

RESIDENTIAL TRAVEL PLAN



**Proposed Residential Development – Fernside Avenue,
Almondbury**

**ON BEHALF OF
TH3M Architects**

February 2019



Quality Management

Project Number	19015
Filename	19015 Fernside Avenue TP
Issue No	1
Issue Date	15.02.2019
Author	Chris Longhorn
Reviewer	Chris Yarrow

Signatures:

The image shows two handwritten signatures in blue ink. The first signature is a stylized cursive 'C.L.' representing Chris Longhorn. The second signature is 'C. Yarrow' in a more legible cursive script, representing Chris Yarrow.

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Appendix A Site Location Plan

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Travel Plan in support of a planning application for a residential development consisting of 10 dwellings at Fernside Avenue, Almondbury. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2. Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of the Travel Plan is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.1.3. The location of the site close to frequent and good quality bus routes, which provides an opportunity to formulate a Travel Plan to increase sustainable travel choices and provide a development accessible to all.

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2. Objectives

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

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

- ✓ To influence travel behaviour of residents and their visitors;
- ✓ Reduce the number of single-occupancy car trips;
- ✓ To reduce the need for unnecessary journeys by residents and their visitors,
- ✓ Reduction in travel distances;
- ✓ To help improve the health of residents, and
- ✓ Accommodating those journeys that need to be made by car.

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3. Site Characteristics and Development Proposals

3.1. SITE DESCRIPTION

- 3.1.1. The application site is bounded by residential properties (Fernside Crescent to the west, Fernside Avenue to the south and Greenside Avenue to the north) with an existing access point located along the southern boundary which can be accessed from Fernside Avenue. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 3.1.2. The site is currently brownfield land which experiences high levels of fly tipping. Internally the site is split into two separate areas divided by an existing section of metal fencing. The existing fencing has a gated access which is currently locked. Self-seeding trees and low-level scrub form the vegetation. Existing areas of hard standing, mostly compacted gravel form the majority of the internal area of the site.
- 3.1.3. The existing access to the application site is formed off Fernside Avenue, the existing surface comprises of compacted gravel and dirt, a gate is currently in place and is locked. The existing access track is approximately 2.65m in width and 30m in length provided access to the proposed application site.

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3.2. HIGHWAY NETWORK

- 3.2.1. Fernside Avenue runs east-west approximately 30m south of the application site and has an approximate carriageway width of 7m. Pedestrian footways are provided to both sides of Fernside Avenue.

- 3.2.2. Following Fernside Avenue for approximately 220m east provides a link to Fleminghouse Lane which has an approximate carriageway width of 7m with footways provided on either side. Following Fleminghouse Lane north via Waterloo Rise for approximately 310m provides a direct connection to the A629.
- 3.2.3. From the Waterloo Rise/A629 junction a connection to the A642 (Wakefield Road) can be made approximately 1.8km to the east, Wakefield Road provides further connections south east through the villages of Fenay Bridge and Lepton.

3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "Providing for Journeys on Foot" (Institution of Highways and Transportation, 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework.
- 3.3.2. This allows an assessment of the site's compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

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TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m



- 3.3.3. There are 4 bus stops located within 200m of the application site which are further explained in section 3.4 below.
- 3.3.4. Footways are provided to both sides of Fernside Avenue with the footway serving the northern side of the carriageway approximately 3m in width. The footway serving the southern side of the carriageway is approximately 2.8m in width. Footways continue along the entire length of Fernside Avenue.
- 3.3.5. Footways are also provided along Waterloo Rise approximately 230m east of the application site and are approximately 2m in width.
- 3.3.6. The range of facilities within walking distance of the site are summarised in Table 2 below. The table indicates that the proposed houses are extremely well located for a range of facilities which includes.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
500m	Bus stops, Convenience Store, Primary School, Secondary School, Pharmacy, Fernside Park, Hairdresser, fast food takeaways
1000m	Convenience stores, Post Office, Schools (Various), supermarket (Various), Gym, Community Centre, Galagher Retail Park
2000m	Schools (various), Place of Worship, supermarket

- 3.3.7. The site is considered to be well connected to allow people to walk to a range of facilities using good quality infrastructure.

CYCLING

- 3.3.8. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.3.9. Route 69 of the National Cycle Network can be accessed approximately 3km north west of the application site and is predominantly a traffic free section of cycleway utilising a section of disused railway line which continues to Deighton Railway Station. 6
- 3.3.10. In consideration of the above, it is considered that there are practical and convenient links available to and from the proposed development offering the potential for residents to walk or cycle to local facilities and employment areas.

3.4. PUBLIC TRANSPORT

BUSES

- 3.4.1. There is a total of 4 bus stops within 200m of the application site, other stops are also available within a 400m catchment however they provide the same services that the bus stops described below provide.

- 3.4.2. Two stops are located approximately 140m west of the proposed site access, shelters and full timetable information are provided at both sides of the carriageway. As shown in photograph 3 above.
- 3.4.3. Further bus stop provision is available to the east along Fernside Avenue with stops located 160m and 125m from the proposed access. The stop serving the northern side of the carriageway provides a shelter and timetable information. The stop serving the southern side of the carriageway is a flag and pole arrangement with full timetable information.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
342	Huddersfield – Fernside Crescent – Almondbury - Huddersfield	30mins	No service
372	Almondbury – Waterloo – Huddersfield – Marsh – Royal Infirmary - Lindley	10mins	60mins (eve) 20mins (sun)

- 3.4.4. The site is within the desirable walking distance for commuting/school/sightseeing to bus stops which provide a frequent service to a range of destinations. The site is considered to be well served by bus

3.5. PROPOSED DEVELOPMENT

- 3.5.1. The applicant seeks planning permission for 10 (2 bedroom) dwellings on land adjacent to Fernside Avenue, Almondbury. The scheme is part of a social housing initiative led by the local council.



- 3.5.2. The existing site access is approximately 2.65m in width this is to be widened to a width of 6m which will provide a carriageway width of 4.8m and 0.6m hard margins to either side. This design conforms to a residential street type C (Shared surface street)
- 3.5.3. The layout of the site will be such that all vehicles, including service vehicles, can enter and leave the site in a forward gear. The proposed site layout is indicated on the drawings in Appendix B.

4. Travel Plans

4.1. INTRODUCTION TO TRAVEL PLANS

4.1.1. A Travel Plan (TP) is typically a package of practical measures to encourage residents and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their work, for recreation and shopping.

4.1.2. The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly provide high speed broadband to allow working from home to cut travel / journeys to work. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents and their visitors.

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4.2. TRANSPORT POLICY

4.2.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

5. Accessibility

5.1. PEDESTRIANS AND CYCLISTS

- 5.1.1. The catchment areas for the preferred maximum walking and cycling distances are set out in detail in Section 3.3. The site benefits from the provision of good quality shared pedestrian and cycle routes which start at the site access and link to the wider area.
- 5.1.2. The location of the site and the infrastructure provision is considered to be adequate and relevant to the demand for pedestrian and cycling journeys to site.
- 5.1.3. Parking for cycles will be provided and allocated to individual properties by the provision of Sheffield stands or similar.

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5.2. PUBLIC TRANSPORT USERS

- 5.2.1. The closest bus stops to the site are found along Fernside Avenue approximately 140m to the east and 160m to the west. Further details can be found at Section 3.4.

6. Travel Plan Initiatives

Travel Plan initiatives are split between both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.1. HARD MEASURES

6.1.1. The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. An internal footway (1.2m in width) will be provided within the site to the southern side of the internal access road, linking to the existing pedestrian infrastructure to the northern side of Fernside Avenue, which currently provides access to the back of the existing residential properties along Fernside Avenue. The proposed pedestrian link is shown on plan 1901501 within Appendix B. Appropriate levels of lighting will be provided along pedestrian routes within the site.

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

6.2. SOFT MEASURES

6.2.1. 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal travel plans, internet sites, social media platforms such as Facebook and Twitter and accessible information.

6.2.2. Travel information and initiatives will be promoted to all residents. This will be achieved via the Travel Information Welcome Pack and thereafter by producing

leaflets, newsletters, the internet and communication sessions. This activity will need to be coordinated properly by the travel plan co-ordinator.

TRAVEL PLAN COORDINATOR (TPC)

- 6.2.3. To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. At this stage, given the outline nature of the scheme a TPC has not yet been appointed. This role will be maintained until the end of the agreed monitoring period. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.
- 6.2.4. The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the development site.
- 6.2.5. One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing campaign for the development, within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the local authority and will be kept up to date should they change. The TPC will also ensure the hard and soft measures are implemented.
- 6.2.6. The TPC will promote each form of sustainable travel in the following ways.

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INITIATIVES TO PROMOTE WALKING

- 6.2.7. The health, environmental and financial benefits of walking will be promoted to residents and visitors.

- 6.2.8. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of residents to relay any concerns about the local footpath network, accessibility and personal safety issues. The TPC will also promote walk buddying.
- 6.2.9. Information in respect of walking routes to the site will be made available to residents. This information will be displayed on communal notice boards and will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.

INITIATIVES FOR RESIDENTS

- 6.2.10. On occupation, each resident will be provided with a Travel Information Welcome Pack. The Welcome Pack will be provided in all rooms and copies made available at reception areas. Details of the on-site facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.
- 6.2.11. The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:
- ✓ The Travel Plan, its objectives and the role of the TPC
 - ✓ Local public transport facilities including maps, timetables and location of nearby bus stops
 - ✓ Cycle and footpath network maps for the local area and beyond
 - ✓ Local bicycle user's groups and cycle shops
 - ✓ Car parking arrangements
 - ✓ Car sharing schemes
 - ✓ Local taxi services
 - ✓ Local amenities including access options

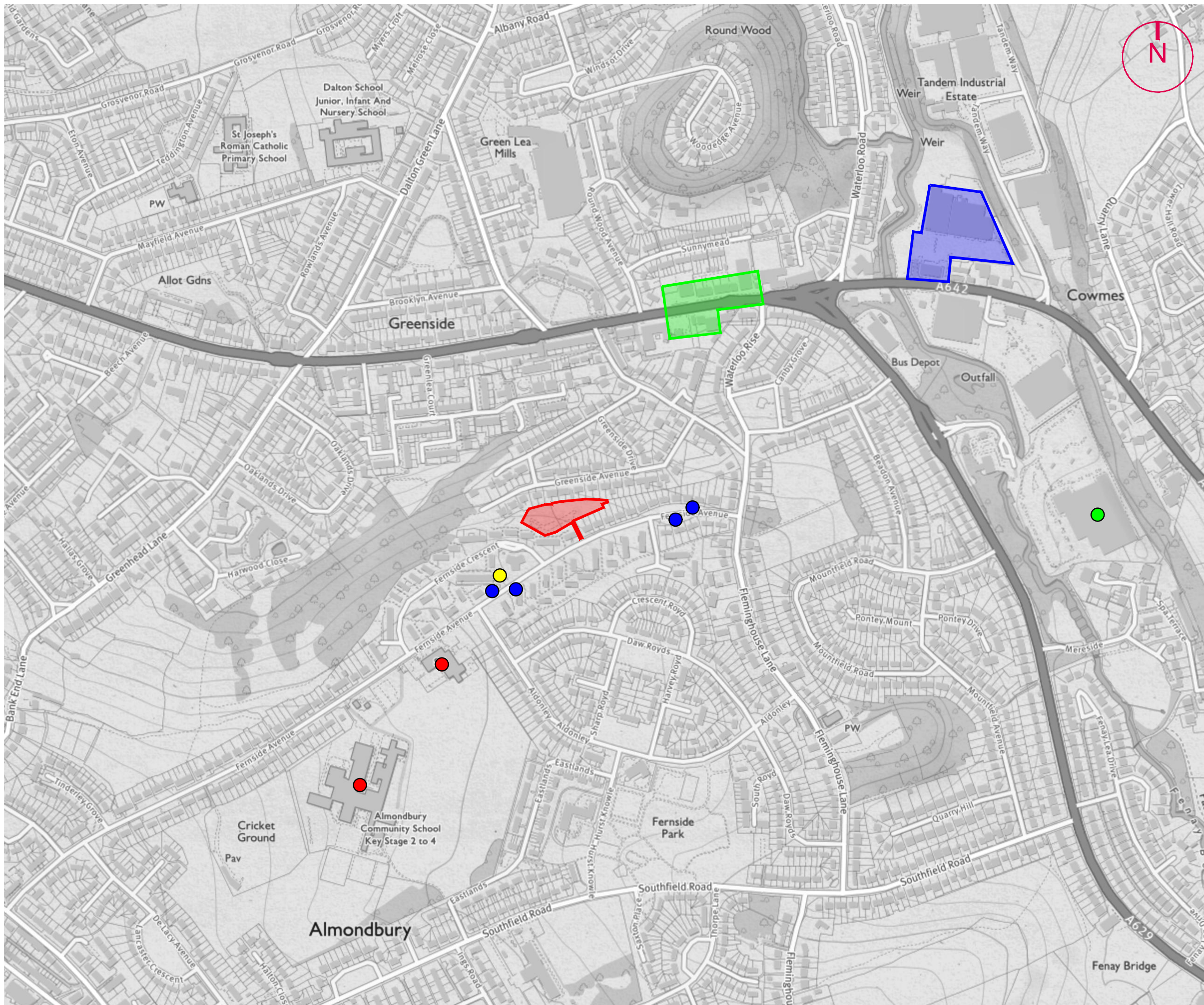
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7. Implementation

- 7.1.1. The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of any of the units.

APPENDICES

APPENDIX A: Site Location Plan



KEY

- ▭ APPROX. SITE BOUNDARY
- ▭ LOCAL SHOPPING AMENITIES
- ▭ GALLAGHER RETAIL PARK
- ONE STOP CONVENIENCE STORE
- BUS STOPS
- SCHOOLS
- MORRISONS SUPERMARKET



VIASOLUTIONS

THE OLD COACH HOUSE
 1 CAMPBELL STREET
 PUDSEY
 LS28 6DP
 tel: 0113 3453957
 email: highwaymen@viasolutions.com

FERNSIDE AVENUE,
 ALMONDBURY

SITE LOCATION PLAN

SCALE: 1:5,000 @A3

DATE: FEB 2019

FIGURE 1

APPENDIX B: SITE LAYOUT



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