



PROPOSED RESIDENTIAL DEVELOPMENT, WESTFIELD

INTERIM TRAVEL PLAN

APRIL 2023

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INTERIM TRAVEL PLAN

Yorkshire Choice Homes Ltd

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been appointed to produce an Interim Travel Plan (ITP) to support the discharge of Condition 32 and 33 of planning permission (Ref: 2020/60/90436/E) for circa 15 residential dwellings on land to the south of B6379 Westfield Lane, Wyke, Bradford. The site layout plan is attached at **Appendix A**.
- 1.1.2 The site is situated on land to the south of B6379 Westfield Lane, approximately 6.2km south of Bradford city centre. The site is bound to the north by Westfield Lane; to the east and south by residential dwellings; and to the west by fields. The location of the site is shown at **Figure 1**.
- 1.1.3 The Local Planning Authority and Local Highway Authority is Kirklees Council (KC).
- 1.1.4 A Full Travel Plan based upon this document will be produced following occupation of the development when meaningful residents' surveys can be undertaken, and suitable targets implemented.
- 1.1.5 Condition 32 of the planning application (**Ref: 2020/60/90436/E**) states:

"Prior to occupation of the development, a Travel Plan which shall set out measures to discourage the use of high-emission vehicles and encourage the use of public transport, cycling and walking, as well as the uptake of low emission fuels and technologies, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure residents of the development are encouraged to use sustainable forms of transport and to mitigate the highway and air quality impacts of the development in accordance with Policies LP20, LP21, LP24, LP47, LP51 and LP52 of the Kirklees Local Plan, chapters 9 and 15 of the National Planning Policy Framework, and the West Yorkshire Low Emissions Strategy."

1.1.6 This report sets out the following;

- ▶ **Section 2** – The aims and objectives of the travel plan are outlined;
- ▶ **Section 3** – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
- ▶ **Section 4** – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
- ▶ **Section 5** – Details of the roles and responsibilities are outlined including the role of the Travel Plan Coordinator;
- ▶ **Section 6** – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport;
- ▶ **Section 7** – Identifies the indicative mode split and targets;
- ▶ **Section 8** – Outlines the Travel Plan measures which will be implemented and communicated at the site;
- ▶ **Section 9** – Details of the proposed Travel Plan monitoring process are included along with details of timescales; and
- ▶ **Section 10** – A summary of the Travel Plan measures and timescales for its implementation are set out.

2 TRAVEL PLAN OBJECTIVES, TARGETS AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the TP development and implementation. This ITP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

- 2.2.1 This ITP (and the resultant FTP) is based upon the achievement of the following key objectives:

- ▶ To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- ▶ To reduce the impact of the development on the local road network;
- ▶ To enable residents of the development to have informed choices about their travel options;
- ▶ To improve the health and well-being of the residents of the development;
- ▶ To ensure transport arrangements of the development have minimum environmental impact; and
- ▶ To ensure that the development is accessible to the widest possible range of services.

- 2.2.2 The FTP will therefore broadly seek to:

- ▶ Develop an awareness of locally available non-car modes of transport among residents;
- ▶ Promote sustainable travel and continue to engage directly with residents on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
- ▶ Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN TARGETS

- 2.3.1 This Travel Plan aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the site are to be set once baseline travel surveys have been carried out.

- 2.3.2 However, any targets will need to be 'SMART' i.e., they must be:

- ▶ Site-specific;
- ▶ Measurable;
- ▶ Achievable;
- ▶ Realistic; and
- ▶ Time related.

- 2.3.3 Without detailed travel survey information for the proposed development, it is not possible to set specific mode split targets for the development. However, some indicative targets have been proposed to assist in monitoring the progress of the Travel Plan in achieving the overall objectives.

- 2.3.4 The potential targets for the Travel Plan are summarised as follows:

- ▶ Target a reduction in single occupancy car mode share and increased use of non-car modes; and
- ▶ Implementation and uptake of proposed Travel Plan measures.

2.3.5 Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the implementation of measures and their uptake would also be obtained through the proposed monitoring programme.

2.3.6 It is anticipated that once an appropriate modal shift target is identified, the target would be achieved within three years to allow the Travel Plan measures to take effect. This provides an appropriate timescale against which to measure progress against targets. Once achieved, the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme for five years.

2.3.7 Further details of monitoring and measures should the targets not be reached within these timescales are provided in **Section 9** of the report.

2.4 TRAVEL PLAN BENEFITS

2.4.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for residents as well as the wider community.

2.4.2 The residents to the proposed development could expect to enjoy:

- ▶ Improved health and fitness through increased levels of walking and cycling;
- ▶ Increased flexibility offered through wider travel choices;
- ▶ The social aspects of sharing transport with others; and
- ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.

2.4.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

2.4.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

2.4.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this report.

3 DEVELOPMENT PROPOSALS

- 3.1.1 The development proposals outline circa 15 residential dwellings, to be accessed from Westfield Lane, Wyke via a priority T-junction. A copy of the indicative site layout is included in **Appendix A**.
- 3.1.2 Visibility for the site access / B6379 Westfield Lane junction is provided in line with the required MfS standard for a 30mph road at 2.4m x 43m. It is therefore considered that the visibility is more than adequate to provide access to the new residential dwellings.
- 3.1.3 It is proposed that the site will be accessed via a single point of access to the northern extent of the site, utilising the existing access location to the residential dwelling. It is proposed that the access will be upgraded to an adoptable standard to an access road width of 5.5m, a 2m wide footway along the southern side of the carriageway and 6m kerbed radii with dropped kerbs.
- 3.1.4 The site would be serviced by a KC standard refuse vehicle, which can satisfactorily access and egress the site in a forward gear.
- 3.1.5 Parking will be provided in accordance with the local standards where appropriate, and will be agreed at the Reserved Matters stage.
- 3.1.6 Secure cycle parking will be provided across the site. Where garages are proposed with a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.
- 3.1.1 The proposed development is therefore considered to provide access, internal layout, and parking provision in line with policy requirements

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1 INTRODUCTION

- 4.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.1.2 The site is located within a suburban area on the outskirts of Bradford and is considered to have a good level of accessibility by sustainable modes of transport, which will encourage the use of alternative modes of travel.
- 4.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 PEDESTRIAN ACCESSIBILITY

- 4.2.1 Walking is recognised as the most important mode of travel at a local level, in that it offers the greatest potential to replace short car trips, particularly those under 2km. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.
- 4.2.2 The proposed development is considered to be accessible on foot, within a suitable walking distance of a range of facilities and services within the residential settlement of Wyke. The proposed residential development is situated within 800m distance of Scholes Village Primary School, within a 1.4km distance of Shirley Manor Primary School, within 1.1km distance of Asda Supermarket and Wyke's high street; providing access to a range of services and amenities.
- 4.2.3 Existing footway provision is considered to be of a suitable standard to encourage walking trips within the town. A footpath is present along the eastern and southern boundary of the application site which provides an off-road pedestrian link from the B6379 Westfield Lane in the east to Lower Wyke Lane in the west. Details of the PRow network, which provides traffic-free walking routes within the vicinity of the site, are provided in **Figure 3**.
- 4.2.4 In summary, there is a good level of pedestrian infrastructure to facilitate trips from the site to neighbouring locations such as Wyke and Scholes. The quality of local footway is considered good, accommodating an even surface for users. Routes are also served by adequate levels of street lighting, facilitating access to the surrounding area, including local bus stops. The site therefore is well located to encourage pedestrian journeys in place of journeys undertaken by the private car.

4.3 CYCLING ACCESSIBILITY

- 4.3.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77).

- 4.3.2 Cycling has the potential to substitute for short car trips, particularly those less than 5km in length. As such, those areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. A plan showing the 5km cycling catchment from the centre of the site is attached in **Figure 4**.
- 4.3.3 Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other areas within a 5km cycling catchment includes the surrounding settlements of Hipperholme, Cleckheaton, Brighouse and Odsal. A review of the West Yorkshire CityConnect cycle map identifies a number of advisory cycle routes within the vicinity of the proposed development, including; the B6379 Westfield Lane, Lower Wyke Lane and Griffe Road. An extract of the West Yorkshire Cycle Map can be seen as shown in **Figure 5**.

4.4 PUBLIC TRANSPORT

Bus Facilities

- 4.4.1 A total of four bus stops are situated within a 400m walking catchment of the proposed development. All four bus stops are situated on the B6379 Westfield Lane, approximately 250m to the north and 230m to the south of the furthest point within the proposed development. The locations of the nearby bus stops are as shown in **Figure 6**.
- 4.4.2 Details of the local bus services and their frequencies are provided in **Table 4-1**.

Table 4-1 - Local Bus Services

Service	Route	Weekday	Saturday	Sunday
255	Halifax - Leeds	Every 60 Minutes (06:35 – 19:03)	Every 60 Minutes (07:57 – 18:47)	Every 120 Minutes (09:55 – 17:55)
687	Fagley - Scholes	Every 20 Minutes (06:25 – 19:31)	Every 20 Minutes (07:26 – 17:58)	-

- 4.4.3 Details of the bus services provided in **Table 4-1**, identify a cumulative frequency of five buses per hour on Weekday and Saturdays, and one bus every hour on Sundays. The services provide access to a range of destinations including; Leeds City Centre, Halifax, Fagley, Scholes and passes through a range of residential settlements.
- 4.4.4 The proposed residential development is considered to be located in a sustainable location with a range of facilities to accommodate pedestrian and public transport trips from the site. The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy.

4.5 SUMMARY

- 4.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. It is considered that the existing pedestrian and cycle facilities within the vicinity of the site are of a good quality. A number of bus routes can also be accessed from the site. The site is therefore considered to be in a sustainable location for access by non-car modes and in line with local and national planning policy.

5 ROLES AND RESPONSIBILITIES

5.1 INTRODUCTION

- 5.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 5.1.2 An important aspect of a successful Travel Plan 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. This will ensure the appropriate allocation of time and resources to those charged with managing the process.
- 5.1.3 Following the occupation of the development and the undertaking of baseline surveys, a Full Travel Plan would be prepared and managed by the Travel Plan Coordinator (TPC).

5.2 TRAVEL PLAN COORDINATOR

- 5.2.1 Three months prior to occupation of the development, the developer will appoint a designated TPC who will be responsible for the development and implementation of the Travel Plan. At this stage the TPC is still to be appointed. Full contact details will be provided to the LHA on granting of planning consent.
- 5.2.2 The TPC will be provided with any appropriate training and time to fulfil the role. The Travel Plan Coordinator and measures proposed will be suitably funded. The TPC must be empowered to act on behalf of the community and should have management support from the end purchaser of the site or a suitably appointed consultant managing the TP. The TPC role does not need to be full time, and with appropriate support, the role could also be fulfilled by a resident.
- 5.2.3 A critical part of the information gathering associated with the preparation of the Travel Plan is to carry out a questionnaire survey of all residents, to provide details of individual circumstances, travel patterns and preferences etc. For new residents, completion of the survey will be undertaken upon occupation to raise awareness of the Travel Plan. The surveys can be carried out either online or can be paper based.
- 5.2.4 In the three months prior to opening, the TPC shall update and / or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance. The timetables and cycle route information will be provided to residents as part of their induction welcome pack.

- 5.2.5 The Coordinator will also provide the highway authority with their name and contact details. The duties of the TPC will include:
- ▶ Oversee the gathering of information, including the travel questionnaire;
 - ▶ Liaison with incoming residents to explain the objectives and benefits of the Travel Plan to ensure awareness of the Plan and to encourage participation;
 - ▶ Acting as a focal point for transport, access and travel related issues in relation to the development;
 - ▶ Actively encouraging and promoting residents to walk, cycle, use public transport or car share to travel to and from the site, where possible. Hence residents will be encouraged to be fully aware of different travel options which are available from the site;
 - ▶ Obtaining up-to-date details of the information required in the Travel Plan;
 - ▶ Implementing, monitoring and reviewing the Travel Plan and its measures;
 - ▶ Liaison with the highway authority with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift; and
 - ▶ Promote the benefits of services such as home delivery / online services to residents to reduce the need to travel.
- 5.2.6 A range of suggested travel management measures have been included in this ITP for implementation, in liaison with the highway authority via the TPC. This is not an exhaustive list and should be subject to ongoing review as part of the monitoring process set out later in the report.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1 This section outlines the Travel Plan measures which could be implemented at the site to achieve the objectives and benefits outlined in **Section 2**.
- 6.1.2 The role of the Travel Plan Coordinator (TPC) is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail in **Section 5**.
- 6.1.3 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

6.2 PHYSICAL MEASURES

- 6.2.1 As described in **Section 3**, the site has been designed to maximise opportunities for travel by walking and cycling. There are footways proposed along the primary road network within the site.
- 6.2.2 The design of the internal road network is such that vehicle speeds will be low, and this, combined with the low traffic flows on the internal roads, will mean that the internal networks are also suitable for use by cyclists.
- 6.2.3 Pedestrian footpath connections will also be provided to the southern extent of the development, connecting with the existing pedestrian footpaths on the B6379 Westfield Lane.
- 6.2.4 Cycle storage / parking will be available within the curtilage of individual dwellings.

6.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

SUSTAINABLE TRAVEL INFORMATION

- 6.3.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of walking/cycling/public transport routes and timetable information as well as potential car sharing arrangements.
- 6.3.2 It will include a local area walking and cycling map also showing local amenities. This will be foldable to allow residents to take this with them when leaving home. The pack will promote the health benefits of regular exercise including walking and cycling.
- 6.3.3 The pack will also include information regarding any national travel initiatives which are relevant to the site, such as Bike Week (normally held in June).

6.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 6.4.1 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of internet food shopping and flexible working practices to work from home or fit working hours around public transport services. A short 'car share form' will also be included in the Travel Information Packs and the responses reviewed by the TPC. The TPC will then aim to set up informal matches between residents and/ or establish a car club.

- 6.4.2 The developer would also be providing broadband facilities at the site through the normal infrastructure works, which will facilitate working from home.

6.5 PEDESTRIAN MEASURES

- 6.5.1 The following measures are proposed to encourage walking to and from the site:

- ▶ Provide plans and information to residents indicating pedestrian routes in the surrounding area to local amenities; and
- ▶ Publicise links to walking resources on the KC website such as [https://mapping.kirklees.gov.uk/connect/analyst/mobile/#!/main?mapcfg=Public%20Rights%20of%20Way%20\(public\)](https://mapping.kirklees.gov.uk/connect/analyst/mobile/#!/main?mapcfg=Public%20Rights%20of%20Way%20(public)).

6.6 CYCLE MEASURES

- 6.6.1 The following measures are proposed to increase the proportion of cycle trips:

- ▶ Publicise the Cycle to Work scheme www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance for residents that could cycle to work;
- ▶ Publicise local cycle information, including <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html> and cycle route information through websites such as Visit Yorkshire and Komoot, which provide example cycle routes as well as recommended cycle routes;
- ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by residents;
- ▶ The TPC shall promote and encourage walking and cycling to work, through events such as 'Bike to Work Day' and 'Bike Week' (www.cyclinguk.org/bikeweek), to heighten awareness for residents of the site;
- ▶ Dr Bike sessions could be made available to residents to offer free safety checks <https://www.lifecycleuk.org.uk/dr-bike>; and
- ▶ Liaise with the council to consider the current local cycling network and consider any potential improvements to improve cycle connectivity to the site.

6.7 PUBLIC TRANSPORT

- 6.7.1 The location of the site in relation to public transport should encourage travel by bus and rail. The following measures will be implemented to encourage the use of public transport.

- ▶ Investigate the potential to provide residents with taster bus or rail tickets;
- ▶ Supply up-to-date public transport information in resident's Travel Information Packs;
- ▶ Provide information regarding the local railway stations and services that residents can use to travel to and from the station via <https://www.nationalrail.co.uk/>; <https://www.thetrainline.com/>; and <https://www.northernrailway.co.uk/>; and
- ▶ Publicise details of the journey planner provided at www.traveline.info.

6.8 CAR SHARING

- ▶ The website www.liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout the local area and therefore maximises the opportunity for potential matches to be made.

6.9 OTHER MEASURES

6.9.1 As well as the measures indicated above, the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel:

- ▶ Liaison with the Local Authority regarding new travel initiatives in the region which could benefit the residents; and
- ▶ Updating the travel questionnaire annually, over a 5-year period, to understand which initiatives are popular and of greatest benefit to the residents, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

6.10 SUMMARY

- 6.10.1 The package of measures described above has been designed to meet the Travel Plan objectives described in **Section 2**.
- 6.10.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for use of public transport and for car sharing at the site will reduce the level of single occupancy car use.
- 6.10.3 The provision of Travel Information Packs enables residents to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.
- 6.10.4 The environmental impacts of transport arrangements at the site are addressed through the promotion of measures to reduce the need to travel, with the encouragement of working from home and shopping deliveries meaning that the need for work/retail-based trips is minimised.

7 TRAVEL PLAN MODE SPLIT AND TARGETS

7.1 INTRODUCTION

- 7.1.1 To ascertain an understanding of the potential mode split for the site as well as an indication of the potential outline targets for the travel plan, local mode split data recorded in the census for the Bradford 061 MSOA methods of travel to work has been utilised.

7.2 TARGETS SET AT FULL TRAVEL PLAN STAGE

- 7.2.1 The Bradford061 MOSA data has been used to identify the likely mode split for development generated during the AM and PM peak periods.
- 7.2.2 The most recent dataset regarding Method of Travel to Work was collected following the impact of the COVID-19 pandemic, which resultantly has led to major behavioural differences relating to the ways we travel and the usual method of traveling to work since the 2011 census dataset was collected. Since the 2021 census survey, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid of working from home, as well as in the office, suggesting that the 2021 Census isn't the most representative in showing the current modal split of the region.
- 7.2.3 Therefore, both 2011 and 2021 Census Data has been provided to give a more accurate expectation of modal split in the region and is summarised in **Table 7-1**.

Table 7-1 – National Statistics Mode Split Data for Bradford 061 MSOA

Mode	% Journeys to Work 2011	% Journeys to Work 2021	Difference	Average
Driving a car or van	64%	55%	-9%	59.5%
Passenger in a car or van	8%	5%	-3%	6.5%
Pedestrian	8%	6%	-2%	7%
Public Transport	14%	7%	-7%	10.5%
Bicycle	1%	1%	0%	1%
Work from Home	3%	23%	+20%	13%
Other	2%	4%	+2%	3%
Total	100%	100%	-	-

- 7.2.4 It is anticipated that the actual modal split of the area would be a combination of both datasets. This would be determined in the baseline surveys.
- 7.2.5 The baseline surveys undertaken within 6 months of site occupancy or 25% occupancy, whichever occurs first, will determine site specific targets of modal shift from private car-based journeys to other modes of transport. It is proposed as a minimum that a 5% reduction target in single occupancy car trips is achieved over the five-year travel plan monitoring period.

- 7.2.6 A follow up survey will be undertaken one year after the initial survey and revised targets set if appropriate, further surveys will be undertaken annually over the five-year travel plan monitoring period.

8 IMPLEMENTATION / COMMUNICATION

8.1 IMPLEMENTATION

- 8.1.1 This section of the report provides further details of the proposed implementation strategy for the FTP and its associated measures and the communication of the Travel Plan objectives, targets and measures to residents.
- 8.1.2 The FTP clarifies the role of the TPC and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, which will help to reduce the reliance on the private car, are delivered.
- 8.1.3 **Tables 8-1 – 8-3** summarise the proposed measures and sets out a schedule for their implementation.

Table 8-1 – Pedestrian / Cycle Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Provision of cycle maps and pedestrian info in information packs	On occupation	To encourage cyclists and pedestrians by raising awareness of travel options	High level of deliverability. TPC to provide
Provision of cycle parking	On occupation	To encourage cycling	High level of deliverability. Developer to provide
Promotion of walking / cycling events	Every 6 – 12 months	To encourage walking and cycling	High level of deliverability. Promotion by TPC

Table 8-2 – Public Transport Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Provide public transport information and bus route maps	On occupation	Lack of information can be a barrier to using public transport	High level of deliverability. TPC to implement
Explore provision of bus or rail taster tickets to residents	On occupation	Promote public transport to residents	High level of deliverability. TPC to implement
Provision of public transport timetables and leaflets	On Occupation	Lack of information can be a barrier to using public transport	High level of deliverability. TPC to implement

Table 8-3 – Car Share / Other Measures

Measures	Timescale Guideline	Reasoning / Comments	Responsibility
Promote a car sharing scheme www.liftshare.com/uk	On occupation	To increase use of the car sharing database	High level of deliverability. TPC to implement
Promote the benefits of car sharing	On occupation	To raise awareness of the potential financial benefits of car sharing	High level of deliverability. TPC to implement

8.2 COMMUNICATION

Awareness Raising

- 8.2.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted.
- 8.2.2 Publicity material will include the residents' information pack which will provide relevant information on sustainable travel to the site and details of the Travel Plan measures proposed to encourage travel by sustainable modes.
- 8.2.3 Any development websites that are set up to market the site will also include relevant details of sustainable travel options to the site and provide details of Travel Plan measures.
- 8.2.4 Additional publicity material to raise awareness will also include the following.
- ▶ Leaflets on specific aspects of the Travel Plan; and
 - ▶ Cycle route and bus timetable information in induction packages.
- 8.2.5 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 timescales and who will be responsible for developing each.
- 8.2.6 Other means to publicise the Travel Plan and travel issues in general is through internet forums, social media sites and a site intranet. Further consideration will be given to whether these forms of communication are appropriate to implement at the site.

8.3 MAINTAINING INTEREST

- 8.3.1 In order to maintain interest in the Travel Plan, residents will need confidence in its benefits, as such the TPC will be responsible for:
- ▶ Making sure that measures implemented are successful and this will maintain confidence in the Travel Plan;
 - ▶ Regular communication to keep the Travel Plan issues in people's minds;
 - ▶ Assist residents to resolve any problems they have in changing mode;
 - ▶ Making sure information provided is always up to date; and
 - ▶ Developing a successful feedback mechanism.

9 TRAVEL PLAN MONITORING AND REVIEW

9.1 INTRODUCTION

- 9.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

9.2 MONITORING

- 9.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC; however, the following sets out a process for monitoring the Travel Plan over a five-year period.
- 9.2.2 Travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out) with monitoring of travel information. The surveys will also be used to monitor the uptake of Travel Plan measures such as use of public transport. An annual monitoring / review report will be prepared and submitted to the Highway Authority, via the TPC, within three months of completion of the surveys.
- 9.2.3 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:
- ▶ How residents currently travel to / from the site;
 - ▶ How residents prefer to travel to / from the site;
 - ▶ Measures that would encourage use of sustainable modes and barriers to changing mode; and
 - ▶ Work location of residents if applicable (for example by postcode area).
- 9.2.4 The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding 12-month period. Any progress made will be reported by the TPC to residents and the Highway Authority.
- 9.2.5 The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with the Highway Authority. The Travel Plan needs to be active and to be developed in conjunction with the survey results / experiences of the TPC. For example, if there is little / no car sharing occurring amongst the residents, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 9.2.6 Following the annual monitoring report, the Travel Plan will be reviewed by the TPC in conjunction with the Highway Authority as appropriate to produce an Action Plan. The Action Plan will identify the measures and actions to be implemented in the following 12-month period including a timetable for the implementation of the measures.
- 9.2.7 In the event travel plan targets are not met the Travel Plan will be extended for a further year.

9.3 SUMMARY

9.3.1 **Table 9-1** below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 9-1 – Travel Plan Implementation and Monitoring Timescales

Measures / Action	Target Date	Responsibility
Prepare / Agree Framework Travel Plan	Planning Application	AMA
Appoint TPC	3 months prior to occupation	Developer
Prepare / Agree Full Travel Plan	When Baseline Travel Survey Data available	Developer
Conduct Baseline Travel Survey (Questionnaire)	Within 6 months post occupation or 25% occupancy on site	TPC
Implement Final Travel Plan with Set Targets	Within 6 months post occupation or 25% occupancy on site	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five-year period	TPC

10 SUMMARY AND CONCLUSION

10.1 CONCLUSION

- 10.1.1 In conclusion, the proposed site is well located in terms of its proximity to existing key services / facilities and sustainable travel infrastructure.
- 10.1.2 The development proposals build upon this sustainable location through providing infrastructure to encourage the use of sustainable modes such as walking, cycling and public transport and through 'soft' Travel Planning measures such as the provision of up-to-date walking / cycling information.
- 10.1.3 The appointment of a Travel Plan Coordinator will facilitate the implementation of many of the proposed measures summarised in **Table 9-1**.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – Public Rights of Way Map

Figure 4 – 5km Cycling Isochrone

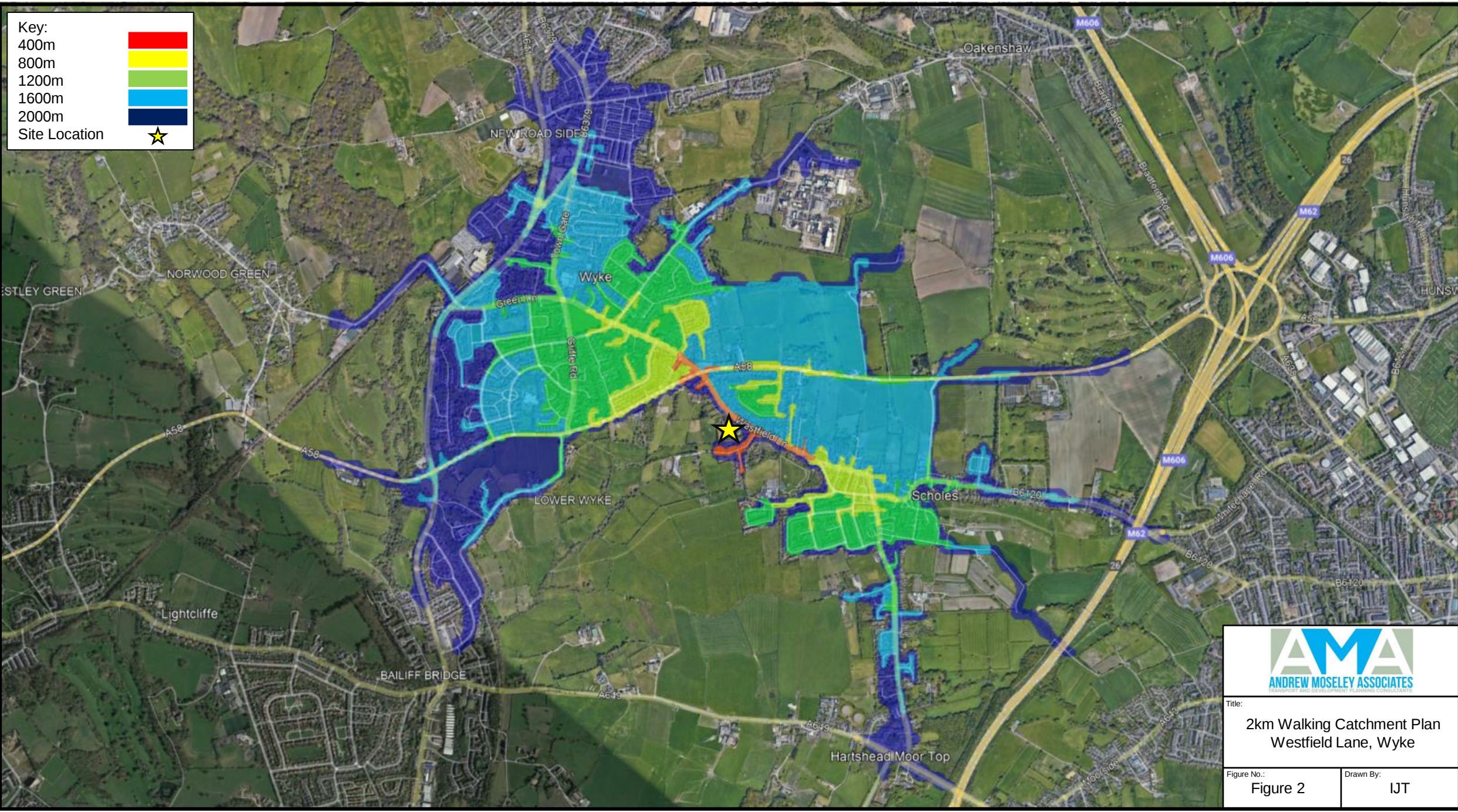
Figure 5 – West Yorkshire Cycle Map

Figure 6 – Bus Stop Location Plan

Key:
Site Location



Title: Site location Plan Westfield Lane, Wyke	
Figure No.: Figure 1	Drawn By: IJT



Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location



Title:
2km Walking Catchment Plan
Westfield Lane, Wyke

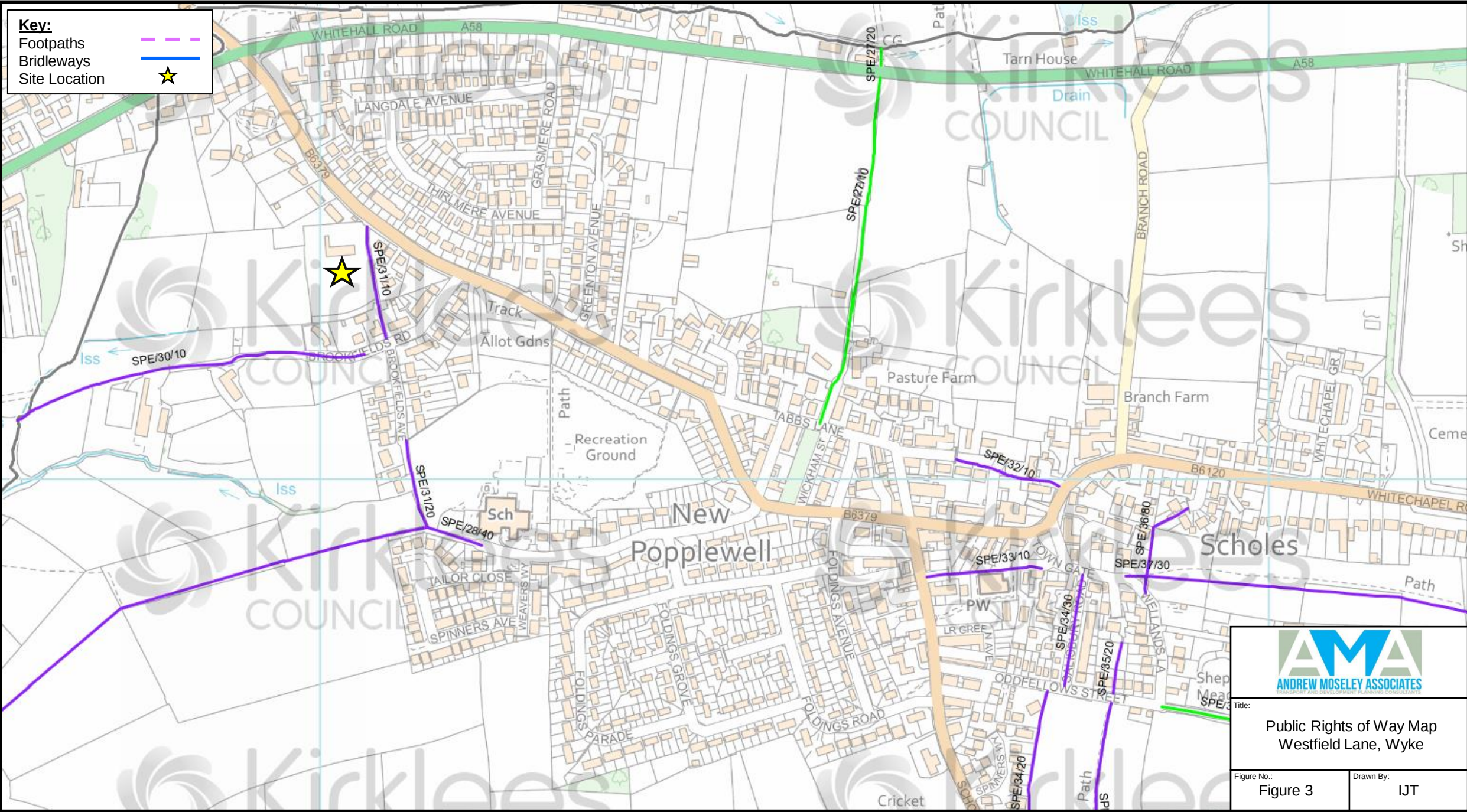
Figure No.: Figure 2	Drawn By: IJT
-------------------------	------------------

Key:

Footpaths

Bridleways

Site Location



Title:
Public Rights of Way Map
Westfield Lane, Wyke

Figure No.: Figure 3
Drawn By: IJT

Key:

Site Location

Advisory cycle route
(traffic volumes may vary according to the time of day)

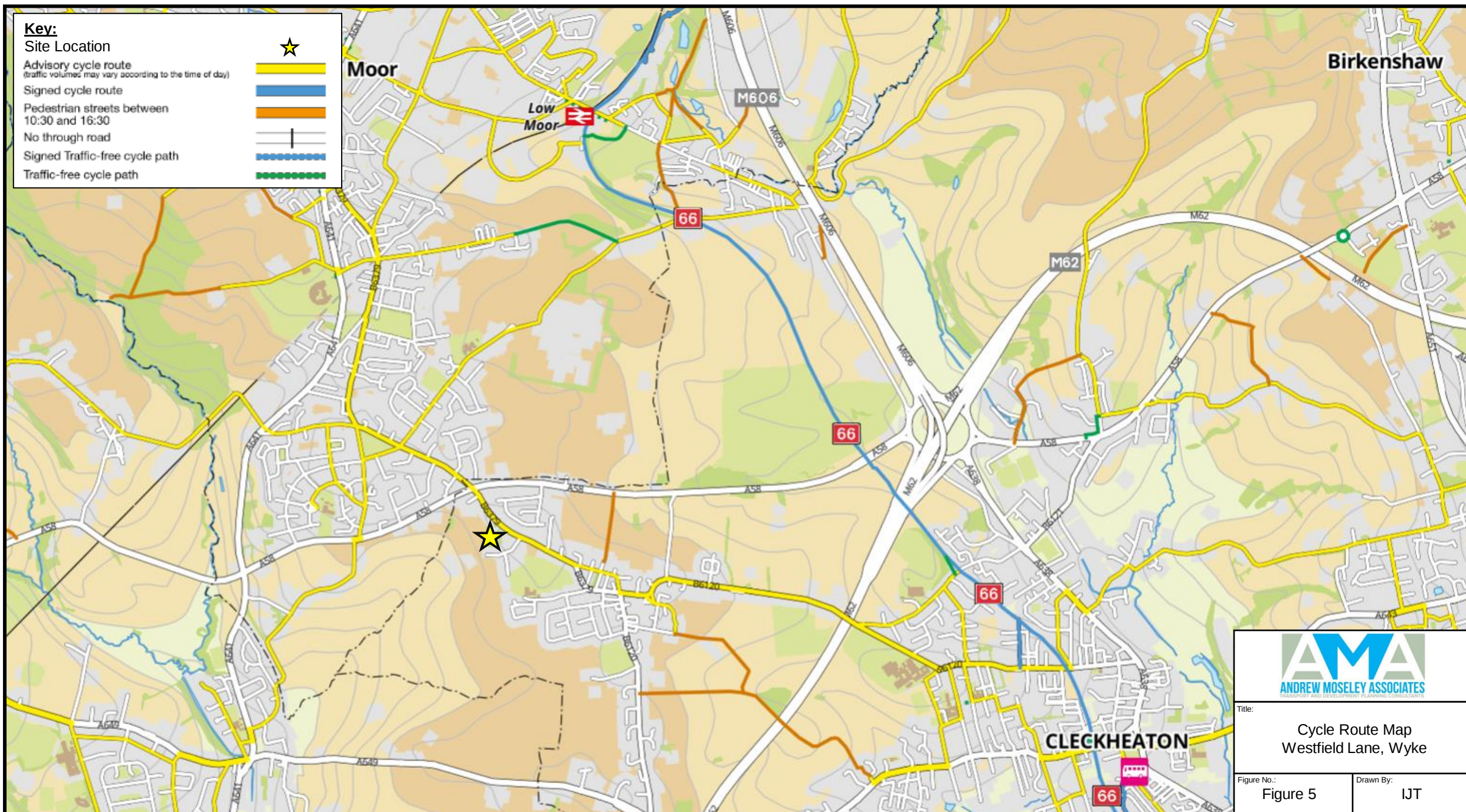
Signed cycle route

Pedestrian streets between
10:30 and 16:30

No through road

Signed Traffic-free cycle path

Traffic-free cycle path



Title:

Cycle Route Map
Westfield Lane, Wyke

Figure No.:

Figure 5

Drawn By:

IJT

Key:
Site Location
Bus Stops



Title: Bus Stop Locations Plan Westfield Lane, Wyke	
Figure No.: Figure 6	Drawn By: IJT

APPENDICES

Appendix A – Proposed Site Layout

Appendix A

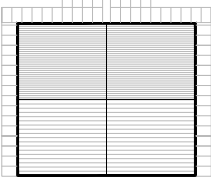
PROPOSED SITE LAYOUT



PROPOSED SITE PLAN 1:200

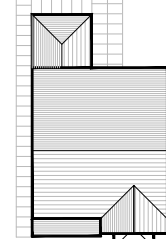


Schedule of Accommodation



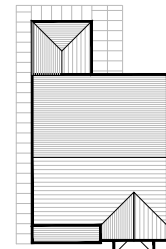
3 Bedroom Semi Detached House
865SqFt
The 'BIRCH'

4 No



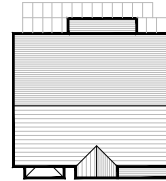
4 Bedroom Detached House
1281SqFt
The 'HAWTHORN'

5 No



4 Bedroom Detached House
1405 SqFt
The 'HAZEL'

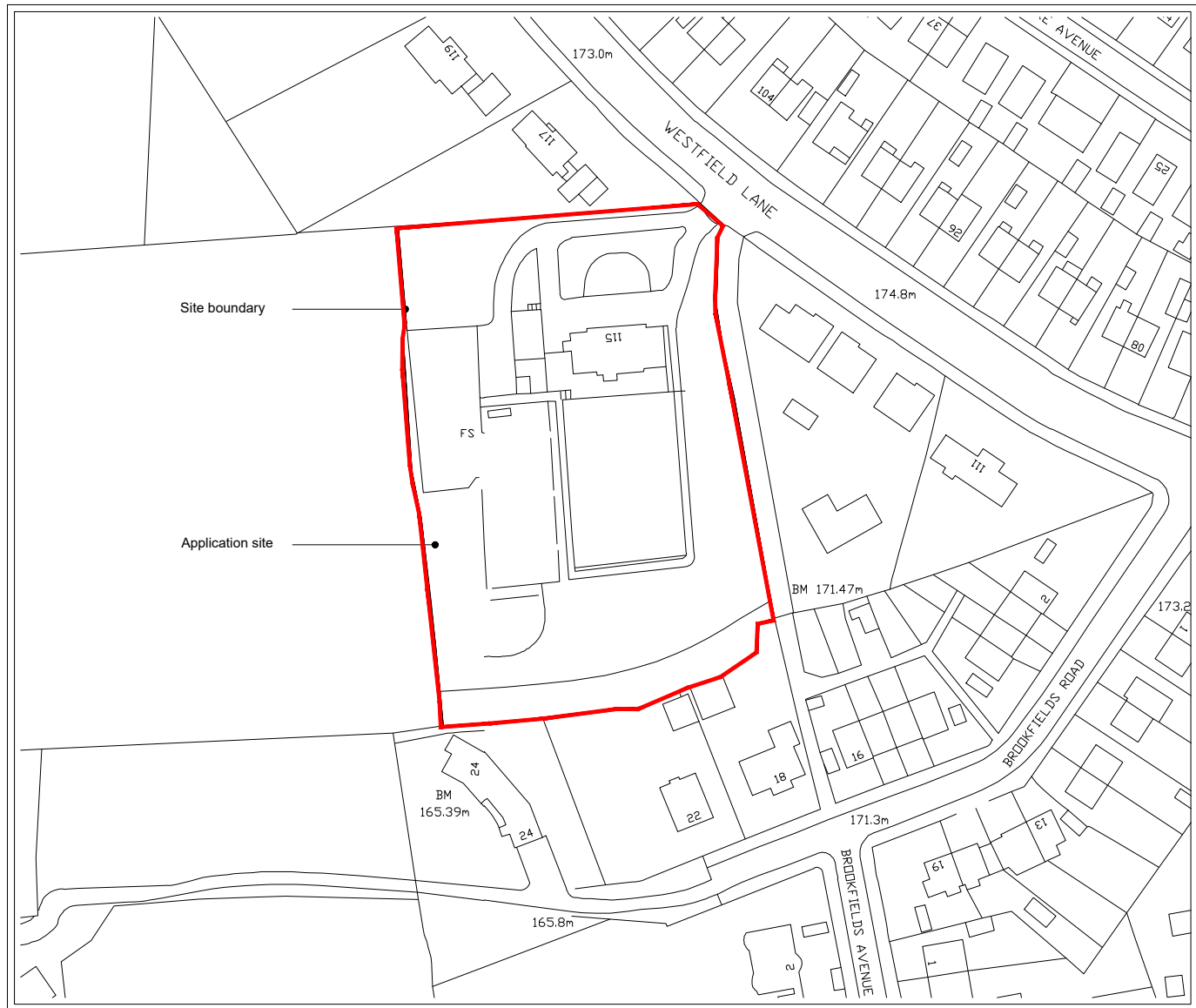
1 No



4 Bedroom Detached House
1375SqFt
The 'PINE'

5 No

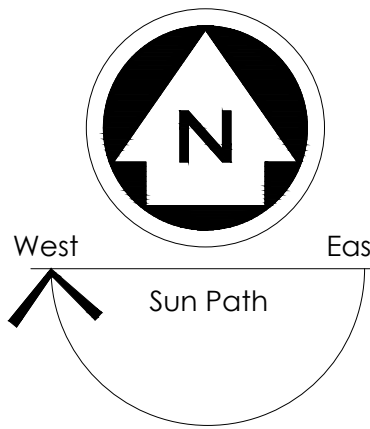
Total 15 No



LOCATION PLAN 1:1250

Key

- Bin Storage Area (BC Denotes Bin Collection Area)
- Rain Water Butt
- Proposed Tree (see schedule)
- TPO Tree - Root Protection Area
- TPO Tree - Canopy
- Existing Tree
- Rotary Dryer
- Bike Store (See details)
- 1.8/1.5m high meter high fence (see fencing plan)
- 0.45m Post and Rail Fence(see fencing plan)
- Log Retaining Wall
- Grassed area
- 900mm x 600mm Paved Path
- Shrub Planting
- Block Paving (permeable)
- Tarmac Drive/Parking Space (permeable)
- Public Footpath
- Right of Way
- Solar Panel (As Energy Assessment)
- Electric Charging Point - Fitted to New Fence
- Gabion Baskets Retaining Wall



Rev D	07/03/23	Layout amended to accommodate client comments
Rev C	01/03/23	Public Footpath & Right of Way Added
Rev B	21/02/23	New Survey Added and Root Protection Areas added
Rev A	14/02/23	Block Sizes Amended - Handings Amended to Pine House Type

Rev.	Date	Remarks
------	------	---------

NOTES

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Client
Yorkshire Choice Homes Limited

Westfield Lane, Wyke
SITE PLAN AND LOCATION PLAN

Scales
1:1250 1:200 @ A1

Drawing Number
2023-018-001

Revision
D.

Date
Feb 23

Drawn by
DCK/KLU



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