items	57	25
I don't want to say	2	1
Other	34	15

6.12 A significant proportion stated traffic and safety (55% of respondents) and distance/time (38% of respondents). Improvements planned in the town and wider region on active travel routes will change the perception of safety and traffic for some travellers.

6.13 Some of the reasons given under 'Other' include: *'I don't like cycling', 'Dropping kids off/picking up from school', 'Needing to get home to children in an emergency', 'Massive hills', 'My bike is elsewhere', 'Don't have room to store a bike at my address', 'Do not need a bike',* and *'Scared'.*

Suitability of Public Transport

6.14 When asked if the public transport options available within the region are adequate, the responses were split equally, with about 44% of respondents replying 'Yes', 44% replying 'No', and the remaining 12% replying 'Undecided'. **Table 6.3** overleaf outlines staff responses regarding the main reason why available public transport options are inadequate.

6.15 The development of the Weaver network and integrated ticketing will reduce the main barrier to public transport recorded in the survey including Infrequent or inconsistent transport times (32.61% of respondents) and high cost of tickets (20.65% of respondents).

Table 6.3: Suitability of Public Transport

What is the main reason for public transportation being inadequate?	Number of respondents	Proportion of respondents (%)
Bus stop or train station is too far from home/campus	9	9.78
Infrequent or inconsistent transport times	30	32.61
High cost of tickets	19	20.65
Bus/train departure times do not align with work hours	8	8.7
Unsuitable for caring responsibilities (e.g., school runs)	6	6.52
I need to carry too many things to/from campus	3	3.26
Other	17	18.48
Total	**92**	**100**

6.16 Some of the reasons given under 'Other' include: '*TransPennine route upgrade is making train travel from Leeds nearly impossible', 'I don't enjoy them', 'No direct service, so have (sic) to take 2 trains and last-minute cancellations/delays can significantly impact on journey time', and 'Public transport is cramped, noisy, uncomfortable'*.

6.17 Interestingly a similar proportion of staff in 2021 and 2025 stated *'infrequent or inconsistent transport times'* and the '*High cost of tickets'*

Other Results

6.18 When asked if they would like a university car share scheme, the majority of respondents (68%) replied '*No*', with only 14% saying '*Yes*' and 17% undecided. Also, only 29% of respondents said they would be interested in using electric vehicle charging points on campus, with 45% replying '*No*' and 26% undecided.

6.19 These responses suggest a limited level of willingness to participate in the University's green transport schemes indicating a greater need to promote the benefits of sustainable travel to staff. For example, the current cost of fuel is an ideal opportunity to relaunch and promote the cost and environmental benefits of car sharing.

A Summary of Previous Travel Survey Results

Staff Commuting

6.20 A Staff Travel Survey was conducted in 2021 to collect data on travel patterns. Based on the responses of over 400 staff to the survey, almost half of staff did not travel alone by car. About 13% of staff walked or cycled, while nearly a quarter commuted by public transport.

6.21 **Table 6.4** overleaf provides a breakdown of the 2021 staff modal split.

Table 6.4: Staff Modal Split 2021

Table Means of transport	Average weekly number of users	Proportion of total respondents (%)
Bike	12	2.96
Bus	32	7.88
Car share	27	6.65
E-bike	3	0.74
Walking/running	42	10.34
Single occupancy car	204	50.24
Taxi/lift	9	2.22
Train	65	16.01
Homeworking	12	2.96
Total	**406**	**100**

6.22 The proportion of single-occupancy car users (50.24%) has increased since 2017, when it was 43%. However, the 2021 figure still represents a drop in the 2008 figure (54%). A similar situation exists for active travel: 13.3% of staff were pedestrians or cyclists in 2021, which is an improvement on the 2008 figure (10%) but a drop from 2017 (16%). The situation further applies to the use of public transport: 23.9% of staff in 2021 which is an improvement on 2008 (21%) but a fall in 2017 numbers (26%).

6.23 **Figures 6.1 and 6.2** below and overleaf, illustrate staff travel trends between 2008 and 2017.

Figure 6.1: Staff Modal Split Trends 2018-2017

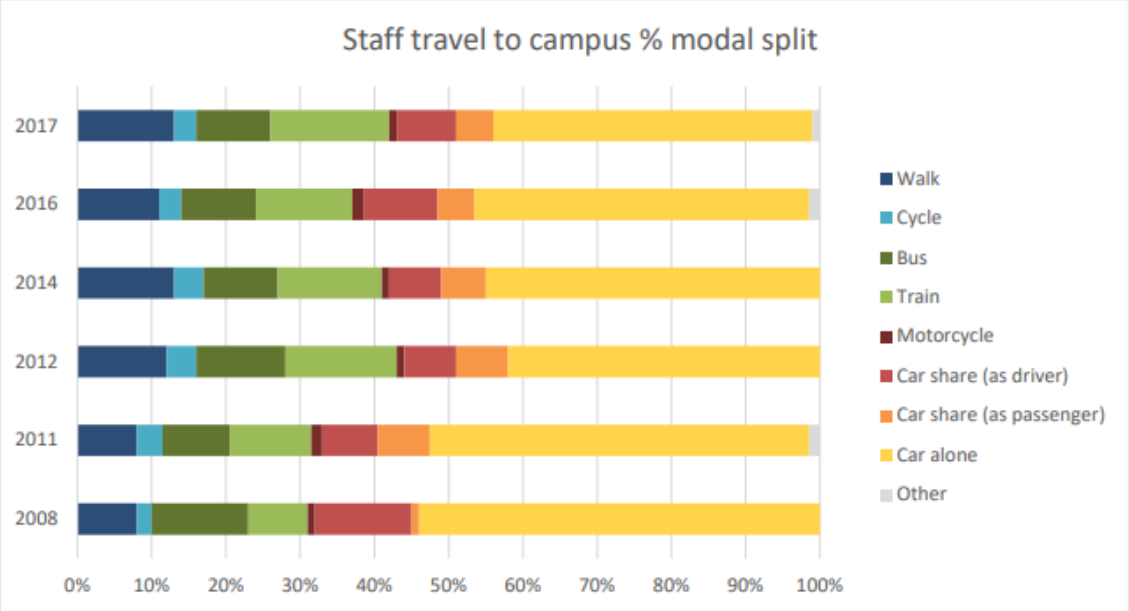
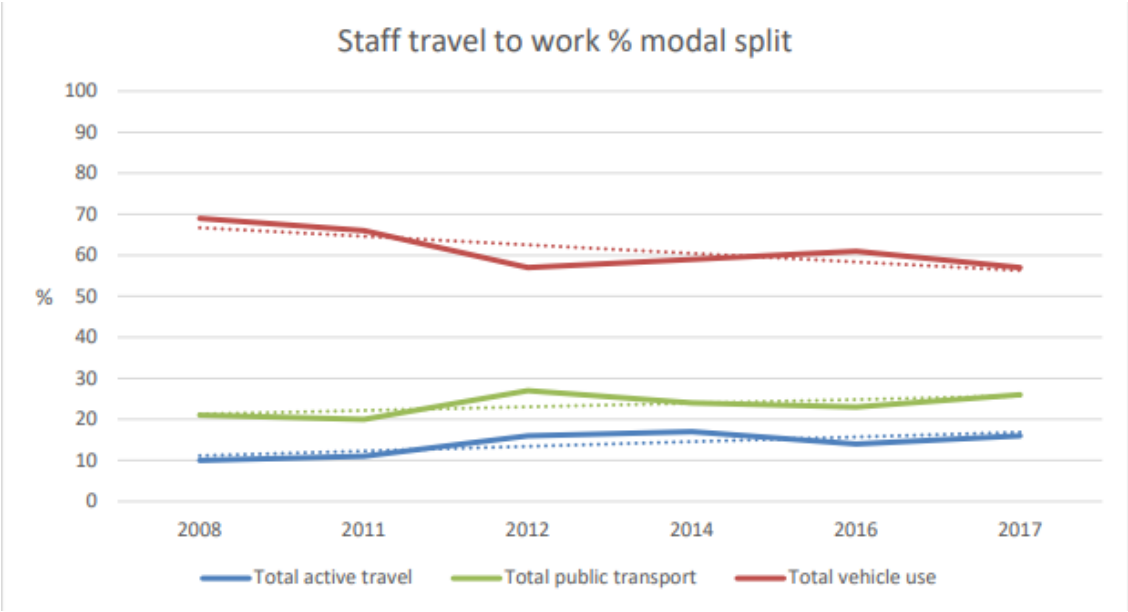


Figure 6.2: Staff Modal Split Trends 2018-2017



Student Travel

Introduction

6.24 A survey was conducted in April 2023 to find out how students travelled to and from campus. Approximately 1,610 responses were received out of out of 8,049 in the same population for a response rate of 20.0%). **Table 6.5** below is an extract from the survey summary report.

Table 6.5: Student Travel Data including Storthes Hall (Extract of Survey Report)

Mode	Count	%	Average straight line distance from campus (km)	Median Journey Time (mins)	HSS Timetable efficient agree	HSS overall satisfaction agree
Walk	453	28.6%	2.9	9.3	70.4%	75.0%
Bus	433	27.3%	9.6	32.7	55.5%	70.9%
Car / Van driver	410	25.9%	16.2	28.0	50.5%	66.1%
Rail	236	14.9%	21.3	81.6	48.9%	66.1%
Taxi / Uber	24	1.5%	8.7	14.6	62.5%	75.0%
Other private transport	17	1.1%	11.6	17.5	58.8%	64.7%
Other public transport	7	0.4%	16.2	62.7	42.9%	42.9%
Bicycle	3	0.2%	10.1	27.5	33.3%	66.7%
Motorcycle	2	0.1%	4.9	15.7	50.0%	50.0%
Grand Total	**1,585**	**100.0%**	**11.2**	**28.1**	**57.5%**	**69.9%**

6.25 Public transport (bus, rail, and other) accounted for a combined total of 42.6% of the responses combined, representing the most common form of travel. It should be noted that students that were residing in Storthes Hall (which is now closed) skew the bus category somewhat, with 155 respondents in Storthes Hall taking the bus. Removing these results gives the following figures shown in **Table 6.6.**

Table 6.6: Student Travel Data without Storthes Hall (Extract of Survey Report)

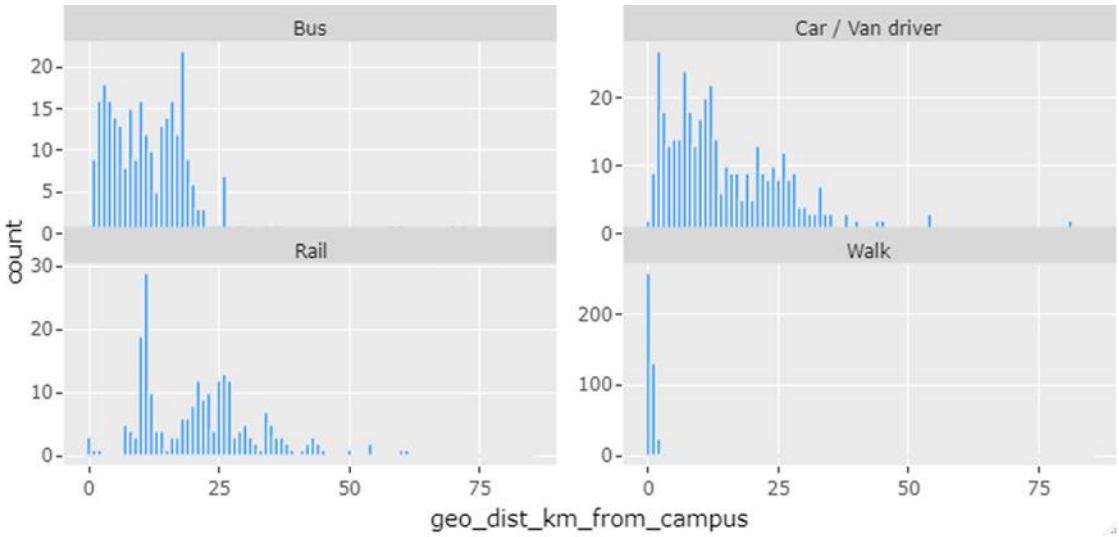
Mode	Count	%	Average straight line distance from campus (km)	Median Journey Time (mins)	HSS Timetable efficient agree	HSS overall satisfaction agree
Walk	452	31.8%	2.9	9.3	70.3%	74.9%
Car / Van driver	408	28.7%	16.2	28.0	50.2%	66.2%
Bus	278	19.6%	12.3	59.0	52.2%	70.5%
Rail	235	16.5%	21.4	81.9	48.7%	66.4%
Taxi / Uber	24	1.7%	8.7	14.6	62.5%	75.0%
Other private transport	16	1.1%	12.0	18.3	56.3%	62.5%
Other public transport	6	0.4%	18.1	84.5	33.3%	50.0%
Bicycle	2	0.1%	12.7	56.8	50.0%	50.0%
Grand Total	**1421**	**100.0%**	**11.9**	**29.0**	**57.0%**	**69.9%**

6.26 Even without the Storthes Hall respondents, public transport remained the most common form of travel at 36.5%. Active travel (walking and cycling) is the second most common at 31.9%. Single/low occupancy vehicle travel is around the 30% mark.

6.27 The survey also highlighted the correlation between straight-line travel distance and preferred modes of travel to an extent, **Figure 6.3**. Excluding the Storthes Hall responses once again, the charts overleaf show a straightforward drop-off in walking as the distance increases but indicate a less linear pattern in the other 3 main forms of transport.

6.28 The highest spike in bus travel (at 18km from campus) is linked to Bradford, while the spike in rail travel (at 11km) is related to Dewsbury postcodes.

Figure 6.3: Student Correlation Between Travel Distance and Preferred Modes of Travel 2023

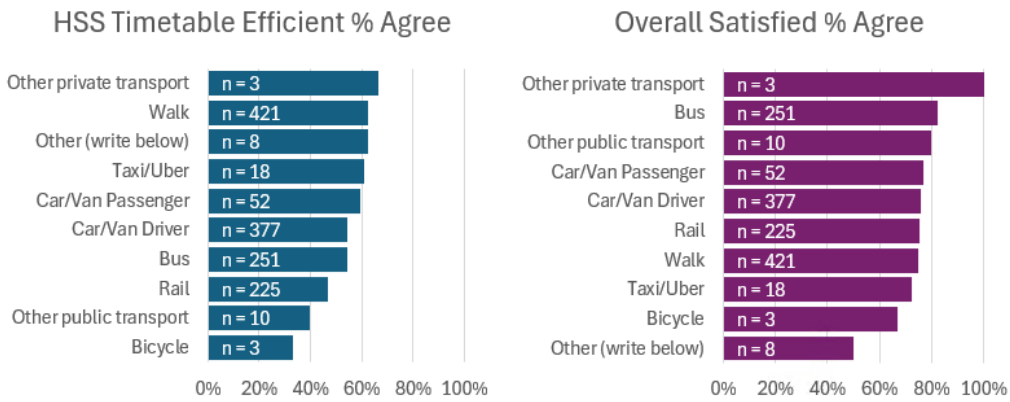


6.29 A further survey was conducted in April 2025. The University have joined together data from the latest HSS survey, student records and google maps to give an overview of student journeys to campus. This data is shown in Figure 6.4 overleaf.

6.30 When the modes are grouped together there is roughly an even split amongst walk (30.8%), car/van driver/passenger (31.4%) and all public transport types (35.5%).

Figure 6.4: Student Modal Split 2025

Transport to Campus Mode	Count	%	Median Journey Distance (km)	Median Journey Time (mins)	HSS Timetable Efficient Agree	HSS Overall Satisfaction Agree
Walk	421	30.8%	0.7	9.3	62.7%	74.8%
Car/Van Driver	377	27.6%	17.6	29.6	54.4%	75.9%
Bus	251	18.3%	15.6	59.9	54.2%	82.5%
Rail	225	16.4%	31.7	77.6	46.7%	75.1%
Car/Van Passenger	52	3.8%	8.7	16.8	59.6%	76.9%
Taxi/Uber	18	1.3%	4.7	11.5	61.1%	72.2%
Other public transport	10	0.7%	32.0	71.4	40.0%	80.0%
Other (write below)	8	0.6%	30.8	91.7	62.5%	50.0%
Bicycle	3	0.2%	5.9	19.4	33.3%	66.7%
Other private transport	3	0.2%	4.5	11.5	66.7%	100.0%
Grand Total	**1368**	**100%**	**14.0**	**36.7**	**55.8%**	**76.5%**



Comparison to Census Travel to Work Data

6.31 In order to understand whether the modal share splits for staff from the 2025 travel survey were reflective of the wider Huddersfield population, the National Statistics 2011 census data (WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population) has been interrogated for journeys to work ending in census workplace zones in Huddersfield town centre.

6.32 The National Statistics 2021 census data (TS061 - Method used to travel to work has also been interrogated for journeys to work ending in Huddersfield town centre (LSOA Kirklees 29B, 34B, 39C and 42D).

6.33 The data in both sets has been filtered to remove those respondents who 'worked from home'. This is different to the 2025 travel survey however the percentage of homeworking is very small and will have minimal impact on the other modal share splits.

6.34 The average modal splits for both data sets have been reported in **Table 6.7** below alongside the staff modal share from **Table 6.1.**

Table 6.7 Comparison of 2025 Travel Survey to Census Data

Transport category	*Transport Mode*	2011 Modal Split (%)	2021 Modal Split (%)	2025 Travel Survey (%)
Active travel	Bike/electric bike (e-bike)	1.20	1.47	3.33
	Walking/running	12.25	22.57	20.48
Public transport	Bus	20.92	15.13	9.52
	Train	5.61	6.27	10.00
Private vehicle	Single occupancy vehicle	52.17	41.85	43.81
	Taxi/lift	0.80	3.85	0.95
	Car share	6.77	6.53	10.48
	Other private transport	0.28	2.33	0.95
Other	Homeworking	-	-	0.48
	Total	***100***	***100***	***100***

6.35 It is recognised that the 2011 census data set may not accurately reflect the recent rise in flexible working and working from home, however due to COVID travel restrictions, the 2021 census data set is also considered unreflective of current travel patterns. The removal of home working from the datasets will give a more accurate representation of the 2021 modal splits.

6.36 The modal splits from census data can only be compared to staff who are undertaking work-based trips. Students are undertaking trips for the purposes of education and will have a different split profile.

6.37 **Table 6.2** shows that the 2025 travel survey is reasonably similar to the 2021 census data in so far as car, public transport (rail and bus combined) and walking. Bicycle use is higher than the census data and bus use is much lower than found in the census.

6.38 The data in the travel survey appears to be reflective of the modal splits observed in the 2021 census despite this being undertaken during the COVID pandemic.

Main Findings from the Staff Postcode and Public Transport Accessibility Analysis

6.39 This section of the report presents a summary of the findings of the University's 2025 Travel survey of staff and students and also staff and student home postcode data. A full analysis of the postcode analysis and accessibility mapping by each mode is presented in the separate University of Huddersfield Integrated Transport and Parking Strategy 2026-2041.

6.40 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.

6.41 The University manages access by car on campus through a parking permit system. This section also provides an initial summary of geographical distribution of staff and car park permits allocated.

Staff Travel Summary

6.42 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,

6.43 The survey captured the choice of travel mode for staff but only recorded 209 responses. The results indicate that more than half of staff do not use Single Occupancy Vehicles (SOV) for travel to work trips with 20% using public transport and nearly a quarter using an active mode of travel.

6.44 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.

6.45 In terms of where staff travel from and how far they travel, the majority of the 1780 staff surveyed travel from the Kirklees area, which accounts for approximately 60% of all staff. A further 21% arrive from the wider West Yorkshire Area.

6.46 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). 5% of staff (87 staff) travel over 70km to get to work.

6.47 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.

6.48 The recommended distances contained in the Chartered Institution of Highways and Transport (CIHT) guidance documents for cycling[1] and walking[2] 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.

6.49 Calculating the numbers of staff who live within the desirable and maximum recommended walking and cycle distances:

- 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%).

6.50 The staff postcode analysis and accessibility mapping 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.

6.51 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.

6.52 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.

6.53 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.

6.54 The significant majority of staff (65.6%) live within a 30-minute and 79.5% within a 60-minute car journey of the campus.

6.55 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.

6.56 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 the NHIC and so there is a need for interchange through the centre of Huddersfield.

Staff Parking Permit Availability

6.57 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.

6.58 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.

6.59 With 378 parking permits issued, **Table 5.6** suggests there is circa 400 staff driving in single occupancy cars to the campus but parking either on street or in the local car parks.

6.60 The data suggested that there are a number of staff with a home postcode within 10km of the University who have parking permits. A review of parking permits in an area of dense public transport accessibility would appear appropriate.

Student Travel Summary

6.61 Student travel has a different dynamic to the staff travel patterns. Student numbers are significantly higher than the staff population, 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 large amount of privately ran student accommodation, near to the campuses.

6.62 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.

6.63 Students live on average much closer to campus with their average distance from campus being 5.7 km when compared to staff at 15.5km.

6.64 The Travel Survey indicated that public transport is the most common form of travel at 36.5% (rail and bus) and that 31.9% students use a form of active travel (walking, wheeling and cycling). Single/low occupancy vehicle travel accounts for just under 30%.

6.65 In terms of home postcodes, 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.

6.66 These lower numbers may reflect the more fluid nature of students often on 1–3-year courses whereas staff will often be longer term or permanent appointments.

6.67 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 Greater Manchester areas to Huddersfield.

6.68 The postcode data analysis also shows that 29.6% students travel less than 2.5km to the University, presumably reflecting student accommodation close to campus. Significantly, 43.1% travel less than 10km and a further 25% between 10 and 20km.

6.69 The recommended distances contained in the Chartered Institute of Highways and Transport (CIHT) guidance documents for cycling and walking 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.

6.70 Calculating the numbers of students who live within the desirable and maximum recommended walking and cycle distances:

- 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%).

6.71 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.

6.72 46.4% students are shown to live within a 60-minute public transport journey of the University, and of the 12,442 students with recorded home postcodes, 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.

6.73 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.

6.74 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 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.

6.75 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.

6.76 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 Travel Plan Targets

Introduction

7.1 The COVID-19 pandemic resulted in a significant and well-documented shift in travel behaviour across the UK, with effects that continue to influence transport patterns and demand. During 2020–2021, national travel demand reduced sharply due to lockdown restrictions, the widespread adoption of home working, and limitations on social and economic activity. Department for Transport (DfT) statistics show that overall travel fell to historically low levels in April 2020, with road traffic reducing to around 30–40% of pre-pandemic levels and public transport usage falling even further, particularly for rail and bus services.

7.2 As restrictions eased, travel demand gradually recovered; however, the pattern of travel changed. Data from the National Travel Survey (NTS) and DfT Transport Use During the Coronavirus (COVID-19) Pandemic series indicates a sustained reduction in commuting trips, reflecting the long-term shift toward hybrid and flexible working arrangements. Rail usage, in particular, has remained below pre-pandemic levels, while car travel has recovered more strongly, in some cases exceeding pre-pandemic levels due to perceived safety, convenience, and reduced public transport confidence. Bus patronage has also been slower to recover, influenced by changes in commuting patterns and service adjustments.

7.3 The pandemic also accelerated trends in active travel. Temporary and permanent infrastructure interventions, alongside behavioural changes, led to an increase in walking and cycling during and immediately after lockdown periods. While some of this growth has moderated, NTS data suggests that levels of walking and cycling remain above pre-pandemic baselines for certain trip types, particularly short local journeys.

7.4 For universities and similar institutions, these national trends have translated into more variable and less predictable travel demand. Reduced daily commuting, increased peak spreading, and greater flexibility in attendance patterns have altered traditional demand profiles. The Office for National Statistics (ONS) and DfT data highlight that travel is now more influenced by part-time attendance, blended learning, and hybrid working, rather than fixed five-day commuting patterns.

7.5 Overall, the legacy of COVID-19 is a more complex and dynamic travel environment. While total travel demand has broadly recovered, the structure of that demand by mode, purpose, and timing, has changed. These shifts underline the importance of flexible, adaptive transport strategies, supported by ongoing monitoring through data sources such as the National Travel Survey, DfT transport statistics, and local travel surveys, to ensure that interventions remain aligned with evolving behaviour

7.6 With a return to work and study based on campus with staff still entitled to work agile working patterns (subject to their role) with a minimum of 3 days on campus and student teaching returning to pre-Covid models, it is an ideal opportunity to set new Interim Travel Plan targets to reduce SOV for staff and students which are ambition but realistic.

Previous Travel Plan Targets

Comparison of 2017-23 Targets and Outcomes

7.7 Progress in achieving sustainable transportation targets set within the Travel Plan 2017-23 has been monitored on a regular basis by the University. A comparison of **S**taff Travel Survey results against targets is shown below in **Table 7.1.**

7.8 Unfortunately, student targets have never been set in previous iterations of the Travel Plan due to a lack of reliable student data. Several Student Travel Surveys were carried out during the Travel Plan 2009-17. The number of returns however resulted in sample sizes too small (0.5-1%) to produce statistically significant conclusions about travel patterns.

7.9 Inclusion of a modal split question in the National Student Satisfaction survey has significantly increased participation, in recent years.

Table 7.1: Comparison of 2017-23 Staff Mode Share Targets Against Outcomes

Transport option	*2007 (initial)*	*2017 (baseline)*	*2023 actual*	*2017-23 variance*	*2023 target*	*Comments*
			%			
Active travel (walking + cycling)	10	16	13	-3	20	
Public transport (bus and train)	21	26	24	-2	30	Targets not met
Car share	14	13	7	-6	15	
Single occupancy car	54	43	50	+7	35	

7.10 While sustainable travel usage in 2023 is better than at the start of the Travel Plan implementation in 2007 (with rates of active travel and public transportation higher while single occupancy car use has decreased), progress has slipped during the 2017-2023 version of the Travel Plan. This can be, in part, attributed to Covid 19 and the resulting changes in personal travel habits.

7.11 None of the targets set in 2017 have been met. The immediate priority of this new version of the Travel Plan is to steer progress back towards, and beyond, the outcomes achieved in 2017.

Setting Travel Plan Targets

7.12 It is considered likely that the modal share profile of staff, visitors and students to the NHIC will be different to those of Queensgate Campus due to the services and profile of users on site. Previous travel surveys have not collated information on location / campus of work and study, however, so there is no evidence to underpin the assumption.

7.13 The number of responses to the Staff Travel Survey have also differed considerably from 400 responses in 2021 to 210 responses in 2025, leading to scrutiny of the modal split baseline recorded for walking. Walking modal share in 2021 was recorded at 10.34% and in 2025 as shown in **table 7.1** was recorded as nearly doubling to 20.48%. The 2026 postcode data analysis for staff revealed only 226 staff out of 1780 (12.7%) live within an acceptable maximum distance of 2km from campus, however 995/1780 (53.7%) live within 8km of campus.

7.14 Recognising this potential shortfall in the data, Interim modal split targets for staff and students at the University cannot be split by campus and are proposed for the University as a whole.

7.15 It is proposed that future travel surveys should collect the location of work or study to allow the potential to set campus specific as well as overarching modal split targets for the staff and students, considering the different demographic of students at the NHIC which also have placement visit requirements as part of their course delivery.

7.16 It is also recommended that 'homeworking' is removed as a modal split target and 'Other Public Transport' and 'Other Private Transport' are removed and replaced with 'other' in modal split travel survey questions for staff and students. This will provide a more accurate and useful definition of mode categories. It will also allow for the review of the modal splits and the setting of campus specific targets.

7.17 These initial interim targets, set out in the following sections, will be based on the baseline modal share in the 2025 staff and student surveys. These interim targets are subject to review during the next phase of travel surveys planned for 2027 and is considered a pragmatic and justifiable action.

7.18 The modal split targets are presented for 2026-2031 and align to forecasts over 5-, 10- and 15-year scenarios (in line with the planning horizons of the WYCA LTP4 and the Kirklees Transport Strategy) within the University of Huddersfield's Transport and Parking Strategy 2026-2041.

Target Setting for Different Users of the Site

7.19 The travel plan targets set out in this Travel Plan are provided for staff and students who access the University. The baseline mode share for staff and students differs and so the interim targets are different for each mode, to reflect the differing travel patterns.

7.20 Other than staff and students there is very little travel mode share data available for visitors to the University at present, although more robust measures for the collation of data on visitor travel could be entered as an action for the travel surveys.

7.21 Travel plan targets cannot be set for visitors to university services, as their travel behaviour cannot normally be directly influenced or controlled by the University. Visitors include a wide range of users such as patients, service users, external stakeholders, conference attendees and members of the public among others, whose trip frequency, trip origins, travel choices and constraints vary significantly and are largely determined by factors beyond the University's remit. Visitors change frequently and generally do not require regular access to the University services.

7.22 Unlike staff and students, visitors are not subject to institutional policies, incentives or parking management measures, and interactions with them are typically short-term or one-off in nature. As a result, while the University can provide information, signage and access to sustainable travel options, it is not appropriate or robust to set modal split or behaviour change targets for this group.

7.23 Nevertheless, the University will continue to support visitors to travel sustainably through clear wayfinding, travel information, public transport integration and the provision of safe and accessible active travel routes.

Interim Modal Split Targets

7.24 The 2025 baseline modal split data for staff and for students was presented in Section 6 of this Travel Plan in **Tables 6.1 and 6.6**. These modal splits have been used as the baseline for setting interim targets.

7.25 The staff and student modal targets have been arrived at using the 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.

7.26 The above increases and reductions in modal splits have been applied across the future years up to 2041 in line with local policy. Where applicable they have been applied pro-rata for intervening years (such as the increase in rail trips and reduction in car trips).

7.27 **Tables 7.2 and 7.3** overleaf provide interim modal split targets for staff and student travel at the University of Huddersfield to be achieved by 31st August 2031. Any discrepancies are due to rounding errors.

7.28 The staff targets align broadly with the policy objectives above.

7.29 For students, the targets have been adjusted to reflect the different baseline modal splits found in the student survey. The adjustment is explained below the tables.

Table 7.2: Staff Modal Split Targets

Mode of Transport	Staff 2025 baseline	Modal split target	Date to be achieved
Car / van driver (SOV)	43.8%	39.1%	31st August 2031
Car / van passenger	10.5%	10.6%	31st August 2031
Walk	20.5%	20.9%	31st August 2031
Bus	9.5%	11.3%	31st August 2031
Rail	10.0%	12.0%	31st August 2031
Taxi/Uber	1.0%	1.0%	31st August 2031
Cycle	3.3%	3.8%	31st August 2031
Other	1.4%	1.4%	31st August 2031
Total	**100% (inc. homeworking)**	**100%**	

Table 7.3: Student Modal Split Targets

Mode of Transport	Student 2025 baseline	Modal split target	Date to be achieved
Car / van driver (SOV)	27.6%	24.9%	31st August 2031
Car / van passenger	3.8%	3.8%	31st August 2031
Walk	30.8%	31.4%	31st August 2031
Bus	18.3%	19.2%	31st August 2031
Rail	16.4%	17.2%	31st August 2031
Taxi/Uber	1.3%	1.3%	31st August 2031
Cycle	0.1%	0.5%	31st August 2031
Other	1.6%	1.5%	31st August 2031
Total	**100%**	**100%**	

7.30 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**,** 30.80% 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 2036 target is therefore around a 2% of the 2031 target.

7.31 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.

7.32 Both bus and rail modes of public transport have a high baseline modal share compared to the census data. If the modal share was increased by 24 and 40% in line with the WYCA strategic

targets this will inflate the future year student bus and rail targets disproportionately, and the targets will be significantly higher than those predicted for the staff. Thus, both the student bus and rail modal share targets have been adjusted to reflect a slower growth trend than the WYCA target.

7.33 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 (27.60%) which is not an accurate reflection of the accessibility of students to public transport nor to the fact that 70% are commuters.

7.34 The above targets for student and staff travel will be reviewed as part of the monitoring and review schedule set out in the next section.

8 SMART Travel Plan Action Plans

Introduction

8.1 A site-specific action plan split by mode of travel has been created for each of the two University main campuses (Queensgate and NHIC) along with an overarching action plan, split by mode for shared and strategic initiatives.

8.2 Significant progress has been made at the University since the inception of the first Travel Plan in 2007-2017, including an 11% reduction in staff single occupancy car travel to work and a 6% increase in active travel to work among staff members. However, the Covid 19 pandemic and new ways of working have changed travel patterns significantly across the University and more work is now required to achieve a reduction in SOV to pre-covid levels.

8.3 There are significant new opportunities at both sites through the development and implementation of the Queensgate and NHIC Estates' Masterplans, new capital projects and major transportation schemes in Huddersfield and West Yorkshire which can help to further increase the modal shift towards more sustainable travel options by providing improved facilities, initiatives and infrastructure at both sites.

8.4 To realise the University's vision of a zero-carbon transportation footprint[8] by 2045 significant investment in sustainable transport initiatives and infrastructure will be required along with partnership working with key stakeholders such as large local businesses/organisations and the local council, operators and transport bodies. It will also require senior management support and champions of the Travel Plan to ultimately define its continued success.

8.5 Whilst the University already fund a range of sustainable travel initiatives, a dedicated ring-fenced budget should be created from annual car parking income. This would allow the Travel Plan Co-ordinator to strategically plan investment and target funding at areas which will provide the greatest benefit.

[8] https://www.hud.ac.uk/sustainability/

University Wide Overarching Travel Plan Initiatives

Public Transport

University Wide Public Transport Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Explore the feasibility of increasing the existing subsidies on bus and rail travel with the University match funding discounts offered by MCard and First Bus.	UoH Sustainability Team, Finance and Operators	31st July 2027
2	Provide detailed bus and rail service information on the University's Staff and Student Travel web pages.	Web Team and UoH Sustainability Team	31st July 2027
3	Explore the feasibility, cost and funding opportunities to convert the Free town centre hopper bus service into a high frequency commuter shuttle bus to connect the Queensgate and NHIC campuses to major public transport interchanges, working with other large employers (e.g. Cummins) and WYCA.	UoH Sustainability Team/WYCA	31st July 2027
4	Explore the possibility of the Free town centre hopper bus also serving key student residential hubs.	WYCA/UoH Sustainability Team	31st July 2027
5	Addition of bus stop locations to the campus maps to help with public transport wayfinding or create a standalone public transport map for each campus.	UoH Sustainability Team/Marketing and Communication	31st July 2028
6	Work with public transport operators and WYCA to analyse the potential for additional bus service to operate to the University from Heckmondwike, Batley and Dewsbury, but also the west of Halifax and north of Bradford.	UoH Sustainability Team. Finance and Operators	Ongoing

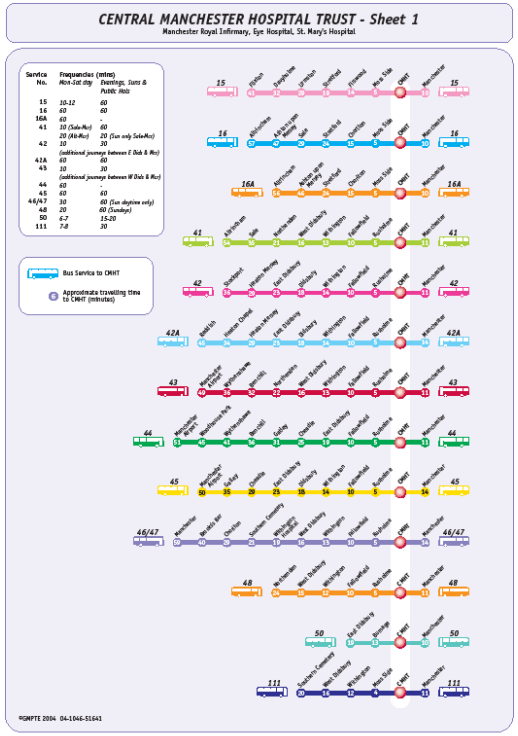
7	Work with WYCA to improve bus stop waiting facilities at both the Queensgate and NHIC ensuring a minimum standard of provision at each bus stop, including shelters and up to date timetable information provided at each stop.	WYCA/UoH Sustainability Team	31st July 2031
8	Work with WYCA to develop easy to understand public transport wayfinding maps linked to bus stop wayfinding. **See Figure 8.1** overleaf for an example from Central Manchester NHS	WYCA/UoH Sustainability Team	31st July 2031
9	Progress the introduction of real time bus and rail departure information at all bus stops on the periphery of campus	WYCA/UoH Sustainability Team	31st July 2031
10	Link the real time public transport information to the University's digital screens and I Points reception areas	WYCA/UoH Sustainability Team	31st July 2031

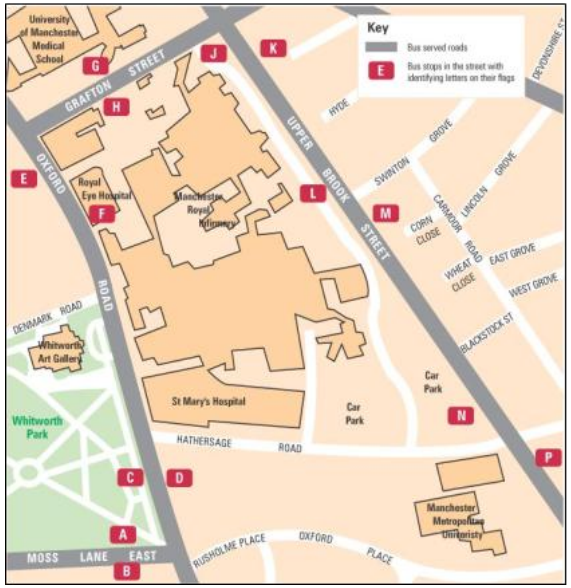
8.6 As an example of what can be achieved, working with the local public transport authorities and operators, Central Manchester NHS Trust upgraded all bus stops around the perimeter of the hospital site and gave each bus stop an alphabetic ordering system.

8.7 Internal public wayfinding posters were then created and installed in strategic locations around the hospital to provide an easy-to-use visual public transport wayfinding map. Each service which operated to the hospital was summarised in terms of the service number, route taken, frequency and bus stop to access the service.

8.8 Users could then easily identify which bus stop and its location they needed to access public transport.

Figure 8.1 An Example of Internal Public Transport Wayfinding





Cycling and Motorcycles

University Wide Cycling and Motorcycle Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Relaunch the Bike User Group and create a Teams channel or Whatsapp group to allow engagement with cyclists on infrastructure improvement and promotional activities etc. This might be undertaken with the Walk Wheel Ride events in Huddersfield for example. Regularly monitor communication on the virtual Bike User Group (BUG) Forum and hold an annual BUG AGM.	UoH Sustainability Team & Marketing	31st July 2027
2	Develop a cycle buddy scheme matching people together who regularly cycle to work (functionality available in car share matching software) and/or via the BUG	UoH Sustainability Team	31st July 2027
3	Continue to promote Cycle to Work scheme offering a 40% discount on new bikes and accessories and extend the loan value, to allow the purchase of electric cycles	UoH Sustainability Team & Marketing	Ongoing
4	Explore the feasibility of electric cycle hire scheme.	UoH Sustainability Team, WYCA & Kirklees	July 2026-2027
5	Explore the feasibility of developing a 'mobility hub' at key transport interchanges within Huddersfield and at the University's campuses.	UoH Sustainability Team, Kirklees Council and WYCA	July 2026-2027
6	Ensure all covered cycle and motorcycle compounds are regularly cleaned.	Estates and Facilities	Quarterly
7	Ensure any new cycle compounds are located close to buildings, covered by CCTV and lighting and are secure, accessed via the University's ID swipe card.	UoH Sustainability Team& Estates and Facilities	Ongoing

University Wide Cycling and Motorcycle Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
8	Ensure any new open Sheffield stands cycle parking for short stay parking are located close to building, have natural surveillance/CCTV coverage and use wherever possible natural cover from buildings.	UoH Sustainability Team & Estates and Facilities	Ongoing
9	Audit cycle compounds annually to ascertain if any cycles have been abandoned and remove as necessary giving potential users prior warning notices.	UoH Sustainability Team & Estates and Facilities	Annually
10	Work with the local police and council to reduce the instances of cycle theft through the provision of discounted u-locks (secured with local cycle retailer), cycle security tips and advice and security marking of cycles.	UoH Sustainability Team & local police	Ongoing
11	Produce a E-brochure which provides useful tips and advice on how to reduce the chance of a cycle being stolen.	UoH Sustainability Team & Marketing	31st July 2028
12	Promotional events to be identified and local cycling events promoted such as the **Walk Wheel Ride Events Kirklees**. These could be run from the University if space can be identified i.e University Square.	UoH Sustainability Team and community groups	Annual
13	Liaise with Kirklees Council Highways to ensure major cycle routes are salted in winter.	UoH Sustainability Team & Kirklees Highways	Ongoing

Walking

University Wide Walking Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Develop a walking buddy scheme matching people together who regularly walk to work.	UoH Sustainability Team	31st July 2027
2	Provide free Umbrellas for staff who regularly walk to work.	UoH Sustainability Team	31st July 2027
3	Continue to promote and undertake walking initiatives such as guided lunchtime, annual 'Walk to Work week working with local outdoor retailers to provide assistance and discounts on walking equipment.'	UoH Sustainability Team, Health&Well Being & Student Union	Ongoing
4	Improve wayfinding between campuses and to major transportation hubs and destinations within the town centre	Estates and Facilities & Kirklees	31st July 2028
5	Work with strategic partners to develop strategic walking routes between and to and from the campuses to key destinations within the town centre. See **Appendix G**	UoH Sustainability Team, Kirklees&WYCA	31st July 2031

Car Park Management and Travelling by Car

University Wide Car Park Management Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Benchmark staff and visitor parking charges with other comparable universities and local private parking facilities	External support	Annually
2	Increase parking charges for all groups in line with RPI annually and /or local conditions	Estates and Facilities	Annually
3	Purchase **a** 'Liftshare' scheme and re-launch car sharing and monitor active participation in the scheme via the QR Code validation function within the app.	UoH Sustainability Team	31st July 2027
4	Develop Liftshare priority bays priority spaces (general use after 9.30am) at the Queensgate and NHIC campuses to encourage take up.	Estates and Facilities	31st July 2027
5	Offer a 50% reduction in the cost of a car share permit	Estates and Facilities	31st July 2027
6	Install signage within staff car parks to promote Liftshare in staff parking areas.	UoH Sustainability Team & Estates and Facilities	31st July 2027
7	Form a Parking Steering group with representation from across the University's departments to discuss the implementation of needs-based assessment for permit eligibility and associated criteria and weighting for the assessment criteria for students and potentially staff.	Representation from all UoH departments	31st July 2027
8	Introduce student parking to accommodate students who have placement visit requirements as part of their course or other factors which require the use of a car e.g. travel significant commuter distances and poor public transport connectivity.	Estates & Facilities	31st July 2028

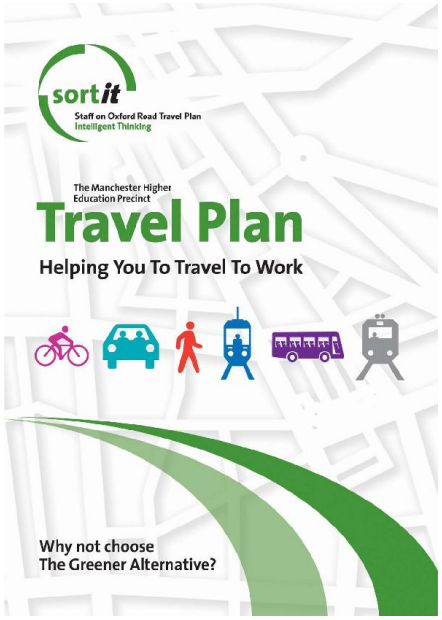
University Wide Car Park Management Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
9	Develop an Electric Vehicle charging policy, ensuring EV charging infrastructure is also available for public use	UoH Sustainability Team & Estates and Facilities	31st March 2028
10	Undertake a fleet review to understand the decarbonisation electrification potential of the University's fleet and required EV charging infrastructure	External support	31st March 2028
11	Undertake a review of 'grey fleet' policy and usage.	External support	31st July 2028
12	Update the Business Travel and Expense Policy including the centralisation of business travel bookings/data through the assignment of different finance codes and the capture of mode used and distance travelled	Procurement & UoH Sustainability Team	31st July 2028
13	Analyse the potential and develop a business case to procure a fleet of leased ULEV pool cars for staff use for inter-site and external business travel	Finance, Procurement & UoH Sustainability Team	31st July 2029
14	Analyse the feasibility of introducing a salary sacrifice scheme for the purchase of an electric vehicle	Finance, & UoH Sustainability Team	31st July 2029
15	Implement the fleet of pool cars to support staff who have inter-site/external business requirements but use sustainable modes of travel to access the workplace.	Finance, Procurement & UoH Sustainability Team	31st July 2030
16	Introduce a salary sacrifice scheme for the purchase of an electric vehicle	Finance, & UoH Sustainability Team	
17	Install additional Liftshare priority bays as required as take up of the scheme increases.	Estates and Facilities	Ongoing
18	Ensure a dedicated percentage of car parking income is 'ringfenced' to provide an annual budget for sustainable transport planning across the University.	UoH Sustainability Team & Estates and Facilities	Ongoing

8.9 MobilityWays who provide a Liftshare matching, user car share validation and cycle and walking buddy schemes have produced a helpful guide to increasing car-pooling participation. See **Appendix H.**

8.10 The guide provides useful strategies to increase car-pooling, case studies and useful tips and statistics.

8.11 Other mode share software platforms include **Faxi**. Faxi enables people in communities to identify each other and easily arrange to share journeys. Faxi's map design with real-time location and traffic information, allows people to share regular journeys, by car, public transport, bike or on foot.

Figure 8.2 Examples of Travel Plan Branding



Marketing and Communication

University Wide Marketing and Communication Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Form a Travel Plan Marketing and Communication Travel Plan Group that meets monthly.	UoH Sustainability Team & Marketing	31st August 2026
2	Publish the new Travel Plan on the University's website so it is publicly available	UoH Sustainability Team & Marketing	31st August 2026
3	Engage the University's Health and Well Being teams to support and promote the health benefits of active travel.	UoH Sustainability Team & Health and Well Being	Aug-Dec 2026
4	Develop a calendar of Travel Plan events, campaigns and targeted promotions.	UoH Sustainability Team & Marketing	Aug-Dec 2026
5	Explore joining the **Modeshift STARS accreditation** which provides a centre of excellence for developing, delivering and monitoring effective Travel Plans and **Better Points** which provides an Incentive and rewards scheme to encourage modal shift.	UoH Sustainability Team	Jan-Feb 2027
6	Run a competition with a gift card prize to create a branding/name for the UoH Travel Plan. **See Figure 8.2**	UoH Sustainability Team & Marketing	Jan-Feb 2027
7	Develop branding for the new Travel Plan to be used on all promotional Travel Plan activities.	UoH Sustainability Team & Marketing	Jan-Feb 2027
8	Appoint a Senior Executive Travel Plan Champion.	Estates and Facilities & SLT	March 2027
9	Consolidate all sustainable travel information and initiatives into two websites, for staff and students a singular source of online for staff and students into one website.	UoH Sustainability Team & Marketing	April 2027-2028

University Wide Marketing and Communication Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
10	Utilise I-Point locations to display either static or electronic Travel Plan information and initiatives.	UoH Sustainability Team & Marketing	Ongoing
11	Develop a 1 in 5 promotional campaign encouraging people to travel sustainably one day of the week.	UoH Sustainability Team & Marketing	April 2028-2029

Queensgate Campus Site Specific Action Plans

Public Transport (Queensgate)

Public Transport Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Explore the feasibility of real time public transport information LCD Displays at strategic locations across the Queensgate Campus including I-Points, working in partnership with the local bus operators and WYCA.	UoH Sustainability Team & WYCA	July 2026-July 2027
2	Work with bus operators (First Bus) to offer free bus 'taster tickets' to staff and tenants at the Queensgate campus who currently drive to campus.	UoH Sustainability Team & First Bus	April-July 2027
3	Hold an annual public transport promotional event with local operators to showcase ticketing and discounts, to offer journey planning advice and promote advancement in the Weaver Network and improvements to rail and bus services	UoH Sustainability Team, Marketing & WYCA	April annually
4	Work with bus operators/WYCA to upgrade bus stops on Queensgate, A62 Wakefield Road, Queen Street South, Firth Street and Kings Bridge Road to be fully accessible, have waiting facilities and real time bus information.	UoH Sustainability Team & WYCA	July 2026-2031

Cycling and Motorcycle (Queensgate)

Cycling and Motorcycles Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Install ground anchor locking mechanisms to the existing motorcycle parking areas in the Wakefield Road Car Park.	Estates and Facilities	31st July 2027
2	Improve the University's Cycling pages with links to the Council's cycling network route maps, cycle strategy and information.	Web Team and UoH Sustainability Team	31st July 2027
3	Review the use and administration of the individual cycle storage bins on an annual basis to ensure maximum utilisation.	UoH Sustainability Team	Annually
4	Explore the feasibility of a 'Mobility Hub' on the Western side of the Queensgate Campus. **See Section 2 and Appendix G**	WYCA & Estates and Facilities	July 2026-2027
5	Relocate the motorcycle compound (rear of Percy Shaw House) to provide additional motorcycle parking in Wakefield Road Car Park.	Estate and Facilities	31st July 2027
6	Defined Active Travel (shared use cycle and walking) and key pedestrian routes through the Queensgate Campus.	Estates and Facilities& UoH Sustainability Team	31st July 2028
7	Improve internal cycle and pedestrian wayfinding along identified active travel and pedestrian routes through the Queensgate Campus.	Estates and Facilities& UoH Sustainability Team	31st July 2028
8	Improve external cycle and pedestrian wayfinding from the Firth Street and Queen Street South.	Estates and Facilities	31st July 2028
10	Install **additional** short stay cycle parking (Sheffield Stands) at: the Security Hub (plus open canopy), LAW Building Recess 3 and **See Figure 8.3**	Estate and Facilities	July 2028-2029

Cycling and Motorcycles Action Plan 2026-2031

Ref	Action	Responsibility	Date to be achieved
11	Install a canopy on existing Sheffield Stands at the Security Hub. **See Figure 8.3**		
12	Create additional motorcycle storage compounds with ground anchor locking devices at Wakefield Road Car Park. **See Figure 8.4**	UoH Sustainability Team& Estates and Facilities	31st July 2028
13	Develop active travel corridors through the Queensgate Campus. **See Figure 8.5**	UoH Sustainability Team& Estates and Facilities	31st July 2029
15	Continue to implement annual cycle promotion events, and incentive measures such as the weekly Dr Bike cycle scheme, Walk Wheel Ride Kirklees events and free Bikeability training. Continually promote the active travel hub and other active travel facilities at these events.	UoH Sustainability Team & Marketing	Ongoing
16	Create an electric cycle hire scheme with Mobility hub locations as key docking sites and extended capacity as required.	UoH Sustainability Team, Kirklees Council and WYCA	31st July 2031
17	Review the need to provide parking for inclusive cycles (recumbent, tricycle, tandem, wheelchair for example) at the main entrance / security hub and at any future mobility hub.	UoH Sustainability Team	Ongoing
18	Implement a 'mobility hub' on the western side of the campus (subject to funding and feasibility)	UoH Sustainability Team, Kirklees Council and WYCA	31st July 2031
19	Liaise with Kiklees/WYCA to improve cycle routes surrounding the campus. In particular: - Cycle route linking two campuses with cycle crossings of Southgate and Queensgate (at the Shorehead roundabout and to Queens Street North); - Shared or segregated cycle / pedestrian facilities along Queensgate between Princess Street and Shorehead roundabout. - Cycle crossing of A62 Wakefield Road at St Andrews Road to provide links between Canal, NHIC and Queensgate Campus	UoH Strategic Lead, Kirklees &WYCA	July 2026-July 2031

Cycling and Motorcycles Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
	- Cycle facilities on Commercial Street onto Colne Road to provide links from campus to student accommodation.		

Figure 8.3: Proposed Additional Short Stay Cycle Parking Locations

Security Hub: Double the capacity of existing bicycle storage (additional 5 Sheffield Stands) and add an open canopy.

LAW Building Recess 3: install 5 Sheffield Stands.

Barbara Hepworth Park/behind Queen Street Building: install 5 Sheffield Stands.

Figure 8.4: Proposed Additional Motorcycle Parking Location

Wakefield Road Car Park: Relocate the motorcycle compound at Percy Shaw House to this location.

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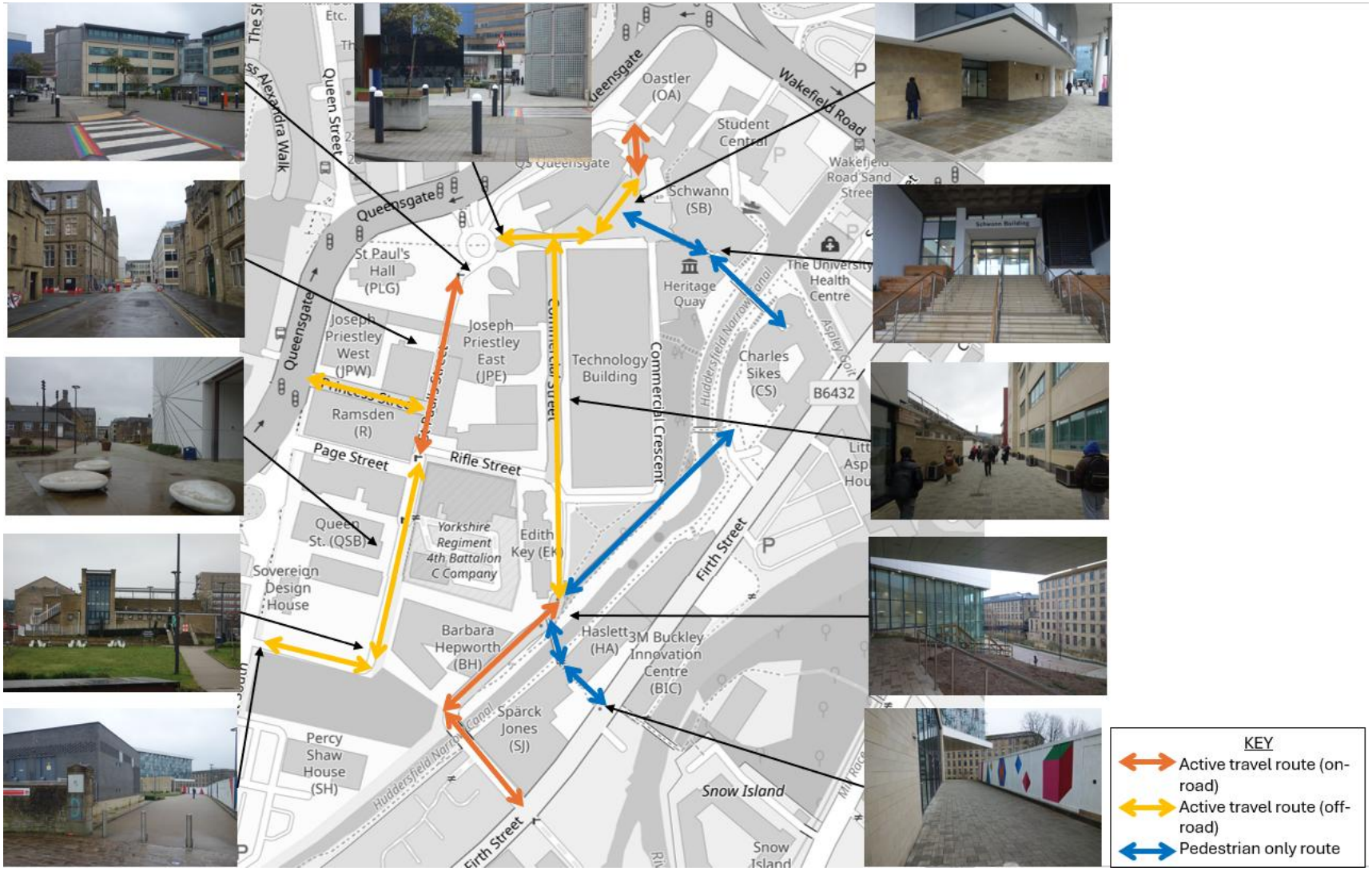
Figure 8.5: Active Travel Corridors, Queensgate



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Walking (Queensgate)

Walking Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Continue regular walking promotion and incentive measures, such as walk to work 'buddy' programme. Continue to promote and run Well Being Walks in partnership with the Health and Fitness team.	UoH Health and Fitness & Sustainability	Ongoing
2	Ensure continued maintenance of on-site footpaths and undertake resurfacing of entire site through removal of paving slabs and providing smooth surface suitable for walking and disabled access.	Estates and Facilities	Ongoing
3	Monitor lighting provision across the campus and particularly along walking/ cycling routes.	Estates and Facilities	Ongoing
4	Ensure accessibility and footpath linkages form part of ongoing Estate Strategy proposals.	Estates and Facilities	Ongoing
5	Liaise with Kirklees Council and WYCA to promote the establishment of designated walking routes connecting the campus to the town centre, the NHIC and other key destinations (**See Appendix G**).	Estates and Facilities, Kirklees and WYCA	Ongoing

Car Park Management and Travelling by Car (Queensgate)

Car Park Management and Travelling by Car Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Hold informal car share matching events to manually match car sharers.	UoH Sustainability Team	Summer 2026
2	Explore the feasibility and cost of creating additional parking capacity at the 'Scrapyard' site.	Estates and Facilities	July 2027-2028
3	Install priority car share bays in Firth Street and Queen Street South Car Parks	Estates and Facilities	31st July 2027
4	Ascertain the likely take up of Electric vehicle by staff in the Staff Travel Survey 2027 in the short, medium and long term.	UoH Sustainability Team	April 2028
5	Explore the feasibility of a charging infrastructure for the University's fleet vehicles (adjacent to the Old Faith centre).	Estates and Facilities	July 2026-2027
6	Develop a business case including Chargepoint Operators commercial model options for the development of EV charging infrastructure for staff and visitors (Western Campus).	Estates and Facilities	31st July 2027
7	Increase parking charges for staff in a phased approach to align with proposed tariffs within the NHIC's ITH.	Estates and Facilities	31st July 2028
8	Install a public facing EV & Mobility Hub with rapid charging within the Western Campus, if feasible.	Estates and Facilities, ChargePoint operator & WYCA	31st July 2031
9	Continue to expand EV infrastructure for staff and visitors as demand for EV charging grows, ensuring opportunities with new capital projects are realised.	Estates and Facilities	31st July 2031

Marketing & Communication (Queensgate)

New Ways of Working and Marketing & Communication Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Create static Travel Plan information initiatives displays at I-Points at the Student Hub, Business School and Security Hub containing cycle route maps, bus timetables, health walks etc and.	Marketing and UoH Sustainability Team	31st July 2027
2	Ensure that the Queen Street South entrance to the campus is clearly signposted and clear to all users.	Marketing and UoH Sustainability Team	31st July 2028
3	Ensure that public transport interchanges such as Queensgate are shown on campus signage and wayfinding maps.	UoH Sustainability Team & Marketing	31st July 2028
4	Hold an annual public transport promotional event with local operators to showcase ticketing and discounts, to offer journey planning advice and promote advancement in the Weaver Network and improvements to rail and bus services	UoH Sustainability Team, Marketing & WYCA	April annually
5	Promote identified active travel corridors and new cycle facilities.	Marketing and UoH Sustainability Team	Ongoing

NHIC Site Specific Action Plans

Public Transport (NHIC)

Public Transport Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Work with bus operators (First Bus) to offer free bus 'taster tickets' to staff and tenants at the NHIC who currently drive to campus.	UoH Sustainability Team & First Bus	April-July 2027
2	Hold an annual public transport promotional event with local operators to showcase ticketing and discounts, to offer journey planning advice and promote advancement in the Weaver Network and improvements to rail and bus services.	UoH Sustainability Team, Marketing & WYCA	April annually
3	Explore the feasibility of real time public transport information LCD Displays at strategic locations within each building of the NHIC (as per the CDC reception) as the masterplan progresses.	UoH Sustainability Team & WYCA	July 2026-July 2027
4	Work with bus operators/WYCA to upgrade bus stops on A62 Leeds Road to be fully accessible, have waiting facilities and real time bus information.	UoH Sustainability Team & WYCA	July 2026-2031

Cycling and Motorcycle (NHIC)

Cycling and Motorcycle Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Improve the University's Cycling pages with links to the Council's cycling network route maps, cycle strategy and information.	Web Team and UoH Sustainability Team	31st July 2027

Cycling and Motorcycle Action Plan 2026-2031

Ref	Action	Responsibility	Date to be achieved
2	Create a campus specific cycling map showing the location of cycle storage and shower and changing facilities	Web Team and UoH Sustainability Team	31st July 2027
3	Install ground anchor locking mechanisms to the motorcycle parking areas proposed in the ITH.	Estates and Facilities	31st July 2028
4	Improve external cycle and pedestrian wayfinding from Old Leeds Road, St Andrews Road, A62 Leeds Road, Northgate and Queensgate Campus.	Estates and Facilities	31st July 2028
5	Provide long stay secure cycle parking as part of the ITH.	Estates and Facilities	31st July 2028
6	Provide and promote shower and locker facilities within each building of the NHIC.	Estates and Facilities	Ongoing
7	Explore additional open cycle stands for short stay cycle parking near to the ITH using natural cover from buildings to protect from the elements and ensure surveillance.	Estates and Facilities	Ongoing
8	Create an electric cycle hire scheme with the NHIC as a major docking hub and extended capacity as required.	Estates and Facilities WYCA & Kirklees	31st July 2031
9	Create a 'Mobility Hub' on the campus as part of the masterplan working in partnership with Kirklees/WYCA. **See Section 2 and Appendix G**	Estates and Facilities WYCA & Kirklees	31st July 2031
10	Review the need to provide parking for accessible cycles at the ITH and at any future mobility hub or sited with the open cycle stands	Estates and Facilities	Ongoing
11	Liaise with Kirklees/WYCA to improve cycle routes surrounding the campus **(See Appendix G)**. In particular:	UoH Strategic Lead, Kirklees &WYCA	July 2026-July 2031

Cycling and Motorcycle Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
	- Additional crossings of Southgate to provide links to the rail and bus stations via Peter Street and Kirkgate. - Extend cycle links from NHIC to the crossing of Southgate and beyond to St Andrews Road. - Cycle route linking two campuses with cycle crossing of Southgate and also of A62 Wakefield Road immediately south of Shorehead roundabout. - Ensure links from NHIC to the Active Travel Route along Turnbridge Road and St Andrews Road, the Huddersfield Broad canal towpath, the Gasworks site and Stadium. - Cycle crossing of A62 Wakefield Road at St Andrews Road to provide links between Canal, NHIC and Queensgate Campus. - Active travel route to eastern kerbline of A62 from existing facilities on Northgate to the NHIC.		
12	Review the demand for covered/ secure cycle spaces and provide more if demand exists.	UoH Sustainability Team & Estates and Facilities	Ongoing
13	Extend CCTV to cover any blind spots not covering existing cycle parking areas and ensure CCTV coverage of any new motorcycle/cycle parking that is installed.	UoH Sustainability Team & Estates and Facilities	Ongoing
14	Continue to ensure any cycle repair stations are regularly maintained and secure compounds cleaned regularly.	UoH Sustainability Team & Estates and Facilities	Ongoing

Walking (NHIC)

Walking Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Continue regular walking promotion and incentive measures, such as walk to work 'buddy' programme. Continue to promote and run Well Being Walks in partnership with the Health and Fitness team.	UoH Health and Fitness & Sustainability	Ongoing
2	Ensure continued maintenance of on-site footpaths and undertake resurfacing of entire site through removal of paving slabs and providing smooth surface suitable for walking and disabled access.	Estates and Facilities	Ongoing
3	Monitor lighting provision across the campus and particularly along walking/ cycling routes.	Estates and Facilities	Ongoing
4	Ensure accessibility and active travel shared use corridors form part of the developing NHIC masterplan proposals.	Estates and Facilities	Ongoing
5	Improve external cycle and pedestrian wayfinding from the NHIC to Queensgate Campuses and major transport interchanges and destinations within the town centre.	Estates and Facilities	31st July 2028
6	Liaise with Kirklees Council and WYCA to promote the establishment of designated walking routes connecting the campus to the town centre, the NHIC and other key destinations (**see Appendix G)**	UoH Sustainability Team & Kirklees	Ongoing

Car Park Management and Travelling by Car (NHIC)

Car Park Management and Travelling by Car Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Explore the feasibility of an occupancy and guidance system for the ITH to inform users of available capacity.	Estates and Facilities	31st July 2026
2	Explore and agree the access control and Safe by Design features of the ITH.	Estates and Facilities	31st July 2026
3	Consider a discount to commercial public tariffs for staff and potentially students within the ITH.	Estates and Facilities	31st July 2028
4	Ensure tenanted parking is charged at commercial rates whist considering strategic partnerships.	Estates and Facilities	31st July 2028
5	Ensure EV charging facilities with a minimum of 22kwh are provided within the ITH at 10% of total capacity.	Estates and Facilities	31st July 2028
6	Ensure the electrical infrastructure for a further 10% of bays can be created to EV, as demand grows.	Estates and Facilities	31st July 2028
7	Provide 2.5m wide standard parking bays within the ITH.	Estates and Facilities	31st July 2028
8	Ensure 6% of standard bays are provided for accessible parking with 2.4m wide bays and 1.2 m cross hatching to both sides. Expand provision as required.	Estates and Facilities	31st July 2028
9	Provide marked pedestrian walkways to the rear of parking bays within the ITH and zebra crossing to stairwells and lift lobbies.	**Estates and Facilities**	

Car Park Management and Travelling by Car Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
10	Mark a proportion of standard bays as priority bays for car sharing within the ITH an expand as demand grows.	Estates and Facilities	31st July 2028
11	Review parking tariffs at the ITH annually and increase by at least RPI, considering local conditions and the cost of public transport.	Estates and Facilities & SLT	Annually

Marketing & Communication (NHIC)

New Ways of Working and Marketing & Communication Action Plan 2026-2031			
Ref	**Action**	**Responsibility**	**Date to be achieved**
1	Ensure parking and sustainable travel information are provided on patient letters attending the NHIC.	UoH Sustainability Team & Marketing	31st July 2027
2	Create static Travel Plan information initiatives displays at I-Points at the Daphne Steele and Emily Siddon buildings containing cycle route maps, bus timetables, health walks etc.	Marketing and UoH Sustainability Team	31st July 2027
3	Ensure that the NHIC Campus is clearly signposted and clear to all users from the Queensgate Campus.	Estates and Facilities	31st July 2028
4	Ensure that public transport interchanges such as Lord Street are shown on campus signage and wayfinding maps	UoH Sustainability Team & Marketing	31st July 2028

9 Monitoring and Review

9.1 This Travel Plan outlines a firm commitment to actively monitor evolving travel patterns and consistently update the Travel Plan. The periodic reviews will encompass a comprehensive evaluation, including but not limited to:

- **Implementation Progress**: Assessing the advancement of planned initiatives.
- **Modal Shift Targets**: Analysing the progress towards desired shifts in transportation modes.
- **Performance Indicators and Effectiveness**: Evaluating the efficiency of various travel management measures and performance metrics e.g. take up of travel plan initiatives such as the Cycle scheme, season ticket loans, public transport ticket discount, events etc.
- **Annual or Biennial Staff and Student Travel to Work Surveys**: Conducting surveys to gauge the travel experiences and preferences of staff and students. Ensuring that as a minimum in staff and student travel surveys, their mode of travel, campus (NHIC or Queensgate) and postcodes are captured to allow the review of interim targets and further postcode and accessibility mapping to occur.
- **Regular Car Parking Surveys**: Regularly examining car parking utilisation trends.
- Reporting of Travel Survey and postcode accessibility mapping to Kirklees Council annually/bi-annually to assist with the evidence baseline for active travel and public transport interventions.

9.2 The responsibility for executing these monitoring and survey activities lies with the University's Sustainability team, supported by Estates/Facilities and Business Intelligence team. Marketing and Communication colleagues will be key to promoting the Travel Surveys and their completion, along with senior management and Student Union support to encourage participation.

9.3 Collaboration with officers from WYCA and Kirklees Council is integral to the successful execution of Travel Plan measures.

9.4 Moreover, the University is unwavering in its commitment to engaging in regular monthly/quarterly meetings with key officers from WYCA and Kirklees Council on an ongoing basis.

9.5 These partnerships will serve as a platform to collectively review the progress made and address any emerging considerations. This ongoing collaboration underscores the dedication to ensuring the Travel Plan's continued relevance and effectiveness.

10 Investment in the Travel Plan

Introduction

10.1 It is critical to balancing the demand for and supply of parking at the University by encouraging staff, students, patient and visitors to travel to the site by sustainable modes of travel.

Travel Plan Budget

10.2 **Table 10.1** shows the last 3-year breakdown of costs associated with the University's Travel Plan.

10.3 Circa **£125,000** is already spent annually on the Travel Plan however it must be noted that the majority of spend is associated with the University's lease vehicles, car park management and maintenance.

Tabel 10.1 Travel Plan Budget over the Last 3 Years

Category	2022/23 (£)	2023/24 (£)	2024/25 (£)	Total (£)
Traffic/transport facilities maintenance	10,000	10,000	5,800	**25,800**
Subscription to a sustainable behaviour digital app			8,700	**8,700**
Safety (e.g., gritting and snow clearing)	5,460	5,460	11,348	**22,268**
Car park management	2,500	5,900	5,900	**14,300**
Vehicle leasing/car hire	110,000	100,000	100,000	**310,000**
Overall	*127,960*	*121,360*	*131,748*	**381,068**

10.4 The budget above does also not include staff time costs, other embedded operational costs or externally funded partnerships (e.g., Colne Valley Cycle Therapy who conduct bike training and maintenance sessions on campus, but this is not funded by the university.

10.5 It is also not easy to separate travel-specific items from wider operational budgets with any real degree of accuracy. A separate cost code specifically for the Travel Plan and delivery of the actions within, should be considered.

10.6 A percentage of parking income should also be earmarked to fund the implementation of the Travel Plan and associated improvements to sustainable travel options, infrastructure and facilities. With circa **an additional £50,000 per annum** required to support the delivery and implementation of Travel Plan measures.

10.7 **Table 10.2** overleaf proposes an annual Travel Plan budget and priority areas of investment. This budget focuses on 'softer' Travel Plan measures, rather than infrastructure schemes which should be funded from wider capital Estates budgets and through the creation of business cases for external funding consideration working in partnership with Kirklees Council's Major Projects Team and WYCA.

Table 10.2 Priority Areas for Travel Plan Investment.

Timescales	Initiative	Indicative Costs per Annum	Notes
Immediate	Strategic lead to develop, prioritise and assist in business case development of active travel and public transport improvement schemes working with Kirklees and WYCA	£15,000	Part time dedicated Travel Co-ordinator or external support
Short to Medium Term (1-3 years)	Invest in cycle and motorcycle storage facilities at the Queensgate Campus	£10,000	Capital funding is available from Kirklees Council to support this measure
	Car share matching software, priority bay markings and emergency lift home scheme	£12,000	The rising cost of fuel provides an ideal opportunity to relaunch car sharing
	Marketing, branding and promotion of the Travel Plan	£5,000	Run a branding competition and develop Travel Plan marketing campaign
	Active travel events and promotions e.g. Cycle and Walk to Work	£5,000	Potentially held ion University Square
	Match funding public transport discounts	Dependent on take up	Provide a further 10% discount on Metro and First bus discounts
	Undertake a Fleet Review to ascertain the electrification potential of the University's Fleet and charge point infrastructure requirements	£10,000	External support
	Analyse the profit share models available from Chargepoint operators to create a public facing EV charging hubs at Queensgate Campus	N/A	
Longer Term (3-5 years)	Introduce electric pool cars or car clubs to reduce the emissions and costs associated with business travel	Subject to business case development	Potentially cost neutral due to reduction in grey mileage claims
	Increase the provision of electric vehicle charging infrastructure for the University's fleet, staff and visitors by developing public facing EV hubs	Potentially income generating.	Potentially revenue generating or ability to secure Workplace Charging grants

11 Forward Plan

Introduction

11.1 This forward plan indicates the strategic support, partnership working and key initiatives which will drive the success of the University of Huddersfield Travel Plan 2026-2031 whilst assisting the University to meet its net zero ambitions and other strategic objectives concerning its Estates masterplans and the recruitment and retention of staff and students.

Senior Management Support

11.2 Senior management support of the Travel Plan is key to its successful delivery and funding. A Travel Plan Champion should be appointed from the University's Executive to provide strategic leadership for the plan and its successful implementation.

Capital Projects

11.3 It is extremely important that all committed and planned capital projects and refurbishment projects at both the Queensgate Camous and NHIC consider sustainable transport planning and supporting infrastructure, within their core design and delivery.

11.4 The proposed ITH and wider masterplan at the NHIC and ambitions to achieve BREEAM excellent and WELL Platinum accreditations will provide dedicated shower and changing facility in new buildings, cycle maintenance stations, equipment lockers and secure cycle facilities. Further short stay cycle storage facilities will be provided for visitors. Short stay cycle parking should be located near to the main entrance of buildings, to provide convenience to users and natural surveillance. Wherever possible they should also be located where buildings provide cover from the elements and covered by the CCTV network

11.5 The NHIC should also be developed with key pedestrian desire lines and cycle routes to align with wider Huddersfield Town centre masterplan as highlighted in detail within the Integrated Transport and Parking Strategy 2026-2041 and within **section 2** of the Travel Plan.

11.6 Any subsequent developments should allow cycling and walking priority, improved wayfinding, electric vehicle charging infrastructure, secure cycle storage and further changing and shower facilities, wherever possible.

Major Transportation Infrastructure Schemes

11.7 The University should ensure it benefits from major transportation schemes and sustainable travel infrastructure improvements which both the county and local council have committed to deliver within **WYCA's Local Transport Plan**, **Kirklees Councill's Transport Strategy** and wider master planning proposals for the town centre.

11.8 The Mass Transit scheme in West Yorkshire whist not serving Huddersfield will provide improved linkages to the wider public transport network, along with TransPennine rail improvements and the bus station redevelopment.

11.9 The development of bus franchising and the Weaver network will improve public transport timetabling, bus frequencies, provide integrated ticketing and a fleet of electric buses, making travel by public transport attractive and viable for a greater proportion of staff, students and visitors.

11.10 The University should work with WYCA and public transport operators to explore the opportunity of bringing additional bus services to the campuses especially from areas which are currently hard to reach by public transport (>60 mins) identified from the postcode mapping and analysis. This could include the consideration of a Park and Stride or **Park Active** facility at the Football stadium which is in relatively short walking distance to the NHIC. Consideration should also be given to using the Football Stadium as a Park and Ride site for the town linked by the free town centre hopper bus service.

11.11 Improvements to cycle routes and initiatives such as Pay for Use electric bikes, short term hire and E-cargo bike trials should be developed in partnership with the local council, **community groups** and promoted to staff and visitors.

11.12 Opportunities to be part of major grant funding bids connected to LTP funding and realised by working with key officers at Kirklees council to identify, prioritise and feed into business case development for active travel infrastructure projects should be progressed through the formation of a strategic officer working group with key stakeholder from the council and the University. Opportunities to develop 'mobility hubs' and public facing EV charging facilities should also be explored with the council, to ensure the University benefits from any funding available.

Fleet Decarbonisation and EV Infrastructure

11.13 The University of Huddersfield's Net Zero Carbon Emissions Plan and associated strategies contain limited but identifiable references to fleet vehicles within broader transport and Scope 1 decarbonisation measures. The key transport-related elements connected specifically to decarbonising university-owned vehicles (fleet) are summarised below:

11.14 The Net Zero Plan defines Scope 1 emissions as including "use of fuel in vehicles" owned or controlled by the University. This means the University's fleet vehicles are a direct decarbonisation priority, alongside gas use in buildings.

11.15 Decarbonising fleet vehicles is necessary to meet the target of: Net zero Scope 1 & 2 by 2030.

11.16 Ultra Low Emission Vehicles (ULEVs) therefore play an extremely important part in meeting these targets and to do so, supporting electric vehicle charging infrastructure must be developed. The University's role in this provision for its fleet and commuting staff should be analysed first by undertaking a Fleet Review and therefore the fleet's electrification potential.

11.17 Once completed and the infrastructure requirements are known for its fleet decarbonisation further provision for staff and visitors can be analysed considering power requirements and capacity over and above that planned for the ITH (53 spaces, 22kwh dual chargers) at the NHIC.

11.18 The private sector and central government funding may well play its part in the EV infrastructure role out in Kirklees; however it is understood **the Local Electric Vehicle**

Infrastructure (LEVI) scheme will provide EV charging infrastructure in less commercially viable areas outside the town centre.

11.19 The University must position itself to ensure it takes full advantage of opportunities that may arise either through engagement with WYCA, the local authority, ChargePoint operators and through its capital developments and refurbishment schemes.

Partnership Working

11.20 Partnership working is critical to the successful of any Travel Plan. TPC met with representatives from both the local council and WYCA council's behaviour change and transportation, highways, regeneration and major project teams to discuss the development of this Travel Plan, supporting council initiatives, major infrastructure schemes and future opportunities for collaborative working.

11.21 The University's Travel Plan Co-ordinator and senior management representatives should continue to meet with the local and WYCA stakeholders, to ensure it benefits from future major transportation schemes, active travel improvements and initiatives.

11.22 It should also explore with WYCA and Kirklees Council's Behaviour Change Team the creation of a Travel Plan Partnership for Kirklees/Huddersfield.

11.23 The University should also work with major employers and trip generators in the borough to analyse the potential to pool resources and joint lobbying power, to achieve high-cost initiatives such as an improved free town centre commuter hopper bus service and potential park and stride/park and ride sites and to discuss shared Travel Plan initiatives.

Aligning Other Strategies

11.24 It is important to ensure supporting policies and strategies are aligned to the University of Huddersfield Travel Plan 2026-2031, this includes but is not limited to:

- Local and regional transport policy alignment,
- The University's Strategic Map,
- The University's Car Parking Strategy,
- Wider sustainability policies and initiatives,
- The University's Agile Working Policy,
- Estates Masterplans, and
- Academic and Digital Strategy.

Car Park Charges and Funding

11.25 It is extremely important that parking charges for staff, students and patients/visitors do not induce demand by being cheaper than the use of public transport to access the University.

11.26 It is important that the University reviews its parking charges annually by benchmarking them against similar universities and local parking tariffs and if necessary, increase charges in line with RPI, sector averages and the cost of local bus use annually.

11.27 Whilst the University already fund many of the existing Travel Plan initiatives from sustainability team budgets, any surplus in income generated from an increase in parking charges should be ringfenced for the delivery of the future parking strategy and sustainable travel initiatives contained within this report.

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Appendices

Appendix A – Car Parking Bays Counts - Queensgate Campus

Please see spreadsheet 'Appendix A - Designated bays with counts @ April 2025'

Appendix B – Southgate Car Park Plan

Please see PDF 'Appendix B - Southgate Car Park Proposed Layout Jan 2026'

Appendix C – Travel and Expenses Policy Feb 2026

Please see PDF 'Appendix C - Travel and Expenses Policy'

Appendix D1 – Sustainable Travel Infrastructure Audits - Queensgate Campus

Please see PDF 'Appendix D1- Sustainable Travel Facilities and Infrastructure Audits_Queensgate Campus FINAL'

Appendix D2 – Sustainable Travel Infrastructure Audits – NHIC

Please see PDF 'Appendix D2 - Sustainable Travel Facilities and Infrastructure Audits_NHIC FINAL'

Appendix E1 – Existing Pedestrian Infrastructure Drawings

Please see PDF 'Appendix E1 2025-014-SK-001 ped – ex'

Appendix E2 – Existing Cycle Infrastructure Drawings

Please see PDF 'Appendix E2 2025-014-SK-003 -cyc – ex'

Appendix F – Staff Travel Questionnaire 2025

Please see PDF 'Staff travel Survey Questionnaire 2025'

Appendix G – Multimodal Transport Strategy Figure

Please see PDF 'Appendix G - MultiModal Drawing'

Appendix H – MobilityWays Car Sharing Information

Please see PDF 'Appendix H - Mobilityways Carpool Behaviour Change Guide'

CONTROL INFORMATION

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