

FRAMEWORK TRAVEL PLAN



Cliff Hill, Denby Dale, Huddersfield

ON BEHALF OF

Urban Developments (York) Ltd

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Quality Management

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Framework Travel Plan (FTP), in support of a planning application for 47 dwellings, with access taken from Cumberworth Lane via a new priority junction. The site is located on a parcel of vacant land known as Cliff Hill and lies northeast of Cumberworth Lane at the northern fringe of the village of Denby Dale, some 12km (crow-fly distance) southeast of Huddersfield.
- 1.1.2. The findings and recommendations from this earlier work have been considered carefully along with those gathered from the pre-application advice when preparing this Framework Travel Plan and actioned accordingly.
- 1.1.3. 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 FTP is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.1.4. The location of the site, close to frequent and good quality walking and cycling infrastructure and local and wider area bus and train services, also provides access to the local retail and services offer. This presents an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

2. Objectives

2.1.1. This Framework Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The FTP is focused on the future occupiers of the proposed development. The specific measures will help to provide a focused and effective FTP 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 FTP 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 located to the east of Cumberworth Lane in Denby Dale. The site known as 'Cliff Hill' is currently vacant with an area of approximately 1.5 hectares.
- 3.1.2. Denby Dale Methodist Church is located opposite the development site which lies northeast of Cumberworth Lane and to the north of Denby Dale village centre, some 12km southeast of Huddersfield. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 3.1.3. The northwest border is flanked by a narrow public footpath and to the northeast border is Leak Hall Lane and new build detached housing off Leak Hall Crescent. To the south there are further fields and residential dwellings along Cumberworth Lane and the nearby A636.

3.2. HIGHWAY NETWORK

- 3.2.1. Cumberworth Lane forms the southwestern boundary of the site, from which access into the site will be taken. Cumberworth Lane is subject to a 30mph speed limit from a point some 100m north of the proposed site boundary, leading into the residential area of Denby Dale. The road is a lightly trafficked two-way single carriageway and is approximately 5.5m wide at the development site frontage.
- 3.2.2. As it passes along the southwestern boundary of the site, Cumberworth Lane is on a downhill gradient of c.1 in 12 routing north to south. A road mirror is provided at Cumberworth Lane (at the southern corner of the proposed development site) for

pedestrians leaving Denby Dale Methodist Church across the road to be able to view northbound traffic.

- 3.2.3. In general, Cumberworth Lane routes in a north-south alignment for some 1.2km connecting the village of Lower Cumberworth to the north to the A636 Wakefield Road to the south. Although Cumberworth Lane is predominantly rural in nature the road does provides access to residential dwellings at each end via access roads and direct frontage access.



Photograph 1 : View of Site Frontage along Cumberworth Lane looking north

- 3.2.4. Leak Hall Crescent is a residential estate road that borders the north-eastern boundary of the site from which a number of dwellings are served including 6 new detached dwellings. Leak Hall Crescent extends from Leak Hall Road at a priority T junction with the A636 Wakefield Road approximately 200m east of the Cumberworth Lane / A636 junction. Further northeast from the site lies Leak Hall Lane, also extending from the A636 to join a Public Right of Way (PRoW) as set out in Section 3.3.

- 3.2.5. Cumberworth Lane connects with the A636 Wakefield Road some 150m south of its frontage with the application site at a priority T junction arrangement, split by a central island.



Photograph 2: View of Cumberworth Lane / A636 Wakefield Road junction

3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out in Section 9 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for residents (as provided in Table 1 below).

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

Source: Providing for Journeys on Foot (IHT, 2000)

- 3.3.2. The facilities within the preferred maximum walking distances are summarised in Table 2 below. The walking distances are measured from the pedestrian entrance which is the proposed site access off Cumberworth Lane. Pedestrians will generally route southwards towards the local amenities and village centre.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
200m	Denby Dale Methodist Church, bus stops on Cumberworth Lane and A636, takeaway, tea room & café, public house (The White Hart), village centre and surrounding residential areas
400m	Convenience Store, restaurant (Palace Tandoori), Westleigh House & Westleigh Hall office parks, Denby Dale Tennis Club, food and non-food retail, veterinarian, Denby Dale Community Library, charity shop (Denby Dale Centre)
800m	Denby Dale Cricket Club, Denby Dale Train Station, Denby Dale First and Nursery School, employment area (Hartcliffe Mills), residential areas throughout the village
2000m	Denby Church of England First School, public swimming pool (Inkerman), Upper Denby, Upper Cumberworth, Lower Cumberworth, southern end of Skelmanthorpe including the cricket club, New Park and Dearne Park

- 3.3.3. Table 2 indicates that proposed residential development is within walking distance of a range of facilities, as well as large residential areas from which the local community

could walk from the site to. The site is also within 1km of Denby Dale railway station for visitors / commuting from further afield.

- 3.3.4. There is a narrow footway measuring c.0.9m to the western flank of Cumberworth Lane opposite the application site boundary. This footway continues north along the western side of the carriageway to the southern end of Lower Cumberworth where footways are provided to both sides of the road. No footway is present along the eastern side of Cumberworth Lane abutting the site boundary. Approximately 50m south of the proposed site (beyond a private drive) there are footways to both sides of the carriageway providing access to both nearby bus stops and onwards to the village centre at the A636 Wakefield Road priority junction. The footway to the western flank of Cumberworth Lane gradually widens routing south from the site where the footways to either side of the carriageway are c.20m in width.
- 3.3.5. Heading south along Cumberworth Lane there are various dropped crossing points up to the Cumberworth Lane / A636 priority junction where this is a refuge island in between the eastern and western give-way layout enabling safe crossing. The A636 Wakefield Road benefits from footways to both sides of the carriageway. Good quality infrastructure is provided in all directions for pedestrians to access all the services in Table 1 above.
- 3.3.6. Public footpath DEN/61/10 runs along the northwest boundary of the site from Cumberworth Lane for those walking to access Leak Hall Lane and beyond.



Photograph 3: View of Public Footpath DEN/61/10 from Cumberworth Lane

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- 3.3.7. Numerous other PRow are in proximity to the site for those walking from the proposed residential development to nearby amenities or for leisure, as shown on the extract below.

Extract of Public Right of Way (PRoW) Map



- 3.3.8. PRoW DEN/61/10 connects to Leake Hall Lane and several other public footpaths heading north and west. These footpaths connect onto Giltwaite Lane to the east where Denby Dale First and Nursery school is located and back around to Cumberworth Lane to the west.
- 3.3.9. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard and there is excellent potential for residents and visitors to undertake journeys on foot.

CYCLING

- 3.3.10. National and local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments.

- 3.3.11. 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.
- 3.3.12. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using predominantly residential roads and off-road cycle routes. The whole of Denby Dale and nearby residential areas of Cumberworth, Skelmanthorpe and Shepley are within easy cycling distance.
- 3.3.13. The West Yorkshire Cycle Map highlights several routes from Denby Dale (including Miller Hill) and Lower Cumberworth as advisory cycle routes, these are at either end of Cumberworth Lane and thereby connect to a wider area for cyclists. In addition there are several bridleways / cycle tracks notably from Gilthwaites Lane to the east of the proposed site connecting to Skelmanthorpe further north.
- 3.3.14. The urban realm surrounding the site is generally subject to a 30mph speed limit and is designed to encourage low vehicular speeds. Low vehicular speeds increase the perception of safety for cyclists and cyclists favour using roads classified as 30mph or less. The residential estates surrounding the site are therefore safe for cyclists allowing residents at the proposed site to have the potential to cycle to and from employment, local amenities and leisure.
- 3.3.15. National Cycle Network Route 627 can be accessed via the A635 approximately 4.5 km to the west of the site. Route 627 is a 38km route linking Kirkburton to the north with Millhouse Green to the south via Shepley before connecting to the Trans Pennine Trail.

3.3.16. 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. The closest bus stops to the site are some 60m south of the proposed site access on Cumberworth Lane and lie approximately half-way between the site and A636 Wakefield Road. Both stops have poles and flags and are characterised by legislative road markings, the northbound stop also has a shelter with associated seating. There are also bus stops along A636 Wakefield Road within 400m of the site which are located at either side of the Cumberworth Lane priority junction. Further bus stops are located along the A636 and Miller Hill.



Photograph 4: Cumberworth Lane bus stops

3.4.2. The location of bus stops is illustrated on Figure 1 within Appendix A and Table 3 below provides a summary of the bus routes in the area from these stops. The routes serve a number of surrounding areas including Huddersfield, Shepley, Barnsley, Wakefield and Penistone.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
D1	Huddersfield – Highburton – Kirkburton – Skelmanthorpe – Denby Dale	30 mins	60 mins
D2	Denby Dale Rail Station – Shepley – Lepton Huddersfield Town Centre	60 mins	-
D3	Denby Dale Rail Station – Shepley – Lepton Huddersfield Town Centre	120 mins	-
X1	Holmfirth – Denby Dale – Wakefield City Centre	60 mins	120 mins - Sunday only
99*	Denby Dale – High Hoyland – Barnsley	90 mins (3 services) - Sat only	-
350*	Holmfirth – Denby Dale – Upper Denby – Penistone	60 mins (4 services) - Thurs & Sat only	-
353*	Holmfirth – Denby Dale – Cawthorne – Barnsley	80 mins (3 services) - Mon, Wed, Fri only	-

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*operated by South Pennine Community Transport

3.4.3. The proposed development is accessible by bus services throughout the working day with a frequency of 4 to 5 per hour Monday to Saturday and 1 to 2 per hour in the

evening and Sunday. The services that operate on Cumberworth Lane and A636 Wakefield Road serve a wide range of destinations for travel by bus to and from the site.

- 3.4.4. In addition to the conventional bus services, there are numerous demand responsive services within Denby Dale (operated by Valleys Community Transport - part of the Denby Dale Centre). Minibuses are available upon request to local community groups, social groups or schools as part of the Group Transport service. A ring and ride service is available for time together activities, supermarkets and shopping, days out and luncheon trips. In addition, a volunteer car service is available for hospital visiting, health appointments, visiting friends or for a shopping trip.
- 3.4.5. The CIHT document, 'Planning for Public Transport in Developments,' March 2009, suggests that the maximum walking distance to a bus stop should not exceed 400m. However, CIHT's later document, 'Buses in Urban Environments,' January 2018, recognises that people will walk further to access more frequent bus services.
- 3.4.6. From the above it is evident that the site benefits from being in proximity to frequent and good quality public transport links for commuting to work and for general travel over a wide area.

TRAINS

- 3.4.7. The proposed residential development is within 800m of Denby Dale railway station to the west (off Wood Lane) which provides users the opportunity to walk from the station and to travel from further afield. The station has cycle parking, which would enable visitors to cycle to the station and then travel by train.
- 3.4.8. Trains stop at this station from a variety of destinations including Penistone, Shepley, Huddersfield and Sheffield via Barnsley. The station has services running hourly to

Huddersfield and Sheffield between Monday to Saturday, as well as running hourly in each direction on Sundays.

- 3.4.9. The proposed development is considered to be in a sustainable location and is well served by public transport, utilising stops that are within the maximum walking distance of 400m given in 'Planning for Public Transport in Developments' and having a mainline train station within reasonable walking and cycling distance, which is also conveniently accessed via bus.

3.5. PROPOSED DEVELOPMENT

- 3.5.1. The applicant seeks planning permission for the construction of a residential development on a parcel of vacant land allocated for housing in the KC Local Plan, the development site is known as Cliff Hill.

- 3.5.2. The development proposals, which are shown on the Site layout drawing contained in Appendix B, comprise the following:

- ✓ Up to 47 residential dwellings; and
- ✓ Associated access, landscaping and infrastructure works.

3.6. PEDESTRIAN AND CYCLE ACCESS

- 3.6.1. Cyclists and pedestrians will be able to use the main site access. There are 2m footways proposed along the entire site frontage which improves pedestrian access to the site and the wider area. The proposed footway routing north from the site access connects to PRow DEN/61/10. To the south the proposed footway links to the existing footway at the opposite end of the road, providing a convenient route for pedestrians to the bus stops further south. Dropped crossing provision is proposed to either side of the access junction to allow pedestrians to safely cross Cumberworth Lane.

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.

4.2. THE BENEFITS OF A TRAVEL PLAN

- 4.2.1. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change.
- 4.2.2. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers. Central and Local Government guidance relating to TP's stress the environmental and health benefits of producing a TP.
- 4.2.3. It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using

more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage residents and their visitors to reconsider how they make regular journeys.

4.2.4. An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.

4.2.5. Table 4 summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

TABLE 4. THE BENEFITS OF THE TRAVEL PLAN

Benefit	Residents / visitors/ pupils	Community / Environment
Cost savings	√	√
Healthier lifestyle	√	√
Improved site access	√	√
Reduced congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality	√	√
Reduced noise	√	√

4.2.6. Travel Plans can produce indirect but significant benefits, such as improving the punctuality of people travelling to work. Residents who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the developer will

demonstrate a more responsible and caring attitude to residents, visitors and the local community.

4.3. TRANSPORT POLICY

- 4.3.1. 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. Travel Plan Initiatives

- 5.1.1. Travel Plan initiatives will be used to reduce reliance on the private car and promote more sustainable travel choices.

5.2. TRAVEL PLAN MEASURES

- 5.2.1. Measures are 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, mobile apps and accessible information.
- 5.2.2. 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 and newsletters as well as utilising the internet and communication sessions. This activity will need to be coordinated properly by the travel plan co-ordinator (TPC).
- 5.2.3. For visitors, access and travel information will be provided in all marketing streams, such as leaflets and social media.

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PROPOSED IMPROVEMENTS TO INCREASE PEDESTRIAN USAGE

- 5.2.4. The development layout will provide safe and convenient access via the main site access for pedestrians to link to the footway across the road and adjacent to the public highway along Cumberworth Lane. The surrounding highway network already provides a good level of pedestrian infrastructure.
- 5.2.5. Pedestrian refuges with dropped kerbs and tactile paving will be provided to aid crossing movements. Appropriate levels of lighting will be provided along the pedestrian routes within the site.

PROPOSED IMPROVEMENTS TO INCREASE CYCLE USAGE

- 5.2.6. Safe and convenient access through the site for cyclists will be provided via the main site access. The surrounding road network facilitates safe and convenient cycle access to the site. Parking for cycles will be provided within any garages allocated to individual properties.

TRAVEL PLAN COORDINATOR (TPC)

- 5.2.7. To deliver the above measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. 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.
- 5.2.8. 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.
- 5.2.9. One of the first tasks of the TPC is 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 Travel Plan measures are implemented.
- 5.2.10. The role of the TPC shall include the following:
- ✎ Promote, publicise and encourage use of non-car modes of transport;
 - ✎ All relevant travel plan information is disseminated to residents and clearly displayed on notice boards or via IT system and is regularly updated;

- ✦ Prepare annual report on the operation of the travel plan and submit this to the Kirklees Council Travel Plan Unit (KCTPU);
- ✦ Monitor demand for public transport and report findings to the KCTPU annually;
- ✦ Monitor car sharing arrangements and report findings to the KCTPU annually;
- ✦ Carry out annual travel surveys of all residents, identifying travel needs and modes and report findings to the KCTPU;
- ✦ Liaise with the KCTPU, public transport operators and attend meetings with interested parties; and
- ✦ Act as the main point of contact for all organisations outside the development site.

5.2.11. The TPC will promote each form of sustainable travel in the following ways.

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INITIATIVES TO PROMOTE WALKING

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

5.2.13. 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.

5.2.14. Information in respect of walking routes to and from the site to key services will be made available to residents. This information will be displayed on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Reference to a walking journey planner will also be provided in promotional material (<https://gb.mapometer.com/walking>).

- 5.2.15. Discussions will be held with the KCTPU on how to encourage walking buses, cycling to school and school to scoot initiatives.

INITIATIVES TO PROMOTE AND FACILITATE CYCLING

- 5.2.16. The TPC will promote cycling to work and school, particularly for those residents that work or take their child to a school within a 2km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. Initiatives such as a bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives.
- 5.2.17. Information on local cycle network routes will be made available to residents. This information will be displayed on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Details of DfT cycling promotion and assistance initiatives will also be disseminated via these methods.

INITIATIVES TO PROMOTE PUBLIC TRANSPORT

- 5.2.18. The TPC will liaise with the Councils public transport officer and local bus operators to provide up to date details of bus services, including route information and service frequencies.
- 5.2.19. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material displayed on communal notice boards and the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.
- 5.2.20. The TPC will make arrangements to demonstrate to residents and visitors (if requested) how to access online real-time bus information, a journey planner on Metro's website and also the "your next bus" service from Metro, by mobile phone.

Visitors will also be made aware of all relevant on-line websites administered by public transport operators, and will include the following:

- ✦ Journey planner: www.metrojourneyplanner.info/welcome.do
- ✦ Real time bus information: <http://yournextbus.wymetro.com/>
- ✦ Timetables and ticket information: <https://www.wymetro.com/> or on tel: 0113 245 7676
- ✦ Rail Enquiries: www.nationalrail.co.uk
- ✦ Coach travel: www.nationalexpress.com and www.megabus.com

INITIATIVES TO PROMOTE CAR SHARING

- 5.2.21. Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of people travelling to work by implementing and publicising a formal 'scheme'.
- 5.2.22. As part of the resident questionnaires the interest in car sharing and residents will be asked and if they wish, they will be put in touch with others on site that are interested. A list of all interested users will be maintained. This can be established by setting up a database for users available over the internet. Reference will be made to this via the promotional and marketing material with specific reference to operating companies such as <https://wy.liftshare.com/>.
- 5.2.23. The Travel Plan Co-ordinator will promote the benefits of home delivery services to residents to reduce the need to travel e.g., groceries etc, and this will be included in the Travel Information Welcome Packs.

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INITIATIVES FOR RESIDENTS

- 5.2.24. On occupation, each resident will be provided with a Travel Information Welcome Pack. The Welcome Pack will be provided in all homes 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.
- 5.2.25. 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; and
 - ／ Local amenities including access options.

6. Targets

- 6.1.1. Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 6.1.2. As stated in Section 4 of this report, the DfT published in their report *Smarter Choice, Changing the Way We Travel* suggests that a reduction of 10 – 15% of driver only trips can be achieved by the provision of effective and practicable measures included within a travel plan. For a residential travel plan and given the site location a SMART target would be to seek a 5% reduction in single occupancy car trips over the life of the TP (5 years).
- 6.1.3. Specific targets will also consider modal split derived from the census data for the area. It is not considered possible to identify a true base level of travel behaviour until the development is occupied and the travel questionnaire survey has been undertaken. The Travel Plan will then be reviewed and updated as necessary within 3 months of the completion of this survey.
- 6.1.4. Once the targets have been achieved the level of private car usage will be maintained at this level, or reduced further. The Travel Plan Co-ordinator will not omit or change the agreed targets without prior consultation and agreement from the Council's Travel Planning Officer.
- 6.1.5. However, if the targets are not achieved then the management of the Travel Plan will be extended for a further year for everyone that they have not met. The role of Travel Plan Co-Ordinator will be extended for the same period.

7. Responsibility / Ownership

- 7.1.1. The developer (Urban Developments York Ltd) will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highway Authority.
- 7.1.2. The Travel Plan will be implemented under the control of the Travel Plan Co-ordinator, who on appointment will contact KCTPU to advise that work has commenced on delivering the Travel Plan. The TPC will also liaise with the local community and other interested parties for the continuing progression of the Travel Plan.
- 7.1.3. Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Planning Officer and set out preliminary dates for delivery and monitoring of this Travel Plan. The TPC will liaise with the Council's Travel Planning Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.
- 7.1.4. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all residents involved. The TPC will agree at the onset with the council how the outcomes will be reviewed. A residents' forum will also be considered by the TPC.
- 7.1.5. The following details for the TPC will be provided at the appropriate time and the council will be notified if there are any changes:
 - ✍ Name
 - ✍ Address
 - ✍ Phone number / E-mail address

8. Implementation

- 8.1.1. The infrastructure provision outlined above is to be carried out as part of the construction of the site, being incorporated into the site layout and design.
- 8.1.2. The TPC will have the responsibility of implementing the remainder of the Travel Plan and the Action Plan therein from their appointment.
- 8.1.3. The TPC will carry out a questionnaire survey within the first 3 months of 40% occupation and annually thereafter to monitor the success of the travel plan. It must be carried out during term time. The travel questionnaire is presented in Appendix C.
- 8.1.4. The survey work provides an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the residents. The TPC will submit an annual monitoring report to the Council which will include all the survey data, any proposed revisions to the Travel Plan and the annual action plan for the next 12 months. The action plan will include details of person(s) responsible, and dates by which the measures will be achieved over the next 12 months.
- 8.1.5. The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for a resident, if requested.
- 8.1.6. The Travel Plan will be continually marketed through the provision and updating of the travel information pack and communication on relevant initiatives (such as those listed in 8.1.8) via email/leaflet. Residents will be asked whether they would like to receive these communications when the initial travel surveys are completed. This will be the responsibility of the TPC.

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- 8.1.7. The TPC will also commit to keeping the Travel Information Welcome Packs up to date and issued to all new residents.
- 8.1.8. As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 8.1.9. A suggested framework for the Actions is however provided in Table 5 below and will be monitored and updated as the Travel Plan progresses.

TABLE 5. ACTION PLAN FRAMEWORK

ACTION	DELIVERY
Infrastructure provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to occupation
Appointment of TPC	Prior to marketing of development
Travel Questionnaire	On 40% occupation (yearly thereafter)
Promotional Material	Prior to first occupation
Monitor and Review	Within 3 months of 40% occupation and annually
Action Plan	Prepared at start of year and then implemented during that period

9. Monitoring and Review

9.1. MONITORING

- 9.1.1. An objective of this Framework Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Planning Officer.
- 9.1.2. The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to residents via leaflets, newsletters, the internet and communication sessions. The TPC will liaise with the Council's Travel Planning Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.
- 9.1.3. Following the initial travel surveys, repeat travel surveys will be undertaken. A written analysis of the results of the survey will be provided to the Local Authority. The TPC will submit an annual monitoring report to the Council which will include all the survey data, any proposed revisions to the TP and the annual action plan for the next 12 months. The action plan will include details of person(s) responsible, and dates by which the measures will be achieved over the next 12 months. The survey results will be used to identify the targets mentioned in Section 6.
- 9.1.4. The results of the monitoring will be fed back to the Council's Travel Planning Officer in an annual report. The annual report will be issued to the local planning authority. The results of surveys will be disseminated to all residents.

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9.1.5. The proposed monitoring protocol are as follows:

- ✦ Following the initial 40% occupation travel surveys, submission of a written analysis of the results of the survey including a review of any targets, will be provided to the Local Authority within 3 months of completion of the surveys.
- ✦ Travel surveys will be undertaken a year after the initial survey period to include the initial 40% surveyed and new residents, a report will be prepared for submission to the local authority, this will include:
 - The survey data;
 - Comment on whether the targets for existing residents have been met;
 - Proposed revisions to the TP; and
 - Action plan for next 12 months.

9.2. REVIEW

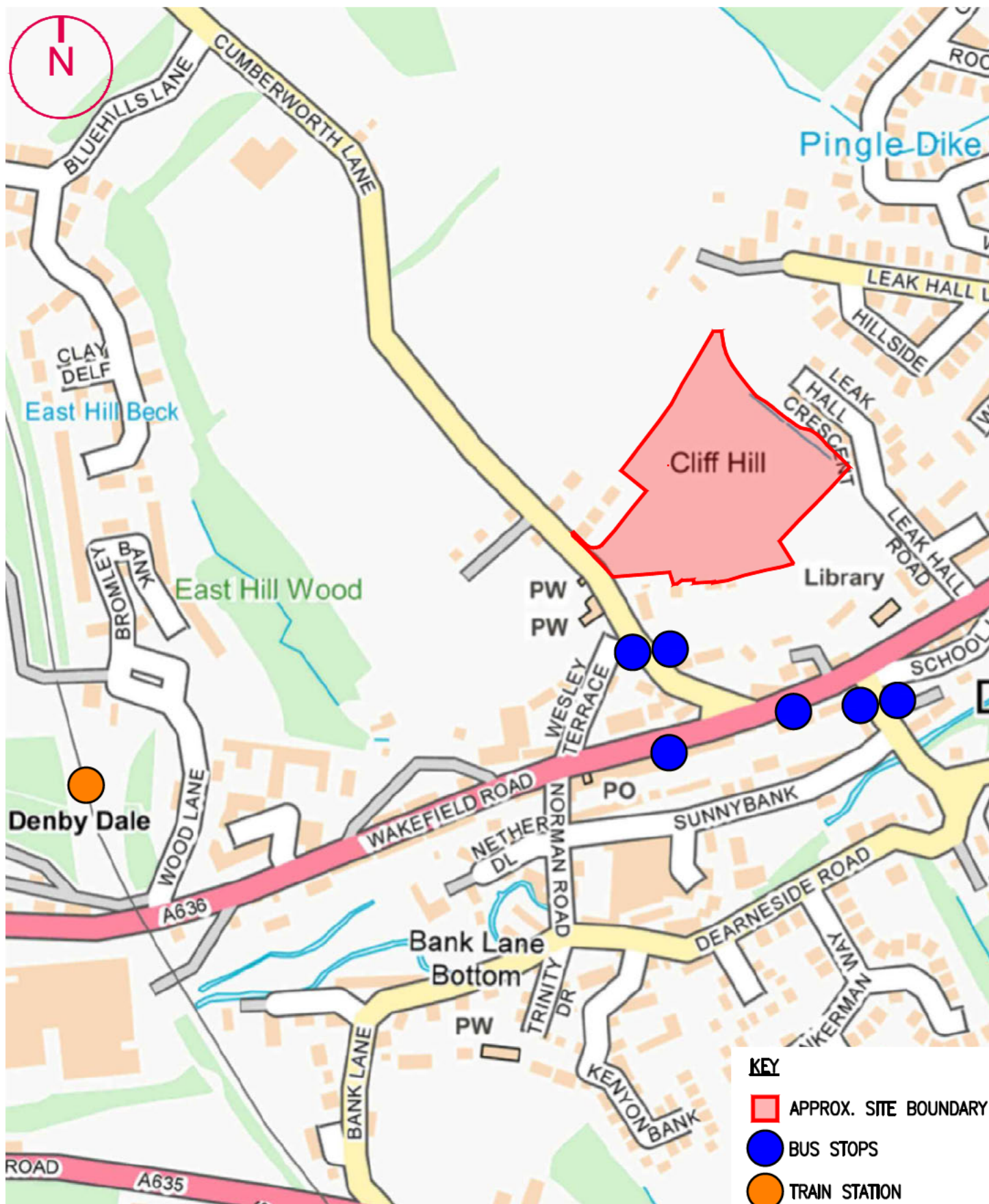
9.2.1. The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met, as part of the action plan. If the review determines that the Travel Plan targets have not been met, then the TPC shall liaise with council's Travel Plan Officer on potential measures to mitigate and resolve this.

9.2.2. At this stage it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum it is proposed that the monitoring of the Travel Plan and the role of the TPC will be extended by a year for every year that the targets have not been met.



APPENDICES

APPENDIX A: Site Location Plan



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

PROPOSED RESIDENTIAL DEVELOPMENT
CUMBERWORTH LANE, DENBY DALE
SITE LOCATION PLAN

SCALE: 1:10 @A4

DATE: MAY 2022

FIGURE 1

APPENDIX B: Proposed Development Layout

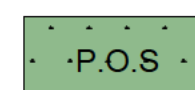
0m 10m 20m 30m 40m 50m



- SITE BOUNDARY
- ADJACENT DEVELOPMENT
- REVISED BOUNDARY

SCHEDULE

TYPE A AFFORDABLE	8X	TYPE A - 2 BED GIA 71.9m²
TYPE B AFFORDABLE	1X	TYPE B - 3 BED GIA 87.2m²
TYPE C	4X	TYPE C - 4 BED GIA 144.4m²
TYPE D	4X	TYPE D - 4 BED GIA 134.8m²
TYPE E	6X	TYPE E - 5 BED GIA 228.4m²
TYPE F	3X	TYPE F - 4 BED GIA 148.2m²
TYPE G	8X	TYPE G - 3 BED GIA 140.6m²
TYPE H	4X	TYPE H - 4 BED GIA 143.2m²
TYPE I	7X	TYPE I - 4 BED GIA 191.3m²
TYPE J	2X	TYPE J - 5 BED GIA 260.1m²
TOTAL UNITS - 47		



***NOTE**
Area in schedule are indicative.
APPROX GIFA - 7151.1 m²

REV: P | DATE: MAY 22 | DRAWN: TC | CHECKED: MH
GENERAL AMENDMENTS, ROAD WIDENING AT
BENDS. SCHEDULE UPDATED.

REV: O | DATE: MAY 22 | DRAWN: BC | CHECKED: MH
LAYOUT UPDATED, INDICATIVE RETAINING
WALLS ADDED. SITE ENTRANCE ROAD UPDATED
AS PER CONSULTANTS DRAWINGS.

REV: N | DATE: MAY 22 | DRAWN: TC | CHECKED: MH
SITE PLAN AMENDED FOLLOWING HIGHWAYS
COMMENTS AND ENGINEERS EASEMENT AND
SUDS BASIN REQUIREMENTS.

REV: M | DATE: MAY 22 | DRAWN: TC | CHECKED: MH
POS AREAS AND GIFA UPDATED

REV: L | DATE: MAY 22 | DRAWN: TC | CHECKED: MH
PATIOS, PATH AND BIN STORES ADDED. AREAS
UPDATED TO REFLECT HOUSE TYPE CHANGES.

REVISIONS

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urban

RESIDENTIAL
DEVELOPMENT

DENBY DALE

PROPOSED
SITE PLAN

Drawn: WH | Scale: 1:500 @ A2
Date: NOV 2021 | Checked: MH

brewsterbye architects
5 NORTH HILL ROAD
HEADINGLEY
LEEDS
LS6 2EN
telephone
0113 2754000
mobile
0113 2844250
e-mail
info@brewsterbye.co.uk

Dwg No: 571/16(02)010 P

APPENDIX C: Sample Travel Survey Questionnaire

TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



A Developer Ltd is developing a Travel Plan to improve the travel options available to residents and Via Solutions has been appointed to assist in this process. We would like to make sure that we understand the travel patterns and your perceptions of different ways of getting to school and home etc. As such would be grateful if adults (of driving age) in the household would spare a couple of minutes to complete this questionnaire.

Any information you provide will be treated in the strictest confidence. When you have completed your form please return to by All completed forms will be entered into a prize draw where you could have the chance of winning a **£50 M & S** voucher.

If you have any questions, please contact the Travel Plan Co-Ordinator, by email at or telephone 0113 3453957.

Section A: About Yourself

1 What is your age?

- | | |
|----------|-----------------------|
| Under 55 | <input type="radio"/> |
| 55-65 | <input type="radio"/> |
| Over 65 | <input type="radio"/> |

2 What is your employment status?

- | | |
|-----------------------|-----------------------|
| Full time employment | <input type="radio"/> |
| Part time employment | <input type="radio"/> |
| Not working / retired | <input type="radio"/> |

Section B: About Your Travel Patterns

3a What mode of transport do you generally use to travel to work?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

PLEASE TURN OVER

TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



3b If you have any children what method of transport do you generally use to travel to and from school?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

4 What are your main reasons for using a car to travel to work / transport your children to school?
(tick up to three boxes)

- | | | | |
|-------------------------|-----------------------|------------------------------|-----------------------|
| Time savings | <input type="radio"/> | Personal safety | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Cost savings | <input type="radio"/> |
| Health reason | <input type="radio"/> | Other uses to/from work | <input type="radio"/> |
| Car needed during day | <input type="radio"/> | Convenience/flexibility | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Public transport unavailable | <input type="radio"/> |
| No alternative | <input type="radio"/> | | |
| Other uses to/from work | <input type="radio"/> | | |
| Other (please specify) | | | |

2

5 If you didn't use the car today, what were your main reasons?

- | | |
|--------------------------|-----------------------|
| No car available | <input type="radio"/> |
| Time saving | <input type="radio"/> |
| Cheaper alternative | <input type="radio"/> |
| Health / fitness reasons | <input type="radio"/> |
| Avoid traffic congestion | <input type="radio"/> |
| Other (please specify) | |

Please provide contact details in case you are the lucky winner of the prize draw.

.....