

**Proposed Residential Development  
Bradley Villa Farm Phase, Huddersfield  
Travel Plan**

September 2023 (Rev 2)

Prepared on behalf of

**Redrow Homes (Yorkshire) Ltd, R Kershaw & S Gill**

## Quality Management

Proposed Residential Development – Bradley Villa Farm Phase, Huddersfield - Travel Plan Project No: 20209-P1				
<b>File reference</b>	O:\Bradley Villa, Huddersfield\TEXT\REPORTS\230928 TP Rev 2.docx			
<b>Issue/revision</b>	<b>Initial Issue</b>	<b>Revision 1</b>	<b>Revision 2</b>	<b>Revision 3</b>
<b>Remarks</b>	For Client Comment	For Client Comment	Final	
<b>Date</b>	17 <sup>th</sup> March 2021	26 <sup>th</sup> March 2021	28 <sup>th</sup> September 2023	
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# 1. Introduction

## 1.1 BACKGROUND

1.1.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents and visitors.

1.1.2 This TP has been prepared to accompany a full planning application for the Bradley Villa Farm Phase (BVF Phase) of development at a larger site allocated for housing within the adopted Kirklees Local Plan (Site Reference: HS11). The TP should be considered in conjunction with the Transport Assessment that has also been prepared to accompany the planning application for the BVF Phase of development.

1.1.3 This TP has been updated in September 2023 to reflect the S106 agreement as part of the planning permission of the development.

## 1.2 SCOPE

1.2.1 This TP has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6<sup>th</sup> March 2014, and other appropriate local guidance.

1.2.2 The adopted Kirklees Local Plan Strategy and Policies states in Policy LP20 Sustainable travel that *"Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specific measures to be implemented including an approach to lower carbon emissions where applicable."*

1.2.3 This document provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on the developer to encourage residents to use sustainable modes of transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.2.4 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development and describes the Site;
- Chapter 3 – defines the Travel Plan objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an initial Action Plan.



## 2. The Proposed Development

### 2.1 DEVELOPMENT PROPOSALS

2.1.1 The BVF Phase of development comprises 277 dwellings as shown on the Site Layout drawing contained at Appendix A. The proposals include a mix of terraced, semi-detached and detached houses.

2.1.2 There will be a substantial area of Public Open Space within the centre of the development.

### 2.2 PROPOSED ACCESS

2.2.1 The BVF Phase of development will be served by a priority junction on to A641 Bradford Road, situated at an existing access point between residential dwellings, some 170m north of the Bradley Bar Roundabout.

2.2.2 Within the development there will be network of residential streets with the main spine street having a footway to both sides. Parts of the development are served from shared surface streets and some properties will be served from shared private drives.

2.2.3 There will be an emergency/pedestrian/cycle link from the development out to the south on to Bradley Road.

### 2.3 PARKING PROVISION

2.3.1 Parking provision will be in line with Kirklees Council standards for the size of dwelling and parking for visitors can be safely accommodated on-street (where the carriageway width is 5.5m). The proposed parking provision will ensure that the demand from the development will not affect the operation or safety of the local highway network.

2.3.2 Every dwelling will be installed with the capacity for a future Electric Vehicle Charging Point (EVCP) with the installation of an IP rated external 13 amp lockable socket on a 32 amp dedicated circuit, capable of receiving a proprietary EVCP up to 7.2kw capacity.

2.3.3 All properties will be provided with secure cycle storage provision either within a garage or a cycle shed that is windowless and robustly constructed and within the curtilage of the property.



## 3. Objectives and Targets

### 3.1 TRAVEL PLAN OBJECTIVES

3.1.1 This Travel Plan shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.2 The overall objectives of the Travel Plan for the development are:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

### 3.2 TRAVEL PLAN BENEFITS

3.2.1 The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of public transport, cycling and walking for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

### 3.3 TRAVEL PLAN TARGETS

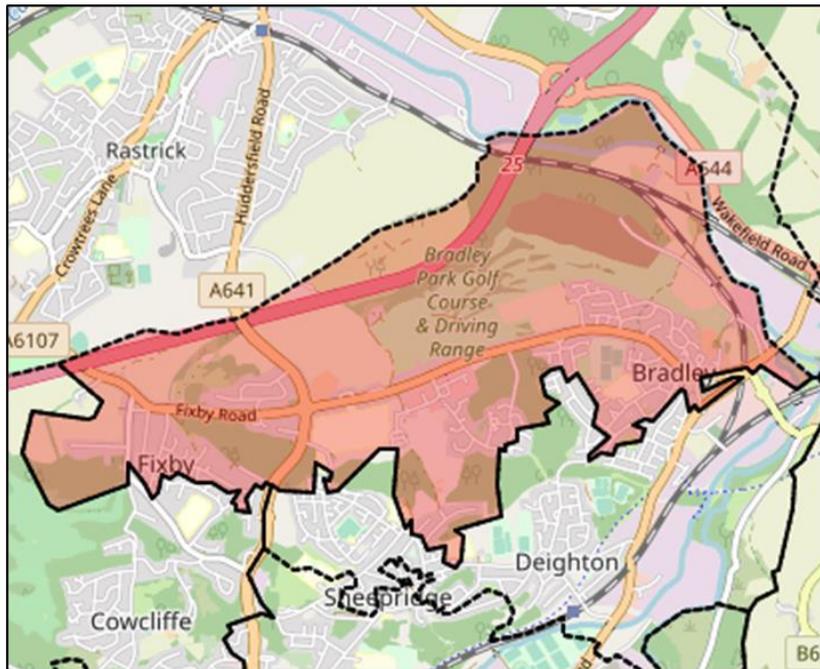
3.3.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5). Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime related.

3.3.2 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for Kirklees 022 Mid Layer Super Output Area (MSOA) which the site lies within. Kirklees 022 MSOA is shown in Image 3.1.



Image 3.1 Kirklees 022 MSOA



Source: www.nomisweb.co.uk/

3.3.3 Journey to work mode split data has been obtained for Kirklees 022 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Kirklees 022 MSOA

Method of Travel to Work	Total	Percentage
Train/Light Rail/Tram	62	2.6%
Bus, Minibus or Coach	192	8.1%
Taxi	12	0.5%
Motorcycle, Scooter or Moped	8	0.3%
Driving a Car or Van	1778	74.8%
Passenger in a Car or Van	172	7.2%
Bicycle	18	0.8%
On Foot	131	5.5%
Other	4	0.2%
<b>Total</b>	<b>2377</b>	<b>100%</b>

3.3.4 The 2011 Census mode split indicates that 74.8% residents in Kirklees 022 MSOA drive in a car or van for their journey to work with 7.2% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle this equates to 68.8% single occupancy cars and vans.

3.3.5 The initial targets are set out below and these are to be met within 2 years from first occupation:

- 5% reduction in 68.8% driving a car without any passengers = **63.8%**;
- 100% increase in cycling trips = **1.6%**; and
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.



3.3.6 Whilst these are initial targets, a further target of reducing single occupancy car trips to and from the development by 10% will be aimed for within 5 years of first occupation.

3.3.7 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Kirklees Council (KC).



## 4. Roles and Responsibilities

### 4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

### 4.2 TRAVEL PLAN CO-ORDINATOR

4.2.1 Redrow Homes (Yorkshire) Ltd have appointed a Travel Plan Co-ordinator (TPC) prior to first occupation of the development. The TPC details are provided in Table 4.2 and the TPC will inform KC of the date that this work commenced and provide a contact name and details.

4.2.2 The duties of the Travel Plan Co-ordinator will include:

- Implementation of the Travel Plan;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Liaising with any other TPCs across the wider development;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the site via sustainable modes;
- Promote the ‘Sustainable Travel Plan Fund’ to residents; and
- Liaison with KC, West Yorkshire Combined Authority (WYCA) and other key stakeholders such as Highways England (HE).

**Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator**

Travel Plan Measure – TPM1	
<b>Summary</b>	Appoint a Travel Plan Coordinator.
<b>Guideline Timescale</b>	Appointed.
<b>Notes</b>	To implement, oversee and manage the Travel Plan.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd.

**Table 4.2 Travel Plan Co-ordinator Details**

Contact Details	
<b>Name</b>	Kate Peel
<b>Address</b>	Suite 1, 3 <sup>rd</sup> Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
<b>Phone</b>	0113 245 1679
<b>Email</b>	Kate.peel@optimahighways.com



## 5. Monitoring and Review

### 5.1 INTRODUCTION

5.1.1 A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

### 5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the Travel Plan is to carry out a questionnaire survey of residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases awareness of travel issues.

5.2.2 A travel survey of all residents will take place within 12 months of first occupation. The results of the survey will be provided to KC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 35% will be targeted. If this target is not met, a prize draw will be introduced to increase the response rate.

5.2.4 If possible (subject to GDPR), the survey will be undertaken using an online questionnaire software such as 'SurveyMonkey'.

**Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys**

Travel Plan Measure – TPM2	
<b>Summary</b>	Undertake a travel survey to provide a baseline and inform initial targets.
<b>Guideline Timescale</b>	Within 12 months of 1 <sup>st</sup> occupation.
<b>Notes</b>	To record travel patterns and inform targets.
<b>Responsibility</b>	Travel Plan Coordinator.

### 5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The Travel Plan will be monitored on an annual basis, which will include a full survey of all residents. Within 3 months of the annual review the TPC shall agree the following Travel Plan items with KC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.3.2 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period, as well as the spending of the Sustainable Travel Plan Fund. Any progress made will be reported by the TPC to the relevant external organisations including KC, and public transport operators where appropriate.

5.3.3 As set out in the S106 agreement, Redrow will pay KC £3,000.00 upon occupation of the 100<sup>th</sup> dwelling and every anniversary thereafter, for a period of 4 years, for the purpose of monitoring the Travel Plan.

5.3.4 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with KC and any other relevant stakeholders.



5.3.5 Potential secondary measures/actions could include the following for which the TPC would be responsible:

- Re-promote the Sustainable Travel Plan Fund scheme and target households that have not taken up the offer;
- Arrange for a local cycle store to provide a troubleshooting/maintenance day. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

**Table 5.2 Travel Plan Measure 3 – Monitoring & Review**

<b>Travel Plan Measure – TPM3</b>	
<b>Summary</b>	Monitoring and Review.
<b>Guideline Timescale</b>	Annually.
<b>Notes</b>	To monitor Travel Plan performance.
<b>Responsibility</b>	Travel Plan Coordinator.

## 5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



## 6. Walking

### 6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 Footways that are approximately 2.5m wide are provided along both flanks of Bradley Road in the vicinity of the development. On Bradford Road 1.6m wide footways are provided, segregated from the carriageway by circa 2.0m wide grass verges.

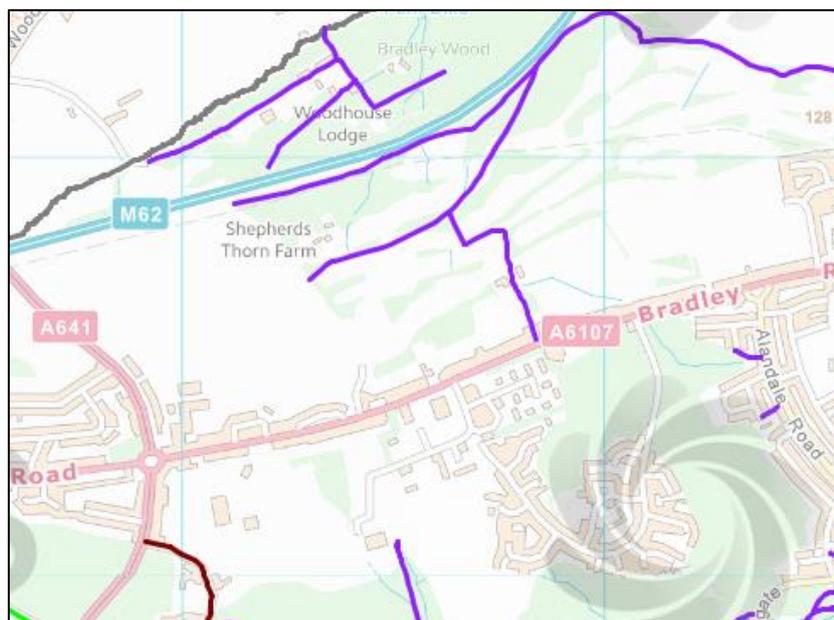
6.1.2 A pedestrian refuge island is provided opposite All Saints Catholic School and dropped crossings are provided across all arms of the Bradley Bar Roundabout.

6.1.3 There is a series of existing Public Rights of Way (PRoW) surrounding the development and these are summarised in Table 6.1 and shown in Image 6.1. Shepherds Thorn Lane (which forms part of adopted highway) provides a connection over the M62 Motorway from Bradley Road to Woodhouse Lane near Huddersfield Road.

**Table 6.1 Summary of Existing PRoW**

Ref	Status	Route	Approx. Length
HUD/3/10	Footpath	Commences at Shepherds Thorn Lane in an easterly direction and joins HUD/3/20 and HUD/4/10 near Bradley Park Golf Course.	0.4km
HUD/4/10	Footpath	Commences at Bradley Road to the east of Bradley Business Park and proceeds north along Lamb Cote Road into Bradley Golf Course.	0.45km
HUD/3/20	Footpath	Commences at footpaths HUD/3/10 and HUD/4/10 and proceeds in a north-eastern direction towards the M62 before joining HUD/2a/10.	0.4km
HUD/2a/10	Footpath	Commences at Shepherds Thorn Lane and runs east, parallel to the M62 and joins HUD/3/20 to the north of Bradley Golf Course.	0.8km
HUD/3/30	Footpath	Commences at Bradley Golf Course and proceeds east to the rear of the Park Hill housing estate.	1.2km

**Image 6.1 Extract from KC's Public Rights of Way Map**



Source: [www.mapping.kirklees.gov.uk](http://www.mapping.kirklees.gov.uk)



## 6.2 ACCESSIBILITY ON FOOT

6.2.1 The hard measures proposed which will positively influence trips on foot by residents include:

- Several boundary connections with the existing highway network to facilitate trips in all directions from (and through) both the BVF Phase and the HS11 Full Allocation;
- Numerous internal links and pedestrian routes including the retention and improvement of several existing Public Rights of Way;
- Provision of 2.0m wide footways along both sides of the Spine Road which runs through the centre of the proposed BVF Phase and the Full HS11 Allocation;
- Several crossing facilities on the access junctions with Bradford Road and Bradley Road; and
- The implementation of Travel Plan initiatives for residents.

6.2.2 The residential design guide 'Manual for Streets' (MfS) advises that *"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..."* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *"the greatest potential to replace short car trips, particularly those under 2km"*. The acceptability of walking trips up to 2km, for commuting purposes, (an approximate 25 minutes' walk time) is also supported in the CIHT document 'Providing for Journeys on Foot', 2000.

6.2.3 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

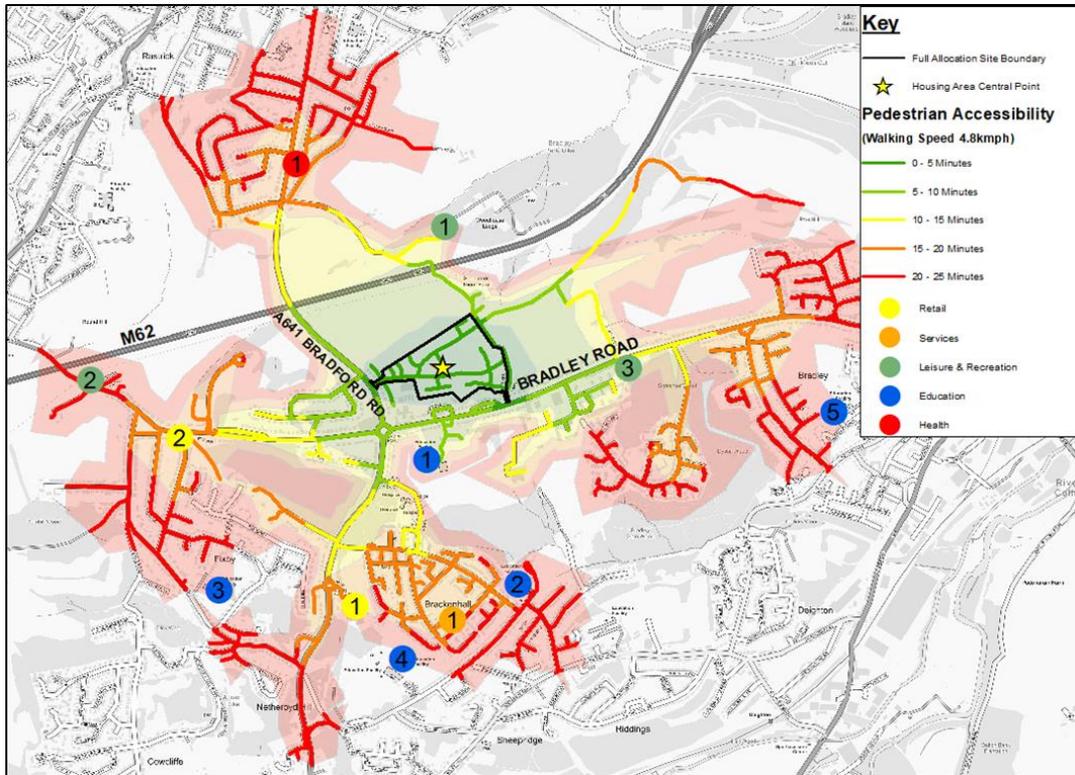
6.2.4 Using GIS Network Analyst software typical walk times (up to 25 mins) to specific local facilities situated in close proximity to the BVF Phase are shown on Figure 20 and an extract is provided in Image 6.2. The resulting GIS analysis demonstrates that:

- Several existing schools are located within a 25 minute walk of the BVF Phase including All Saints Catholic College, Our Lady of Lourdes Catholic Primary, Fixby Junior/Infant School and St Thomas Primary;
- The proposed primary school to be located within the overall HS11 Allocation Site will provide the closest school, accessible within a 15 minute walk subject to its precise location. Indeed, the proposed new school would provide access to primary education within just a few minutes' walk for many residents of the BVF Phase and would serve to further minimise vehicle trips;
- There are several food stores and local shops within walking distance of BVF Phase of development including:
  - A Nisa Local on Fixby Road to the west which is within a 17 minute walk of the centre of the Site;
  - An Asda on Bradford Road to the south which is also within a 17 minute walk;
  - The proposed retail unit to be located within the overall HS11 Allocation Site will be accessible within a 5 to 15 minute walk subject to its precise location.
- With respect to health care there are several GP surgeries which lie just beyond a 25 minute walk of the Site. However, a new health facility is proposed to be delivered within



the overall HS11 Allocation and this facility will be very accessible to residents of the BVF development – within a 5 to 15 minute walk subject to its precise location.

**Image 6.2 Extract of Pedestrian Accessibility Plan**



6.2.5 The proposed residential development will be provided with good accessibility on foot to a range of services and facilities in accordance with national MfS, CIHT and DfE guidance.

**6.3 WALKING MEASURES**

**Table 6.2 Travel Plan Measure 4 – Internal Pedestrian Links**

Travel Plan Measure – TPM4	
<b>Summary</b>	Provision of high quality pedestrian routes/links within internal layout.
<b>Guideline Timescale</b>	Prior to first occupation.
<b>Notes</b>	To improve connectivity, encourage walking trips and improve accessibility for residents and visitors.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd.



**Table 6.3 Travel Plan Measure 5 – Pedestrian Connections**

Travel Plan Measure – TPM9	
<b>Summary</b>	Provision of pedestrian links to Bradford Road and Bradley Road.
<b>Guideline Timescale</b>	Prior to first occupation.
<b>Notes</b>	To improve connectivity to the bus stops along the A59.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd.

**Table 6.4 Travel Plan Measure 6a – Travel Information Leaflet (Pedestrians)**

Travel Plan Measure – TPM6a	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
<b>Guideline Timescale</b>	Prior to occupation and regular updates.
<b>Notes</b>	To encourage trips on foot.
<b>Responsibility</b>	TPC to produce, distribute and update the leaflet at each annual review.

## 6.4 USEFUL LINKS

**Table 6.5 Useful Links – Walking**

Walking Weblinks	
Useful information on walking including links to other sources	<a href="http://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx">www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx</a>
Walking journey planners	<a href="http://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx">www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx</a> <a href="http://www.google.com/maps">www.google.com/maps</a> <a href="http://www.walkit.com">www.walkit.com</a> <a href="http://www.walkingforhealth.org.uk/walkfinder/kirklees-walking">www.walkingforhealth.org.uk/walkfinder/kirklees-walking</a>
Walk 4 Life	<a href="https://walk4life.info">https://walk4life.info</a>
Ramblers	<a href="http://www.ramblers.org.uk/huddersfield">www.ramblers.org.uk/huddersfield</a> <a href="https://www.facebook.com/groups/311883475577640">www.facebook.com/groups/311883475577640</a> (Huddersfield Ramblers)



## 7. Cycling

### 7.1 CYCLE FACILITIES

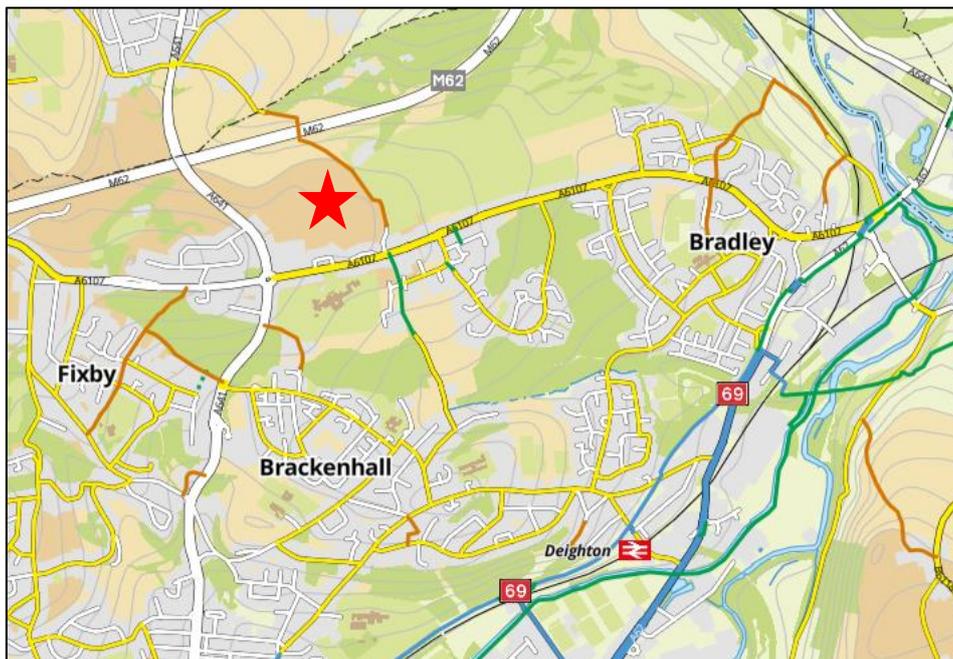
7.1.1 A summary of the key existing local cycle routes in the vicinity of Bradley Villa Farm Phase is contained in Table 7.1.

**Table 7.1 Cycle Route Summary**

Type	Reference	Route	Approx. Length
Advisory Cycle Route	Shepherds Thorn Lane	Bradley Road to Woodhouse lane	1.3km
On road cycle lane	Bradley Road	Bradley Bar Roundabout to the A62 Leeds Road	2.6km
On road cycle lane	Fixby Road	Bradley Bar Roundabout to Broomfield Road	0.7km
Traffic Free Cycle Path/Advisory Cycle Route	Old Lane	Bradley Road to Wiggan Lane	0.8km
Advisory cycle route	Woodhouse Lane/Birds Royd Lane	Shepherds Thorn Lane/Huddersfield Road to Huddersfield Road/Gooder Lane	2.1km
National Cycle Network	Route 69	Huddersfield to Deighton/Bradley	4.5km

7.1.2 The West Yorkshire Interactive Cycle Map, an extract of which is given in Image 7.1, shows the cycle routes available to residents of the Bradley Villa Farm Phase of development.

**Image 7.1 Local Cycle Routes**



Source: [www.fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/](http://www.fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/)



## 7.2 CYCLE ACCESSIBILITY

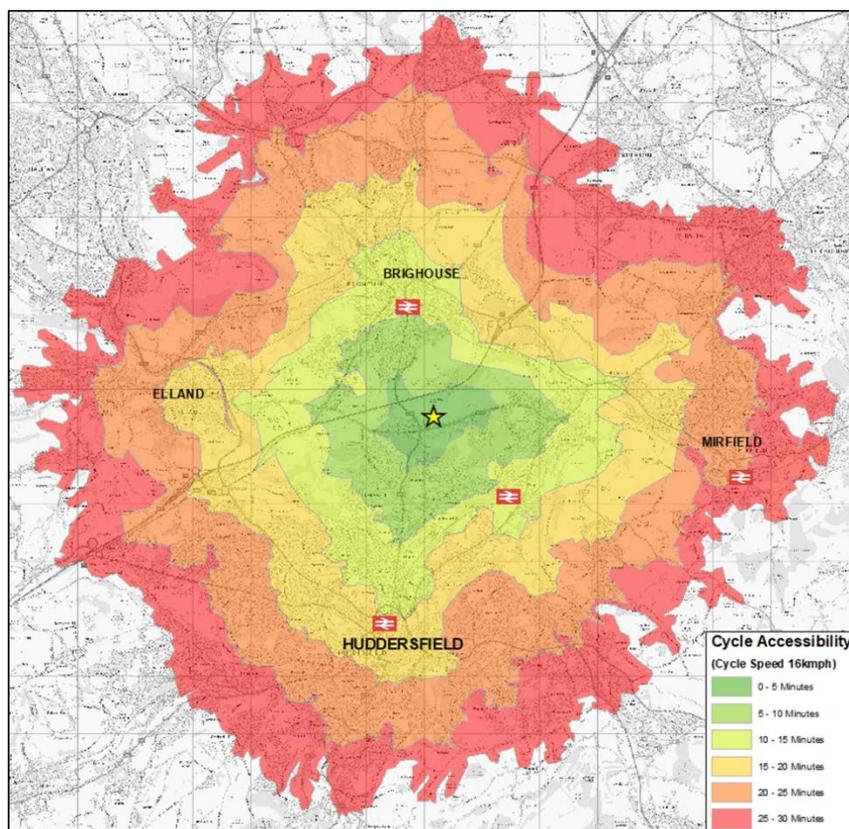
7.2.1 The hard measures proposed which will positively influence trips on foot by residents will also assist in influencing trips by cycle.

7.2.2 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in DfT's Local Transport Note 2/08 which equates to a 15-20 minute cycling time. However, the same guidance also refers to commuting cycle trips of up to 8km, approximately a 30 minute cycle time. Whilst, in terms of design guidance for cycle facilities, this LTN has now been superseded by LTN 1/20, there is no reason to suggest that the accepted cycle distances have changed.

7.2.3 Using GIS Network Analyst software typical cycle times from the BVF Phase of development are shown in Figure 22 and an extract is provided in Image 7.2. Figure 22 demonstrates that:

- All of the local schools can be reached within a 5 to 10 minute cycle of the Site;
- All of the numerous local shops and facilities including the multiple retail offers in Brighouse and Huddersfield can be accessed within a 15 to 20 minute cycle of the Site;
- The Deighton and Brighouse railway stations can be cycled within 10 to 13 minutes where cycle parking is available; and
- From the development the 25 to 30 minute cycle catchment area extends to include significant areas of employment including Huddersfield, Brighouse, Elland and Mirfield.

**Image 7.2 Extract of Cycle Accessibility Plan**



7.2.4 The development will therefore be provided with a good accessibility by cycle to a wide range of local services, facilities and employment destinations, all within an acceptable cycling distance. The close proximity of public transport will also allow multi-modal journeys on cycle / rail.



### 7.3 CYCLE MEASURES

**Table 7.2 Travel Plan Measure 6b - Travel Information Leaflet (Cycling)**

Travel Plan Measure – TPM6b	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
<b>Guideline Timescale</b>	Prior to occupation and regular updates.
<b>Notes</b>	To encourage cycling.
<b>Responsibility</b>	TPC to produce, distribute and update the leaflet at each annual review.

**Table 7.3 Travel Plan Measure 7 – Cycle Storage**

Travel Plan Measure – TPM7	
<b>Summary</b>	Secure cycle storage will be provided for every dwelling.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage cycling.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd.

### 7.4 USEFUL LINKS

**Table 7.4 Useful Links – Cycling**

Cycle Weblinks	
Useful information on cycling including links to other sources	<a href="http://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx">www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx</a> with links to cycle routes and maps, cycle shops, clubs, learning to cycle and other matters relating to cycling
Local Cycle Routes	<a href="http://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx">www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx</a> <a href="http://www.fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html">www.fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html</a>
Sustrans On-line Mapping	<a href="http://www.sustrans.org.uk/national-cycle-network">www.sustrans.org.uk/national-cycle-network</a> click on link to the National Cycle Network map which is based on OS mapping.
Tax Free Bike Scheme	<a href="http://www.gov.uk">www.gov.uk</a> search 'cycle to work'
Bike and Go	<a href="http://www.bikeandgo.co.uk">www.bikeandgo.co.uk</a>
Cycle Streets	<a href="http://www.cyclestreets.net">www.cyclestreets.net</a>
National cycle events	<a href="http://www.bikeweek.org.uk">www.bikeweek.org.uk</a>



## 8. Public Transport

### 8.1 PUBLIC TRANSPORT FACILITIES AND ACCESSIBILITY

#### Bus

8.1.1 The Chartered Institution of Highways and Transportation (CIHT) document, 'Planning for Public Transport in Developments', March 2009, suggests that the maximum walking distance to a bus stop should not exceed 400m. CIHT's later document, 'Buses in Urban Environments', January 2018, recognises that people will walk further to access more frequent bus services.

8.1.2 The nearest bus stops are located on Bradford Road with other stops on Bradley Road and Fixby Road as shown in Table 8.1.

**Table 8.1 Bus Stop Provision**

Bus Stop Reference	Location	Direction	Distance from BVF Site centre	Facilities	Buses towards	Services
<b>Bradley Road</b>						
450 17254	Bradley Road	Eastbound	540m	Bus stop pole. Timetable information and hardstanding	Metro Local	360
450 17253	Bradley Road	Westbound	600m	Bus stop pole. Timetable information and hardstanding	School Buses Only	School Buses Only
450 17255	Bradley Bar Roundabout	Southbound	520m	Bus shelter, layby, real time display, timetable information	Huddersfield	363, 384, 385, X49, X63
<b>Bradford Road</b>						
450 17532	Bradford Rd/Dorchester Road	Southbound	370m	Bus stop pole, timetable information and hardstanding	Huddersfield	363, X49, X63
450 17554	Bradford Road/Dorchester Road	Northbound	390m	Bus stop pole, timetable information and hardstanding	Brighouse	363, X49, X63
<b>Fixby Road</b>						
450 17256	Fixby Road/Bradford Road	Westbound	570m	Bus stop pole, timetable information and hardstanding	Birkby & Huddersfield	385

8.1.3 Image 8.1 shows details of existing bus services with a summary of the timetables for these given in Table 8.2.



Image 8.1 Existing Local Bus Services

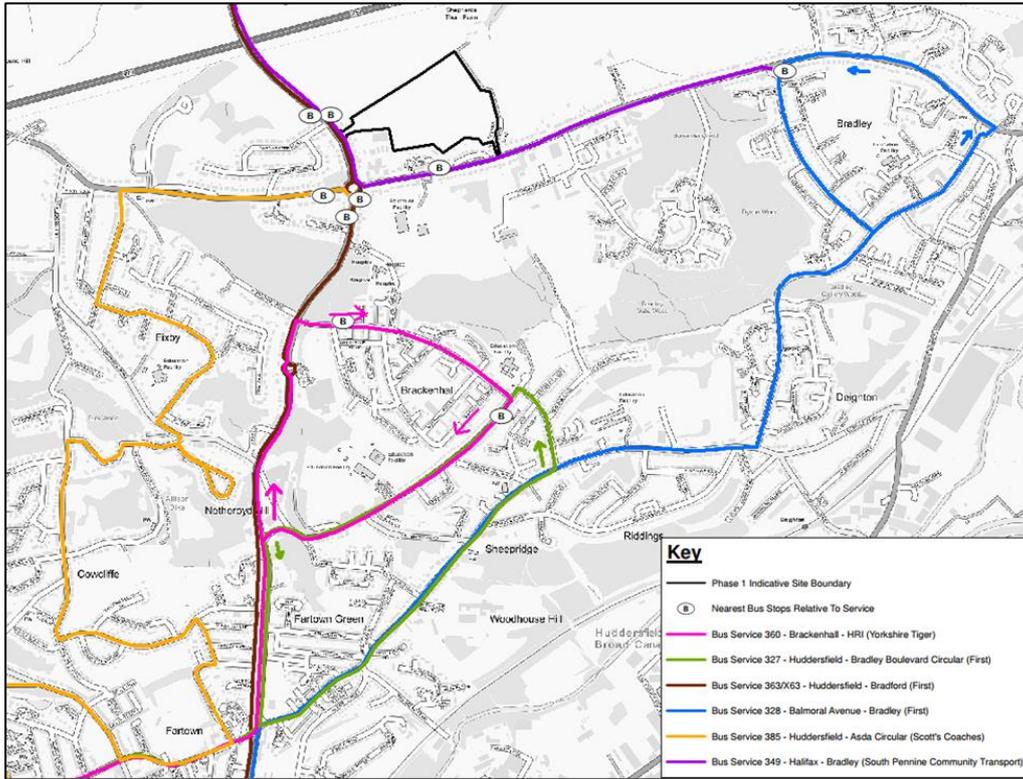


Table 8.2 Summary of Bus Services

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
X63/363	Huddersfield - Bradford	Monday – Friday	15 mins	05:37 to 23:10
		Saturday	15 mins	05:37 to 23:10
		Sunday	30 mins	07:45 to 23:24
	Bradford - Huddersfield	Monday – Friday	15 mins	05:44 to 23:43
		Saturday	15 mins	05:44 to 23:43
		Sunday	30 mins	07:15 to 22:52
360	Brackenhal - Huddersfield Royal Infirmary	Monday – Friday	30 mins	06:00-19:47
		Saturday	30 mins	07:35-19:37
		Sunday	60 mins	09:35-17:07
384	Huddersfield - Asda Circular	Monday – Friday	120 mins	08:25-16:25
		Saturday	4 services a day	08:25-16:25
		Sunday	No service	-
385	Huddersfield - Asda Circular	Monday – Friday	1 service	07:46
		Saturday	1 service	07:46
		Sunday	No service	-
X49	Bradford - Huddersfield	Monday – Friday	2 services	16:06 and 18:06
		Saturday	No service	-
		Sunday	No service	-
	Huddersfield - Bradford	Monday – Friday	2 services	06:54 and 07:39
		Saturday	No service	-
		Sunday	No service	-



8.1.4 Services X63/363 operate along the A641 Bradford Road corridor along the western boundary of the BVF Phase development. The services combine to provide a regular 4 buses per hour in each direction Monday to Saturday, operating from early in the morning through until late in the evening - thereby ensuring that all journey types are catered for including commuting/education in the morning and afternoon/early evening, retail/leisure during the day and leisure/socialising late at night.

8.1.5 Additionally, service 349 operates along Bradley Road along with school services associated with All Saints High School. The 349 service runs between Halifax Bus Station and Bradley and loops around the housing estates to the south of Bradley Road (Redwood Drive and Alandale Road).

## Rail

8.1.6 Brighouse Railway Station is located approximately 2.3km north of the development Site. The station provides access to Northern, Grand Central and Trans Pennine Express services providing regular connections to Huddersfield (1 per hour), Manchester (2 per hour), Leeds (2 per hour), Bradford (1 per hour) and other key destinations. It should be noted that current timetabling could be affected by the Covid-19 lockdown and therefore service frequency may increase in the future.

8.1.7 The typical journey times from Brighouse station to Huddersfield, Leeds and Manchester are 13, 30 and 60 minutes respectively.

8.1.8 The station has a 65 space car park situated adjacent to the platform and accessed from Birds Royd Lane. There are also 3 cycle parking spaces.

8.1.9 Deighton Railway Station is located some 2.5km south-east of the Site which also provides regular connections to Huddersfield, Manchester and Leeds as well as Dewsbury, Batley, York and Hull.

## Summary

8.1.10 The proposed residential development will be provided with good accessibility by public transport to a very wide range of wide range of local services, facilities and employment destinations.

## 8.2 PUBLIC TRANSPORT MEASURES

**Table 8.3 Travel Plan Measure 6c – Travel Information Leaflet (Public Transport)**

Travel Plan Measure – TPM6c	
<b>Summary</b>	Production and distribution of a Travel Information Leaflet including public transport information and the offer of the Sustainable Travel Plan Fund.
<b>Guideline Timescale</b>	Prior to occupation and regular updates.
<b>Notes</b>	To encourage public transport use.
<b>Responsibility</b>	TPC to produce, distribute and update the leaflet at each annual review.



### 8.3 USEFUL LINKS

**Table 8.4 Useful Links – Public Transport**

<b>Public Transport Weblinks</b>	
Public transport timetables, ticket and real time information	<a href="http://www.wymetro.com">www.wymetro.com</a> for details of buses, trains, tickets and passes
Rail times and journey planner	<a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>
Coach information	<a href="http://www.nationalexpress.com">www.nationalexpress.com</a> <a href="http://www.megabus.com">www.megabus.com</a>
Personalised journey planning	<a href="http://www.wymetro.com/plan-a-journey/">www.wymetro.com/plan-a-journey/</a> <a href="http://www.moovitapp.com/yorkshire-2109/poi/en">www.moovitapp.com/yorkshire-2109/poi/en</a>



## 9. Other Measures

### 9.1 CAR SHARING

**Table 9.1 Travel Plan Measure 8 – Car Share**

Travel Plan Measure – TPM8	
<b>Summary</b>	The Lift Share Car Share scheme will be promoted by the TPC <a href="http://www.liftshare.com/uk/community/wy">www.liftshare.com/uk/community/wy</a>
<b>Guideline Timescale</b>	Upon occupation
<b>Notes</b>	To encourage car sharing
<b>Responsibility</b>	TPC to include in Travel Leaflet at each annual review

### 9.2 CAR CLUB

**Table 9.2 Travel Plan Measure 9 – Car Club**

Travel Plan Measure – TPM9	
<b>Summary</b>	The Enterprise Car Club will be promoted by the TPC. <a href="http://www.enterprisecarclub.co.uk">www.enterprisecarclub.co.uk</a>
<b>Guideline Timescale</b>	From occupation
<b>Notes</b>	To encourage car club use as an alternative to owning a car
<b>Responsibility</b>	TPC to include in Travel Leaflet at each annual review

### 9.3 USE OF ELECTRIC VEHICLES

**Table 9.3 Travel Plan Measure 10 – Capacity for the Installation of EVCPs**

Travel Plan Measure – TPM10	
<b>Summary</b>	Provision of the capacity for the installation of an Electric Vehicle Charging Point (EVCP) at every dwelling.
<b>Guideline Timescale</b>	Upon occupation.
<b>Notes</b>	To encourage more sustainable driving practices.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd

**Table 9.4 Travel Plan Measure 11 – Encourage Use of Electric Vehicles**

Travel Plan Measure – TPM11	
<b>Summary</b>	The TPC will encourage the use of electric vehicles and this will be assisted with the capacity for the installation of an Electric Vehicle Charging Point (EVCP) at every dwelling.
<b>Guideline Timescale</b>	From occupation.
<b>Notes</b>	To encourage more sustainable driving practices.
<b>Responsibility</b>	TPC to include in Travel Leaflet at each annual review.



## 9.4 SUSTAINABLE TRAVEL PLAN FUND

**Table 9.5 Travel Plan Measure 12 – Sustainable Travel Plan Fund**

Travel Plan Measure – TPM12	
<b>Summary</b>	Provision of a Sustainable Travel Plan Fund contribution of £141,685.50 to be secured through the S106.
<b>Guideline Timescale</b>	To be confirmed.
<b>Notes</b>	Funding can be spent on a range of measures intended to encourage the use of sustainable modes of transport.
<b>Responsibility</b>	Redrow Homes (Yorkshire) Ltd to make the payment. Travel Plan Co-ordinator to promote the scheme to residents.

## 9.5 COMMUNICATION

9.5.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted i.e. as an initiative, fliers may be provided on buses for bus users or on car windscreens for car drivers to raise awareness.

9.5.2 Publicity material could include the following:

- Details of the Site’s accessibility by sustainable modes on the development website;
- Providing details of the Site’s accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.5.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



## 10. Action Plan

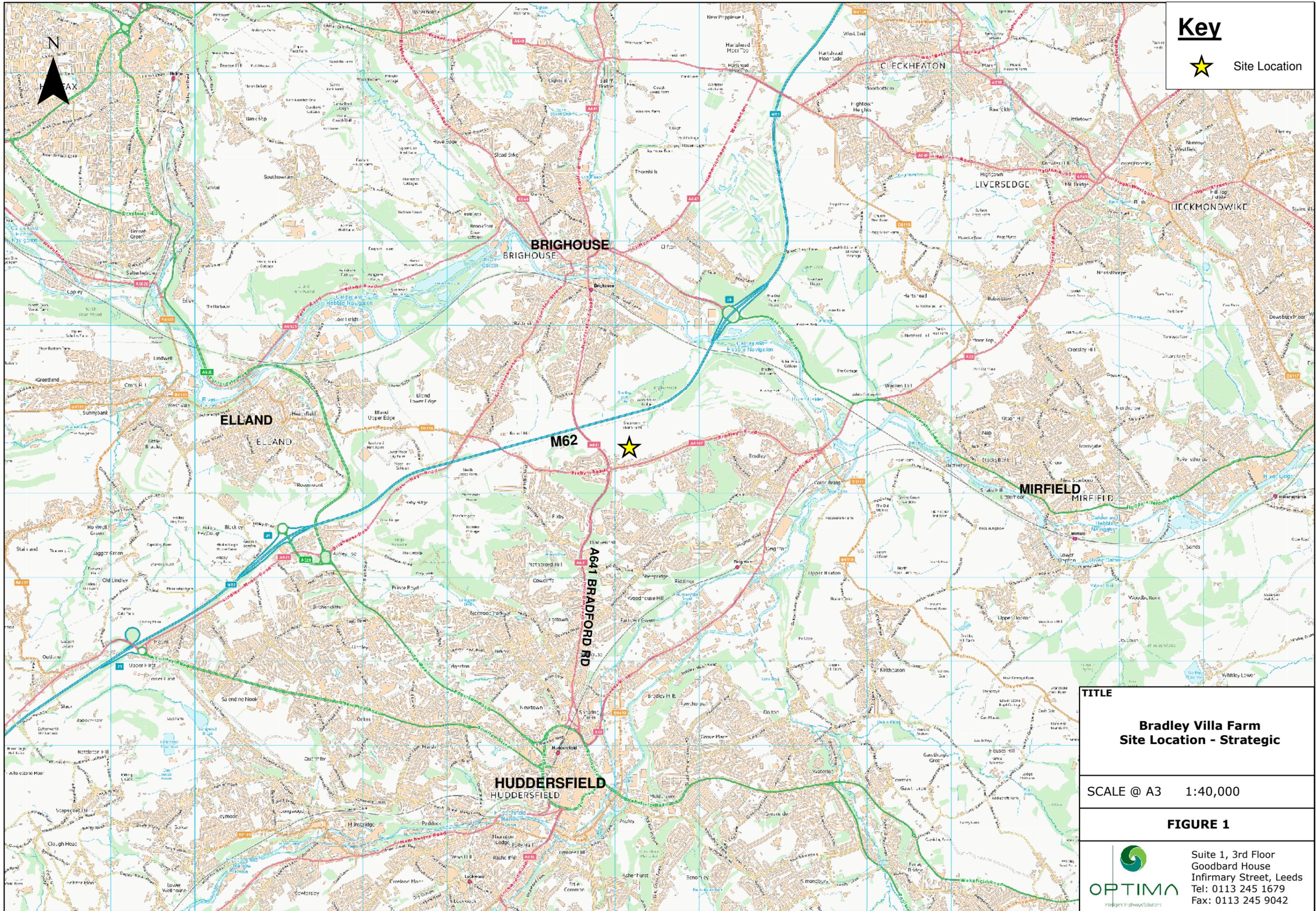
**Table 10.1 Initial Action Plan**

Reference	Measures	Objective	Guideline Timescale	Responsibility
<b>TPM1</b>	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	Complete – Optima appointed as TPC	Redrow Homes (Yorkshire) Ltd
<b>TPM2</b>	Undertake resident travel surveys	To gather baseline travel information and inform measures	Within 12 months of first occupation	Travel Plan Coordinator
<b>TPM3</b>	Monitor and Review	To monitor Travel Plan performance	Annually	Travel Plan Coordinator
<b>TPM4</b>	Internal Pedestrian Links	To improve connectivity and encourage walking trips.	Prior to first occupation.	Redrow Homes (Yorkshire) Ltd
<b>TPM5</b>	Pedestrian connections	To improve connectivity to the bus stops.	Prior to first occupation.	Redrow Homes (Yorkshire) Ltd
<b>TPM6a/6b/6c</b>	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Prior to occupation and regular updates.	Travel Plan Coordinator
<b>TPM7</b>	Provide cycle storage	To encourage cycling	Upon occupation	Redrow Homes (Yorkshire) Ltd
<b>TPM8</b>	Promote car sharing	To encourage car sharing and reduce single occupancy trips	From occupation	Travel Plan Coordinator
<b>TPM9</b>	Promote car club	To encourage sustainable travel	From occupation	Travel Plan Coordinator
<b>TPM10</b>	Provision of the capacity for the installation of an Electric Vehicle Charging Point (EVCP) at every dwelling.	To encourage more sustainable driving practices	Upon occupation	Redrow Homes (Yorkshire) Ltd
<b>TPM11</b>	Promote use of electric vehicles	To encourage more sustainable driving practices	From occupation	Travel Plan Coordinator
<b>TPM12</b>	Provision of Sustainable Travel Plan Fund contribution	To encourage sustainable travel	To be confirmed	Redrow Homes (Yorkshire) Ltd Travel Plan Coordinator



# Figures





**Key**

★ Site Location

**TITLE**

**Bradley Villa Farm  
Site Location - Strategic**

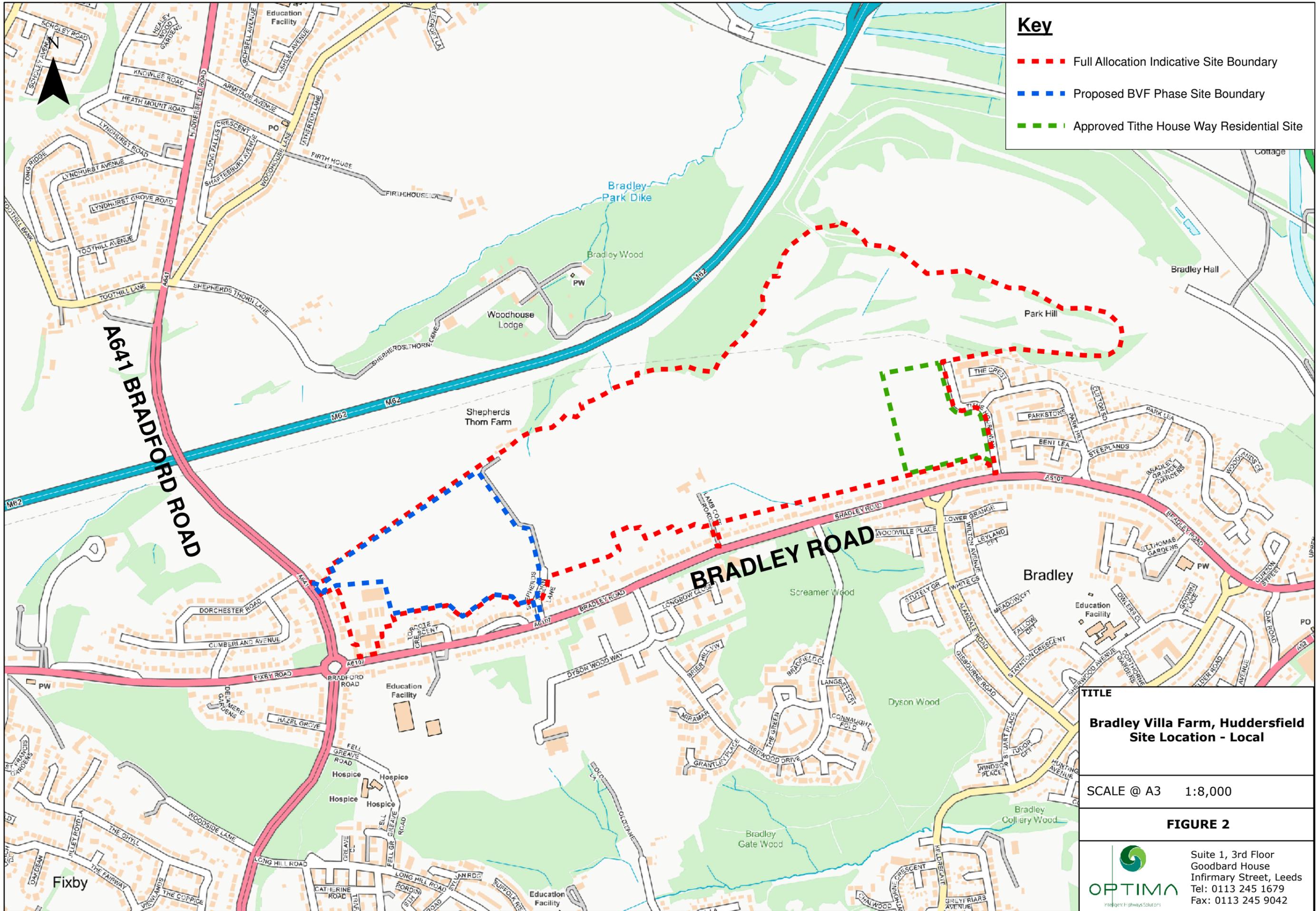
SCALE @ A3 1:40,000

**FIGURE 1**



Suite 1, 3rd Floor  
Goodbard House  
Infirmery Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

Path: O:\Bradley Villa, Huddersfield\DRAWINGS\GIS\ARCDITOR\1. Site Location - Strategic.mxd



**Key**

- - - Full Allocation Indicative Site Boundary
- - - Proposed BVF Phase Site Boundary
- - - Approved Tithe House Way Residential Site

Path: C:\Bradley Villa, Huddersfield\DRAWINGS\GIS\ARCEDITOR\2. Site Location - Local.mxd

**TITLE**  
**Bradley Villa Farm, Huddersfield**  
**Site Location - Local**

SCALE @ A3    1:8,000

**FIGURE 2**



Suite 1, 3rd Floor  
 Goodbard House  
 Infirmary Street, Leeds  
 Tel: 0113 245 1679  
 Fax: 0113 245 9042

# Key

— BVF Phase Site Boundary

## Pedestrian Accessibility

(Walk Speed 4.8kmph\*)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes

### Education

- 1 All Saints Catholic College Specialist in Humanities
- 2 Our Lady of Lourdes Catholic Primary School
- 3 Fixby Junior and Infant School
- 4 Ashbrow School
- 5 St Thomas Primary School

### Retail

- 1 Asda Huddersfield Superstore
- 2 Nisa Local

### Services

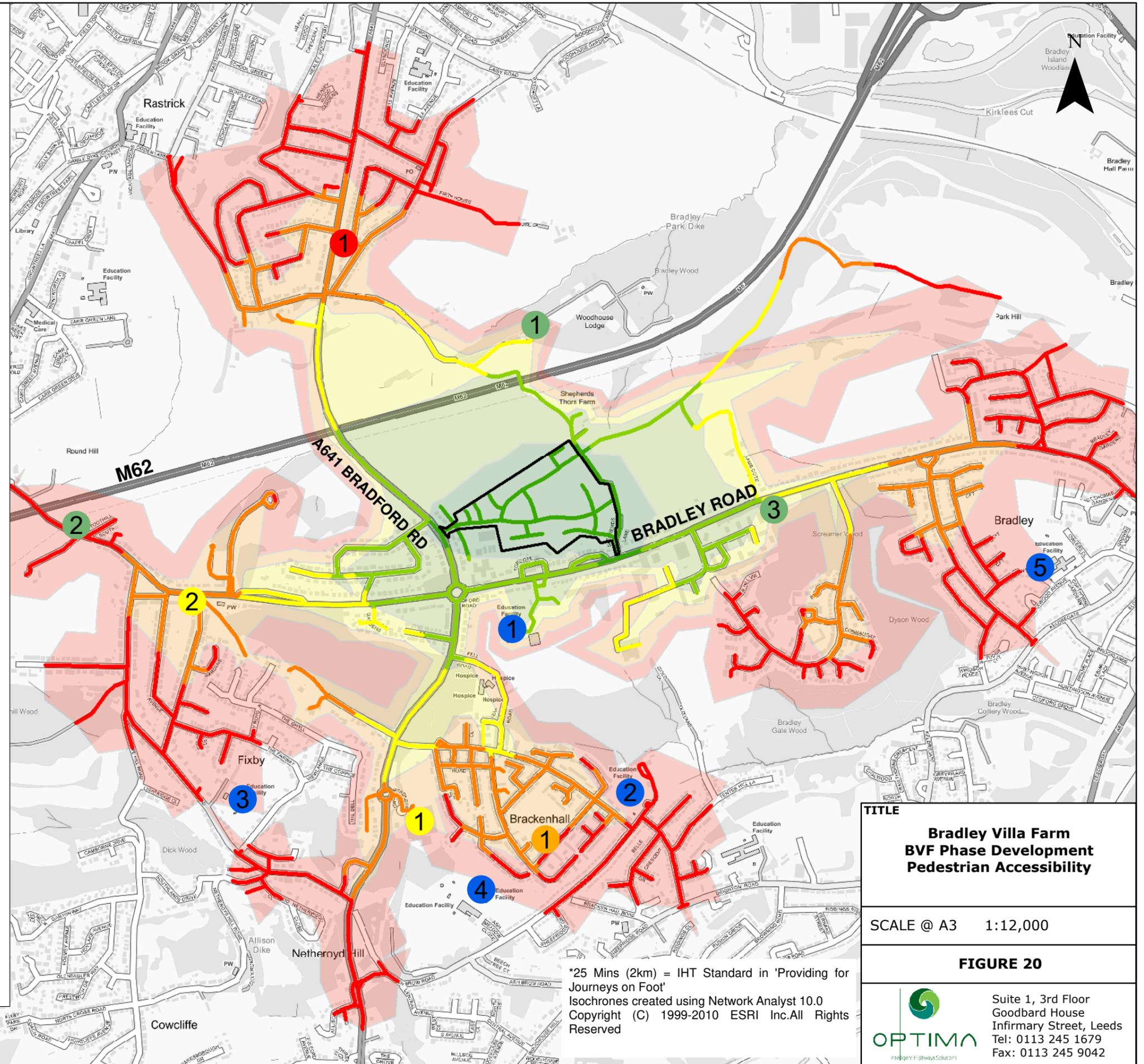
- 1 Northfield Hall Community Centre

### Leisure & Recreation

- 1 Bradley Wood Activity Centre
- 2 The Four Sons Inn
- 3 High Park - Pub & Grill

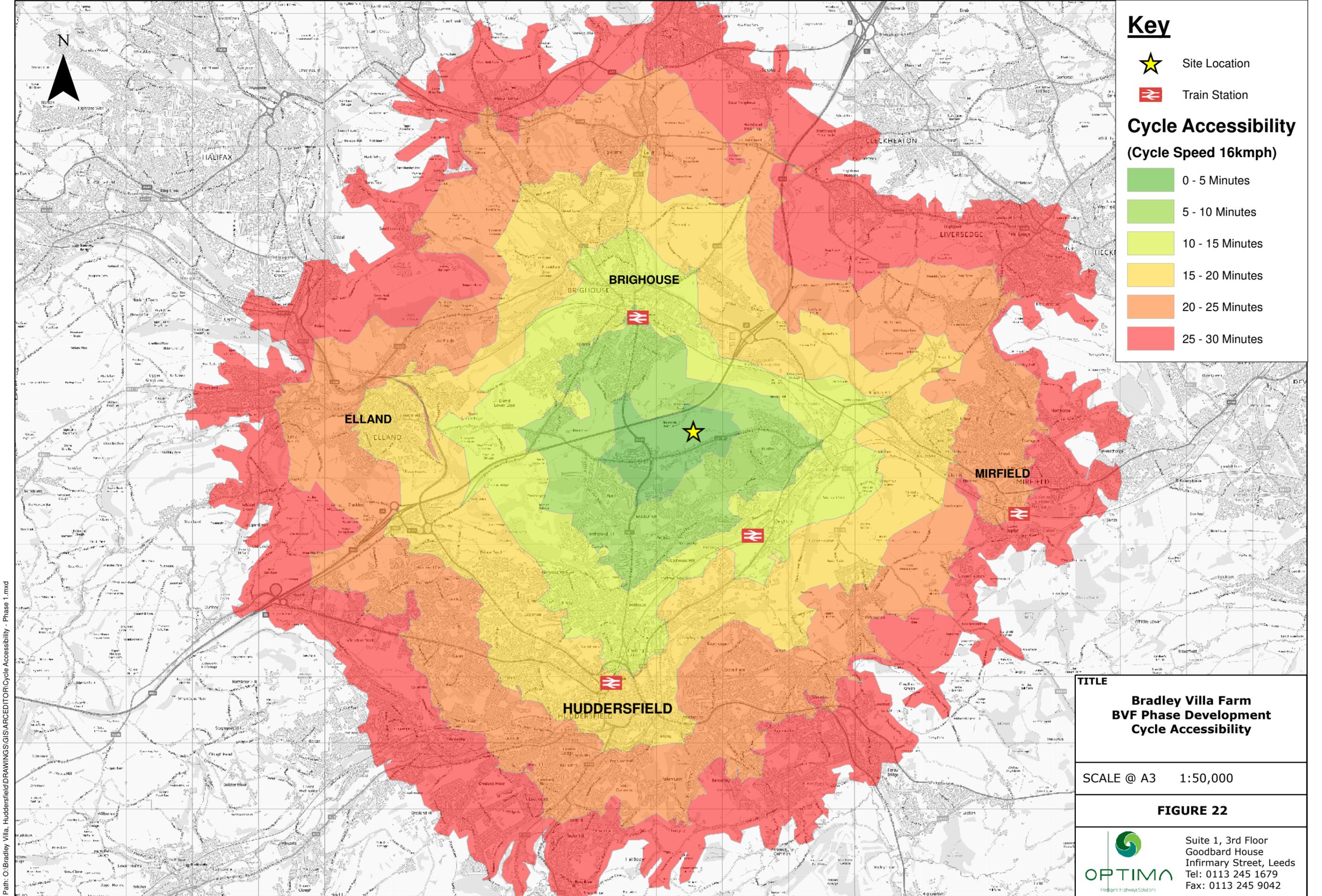
### Health

- 1 Ryan's Pharmacy



\*25 Mins (2km) = IHT Standard in 'Providing for Journeys on Foot'  
 Isochrones created using Network Analyst 10.0  
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<b>TITLE</b>	
<b>Bradley Villa Farm BVF Phase Development Pedestrian Accessibility</b>	
SCALE @ A3 1:12,000	
<b>FIGURE 20</b>	
	Suite 1, 3rd Floor Goodbard House Infirmary Street, Leeds Tel: 0113 245 1679 Fax: 0113 245 9042



**Key**

-  Site Location
-  Train Station

**Cycle Accessibility**  
(Cycle Speed 16kmph)

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes
-  25 - 30 Minutes

Path: O:\Bradley Villa - Huddersfield\DRAWINGS\GIS\ARCEDITOR\Cycle Accessibility - Phase 1.mxd

**TITLE**

**Bradley Villa Farm  
BVF Phase Development  
Cycle Accessibility**

SCALE @ A3    1:50,000

**FIGURE 22**

 Suite 1, 3rd Floor  
Goodbard House  
Infirmery Street, Leeds  
Tel: 0113 245 1679  
Fax: 0113 245 9042

# Appendices



# Appendix A Redrow Homes – Planning Layout





KEY

-  INDICATES OPPOSITE HANDING.
-  EXISTING TREEHEDGE TO BE REMOVED.
-  INDICATES DWELLING ENTRANCE POINT.
-  INDICATIVE LANDSCAPING. REFER TO EXTERNAL LANDSCAPING DRAWINGS.
-  EXISTING TREEHEDGE TO BE RETAINED.
-  INDICATES SUB-STATION POSITION.
-  INDICATES AFFORDABLE HOMES.



REV	DATE	BY	DESCRIPTION	CTP
-	18.03.21	RE	INITIAL ISSUE	CTP

**REDROW HOMES**

Redrow House, Brunel Road, Wakefield 41 Industrial Estate, WF2 0XG  
Tel: +44 (0)1924 822 566  
www.redrow.co.uk

MARKETING NAME: -

PROJECT: BRADFORD ROAD HUDDERSFIELD

TITLE: PROPOSED SITE LAYOUT

SCALE @ 1:1000	DESIGN/OWNER: RE	APPROVED: CTP	DATE: 18.03.21
PROJECT No: BVF	DRAWING No: BVF-16-02-03	REV: -	

M22 Feasibility Project/Bradley Hill Farm, Huddersfield/Drawings/16/02/21/16-02-03 - Proposed Site Layout.dwg 28 Apr 2021 - 2:27pm