

**Storthes Hall, Kirkburton
Proposed Residential Development
Travel Plan**

November 2023 (Rev 1)

Prepared on behalf of
Ubrique Investments Limited

Quality Management

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FIGURES

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Figure 2 Site Location Plan – Strategic

Figure 3 Pedestrian Accessibility Plan

Figure 4 Cycle Accessibility Plan

APPENDICES

Appendix A Illustrative Planning Layout



1. Introduction

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 taking journeys in cars. 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, visitors and the local area.

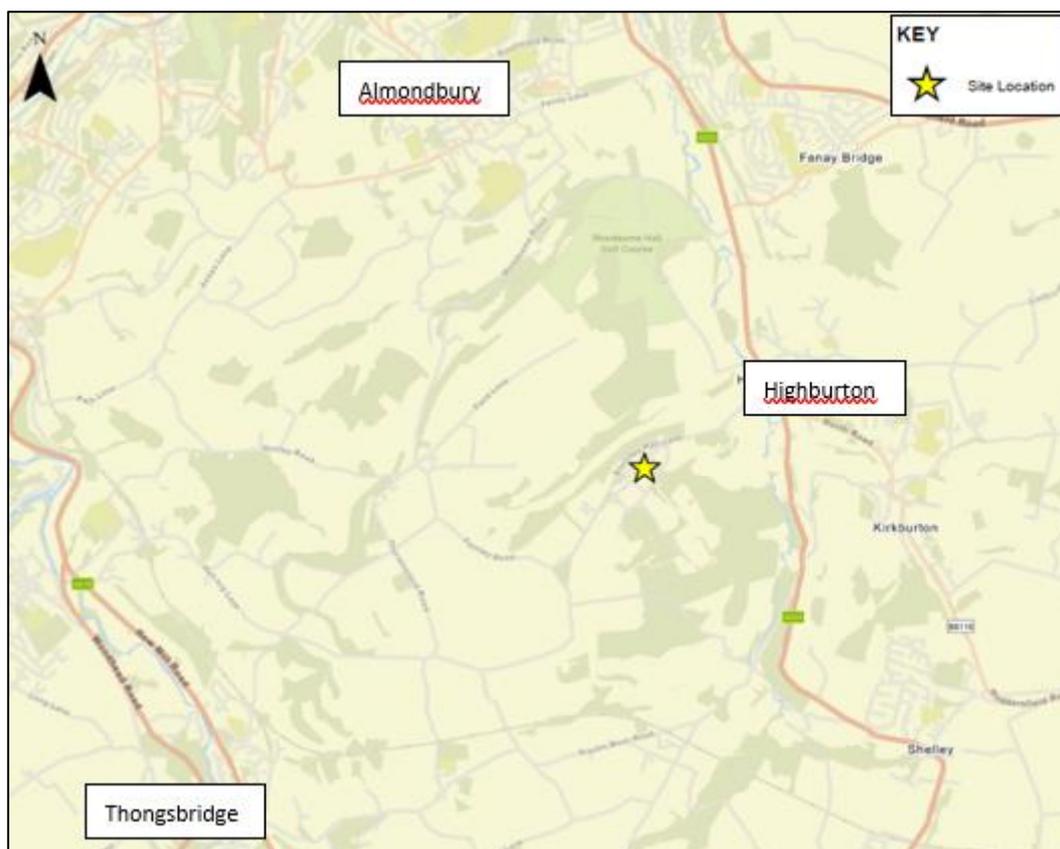
1.1.2 Optima Highways and Transportation (Optima) have been appointed by Ubrique Investments Limited (the landowner) to prepare a TP to accompany an Outline Planning Application for a proposed housing development on land at Storthes Hall, Storthes Hall Lane, Kirkburton ('the Site').

1.2 THE SITE

1.2.1 The Site has been allocated for housing for up to 300 dwellings, within the Kirklees Local Plan adopted in February 2019 under Site reference LP73 on land to the southeast of Storthes Hall Lane which currently accommodates Storthes Hall Student Village.

1.2.2 A plan showing the location of the Site is identified at Image 1.1 and at Figure 1.

Image 1.1 Site Location Plan



1.2.3 The Site lies in the administrative area of Kirklees Metropolitan Borough Council (KC) which as a unitary authority, is responsible for both planning and highway matters.

1.2.4 This TP has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6th March 2014.



1.2.5 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.

1.2.6 The Transport Assessment (TA) sets out the planning history of the Site and covers the highway matters. The TA supports the Outline Planning Application for the Site and should be read alongside this TP.

1.3 REPORT STRUCTURE

1.3.1 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 Action Plan.



2. The Site & Development Proposals

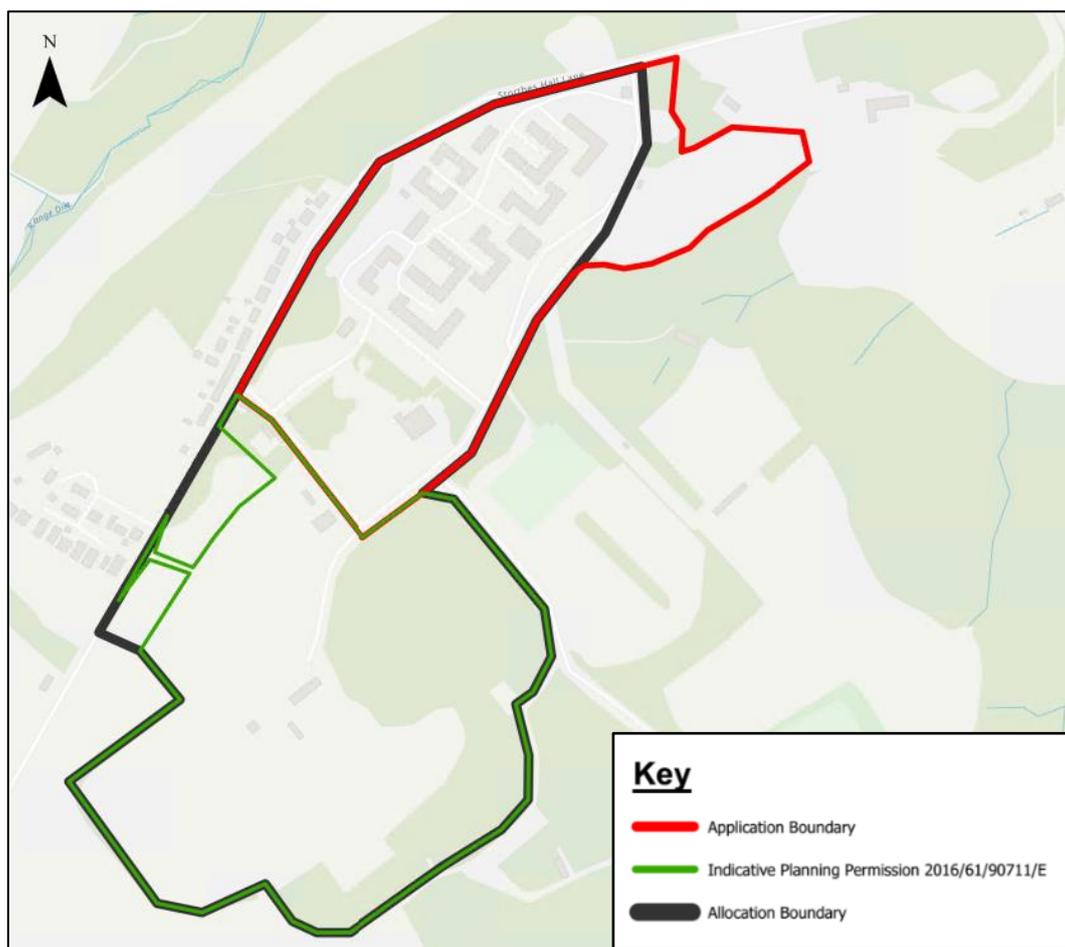
2.1 EXISTING SITE

2.1.1 The Site is located on land to the southeast of Storthes Hall Lane, located midway along its length. The Site is allocated for housing within the Kirklees Local Plan adopted in February 2019 under Site reference LP73.

2.1.2 The Site has a Nett area of 7.75 hectares (19.16 acres) and is located 5.5km southeast of Huddersfield and 1.7km west of the village of Kirkburton.

2.1.3 The Site in relation to the strategic transport networks is shown on Figure 1. Figure 2 illustrates the application boundary, extents of allocation LP73, an extract of which is provided within Image 2.1.

Image 2.1 Indicative Site Boundary



2.1.4 The Site currently accommodates Storthes Hall Student Village and is bound by Storthes Hall Lane to the north and west, Shelley Community Football Club and pitches to the east and cleared land formerly accommodating Storthes Hall Hospital, which closed in 1991 to the south.

2.1.5 The Site forms a circa 550m wide frontage onto Storthes Hall Lane and benefits from two access points – an entrance only to the northeast of the Site and an exit to the south-western corner of the Site.



2.2 DEVELOPMENT PROPOSALS

2.2.1 The development proposals, which are illustrated on the Parker Peel Proposed Site Layout drawing contained at Appendix A can be summarised as follows:

- Erection of 261 residential dwellings comprising of 1, 2, 3, 4 and 5 bedroom properties;
- Two access points via Storthes Hall Lane; and
- Associated parking, landscaping and infrastructure.

2.3 PROPOSED ACCESS

2.3.1 Vehicular access will be gained from the existing access points on Storthes Hall Lane. The existing Site currently operates a one-way system with an access to the north and an egress to the south. These are displayed in Image 2.2.

Image 2.2 Existing Access Arrangements



2.3.2 Both the junctions will remain in-situ and become two-way access points to the development.



3. Objectives and Targets

3.1 THE TRAVEL PLAN VISION

3.1.1 The vision for this TP is:

To make the development a place where residents can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance on the private car and the resultant impact on the local environment.

3.2 TRAVEL PLAN OBJECTIVES

3.2.1 To achieve this vision, the aims of this TP are to:

- Maximise the attractiveness of the development to residents and future residents by highlighting its accessibility by a range of sustainable travel options; and
- Minimise the effect of the development on the environment and the local highway network by promoting the use of these sustainable travel options ahead of less sustainable modes such as single person trips by car or van.

3.3 TRAVEL PLAN BENEFITS

3.3.1 The benefits of implementing a TP and promoting active travel are as follows:

- A general improvement in the health of the community and the environment brought about through reduced air pollution 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 walking, cycling and public transport for those households that have no regular access to a private vehicle; and
- Ensuring the viability of public transport for those who need it.

3.4 TRAVEL PLAN TARGETS

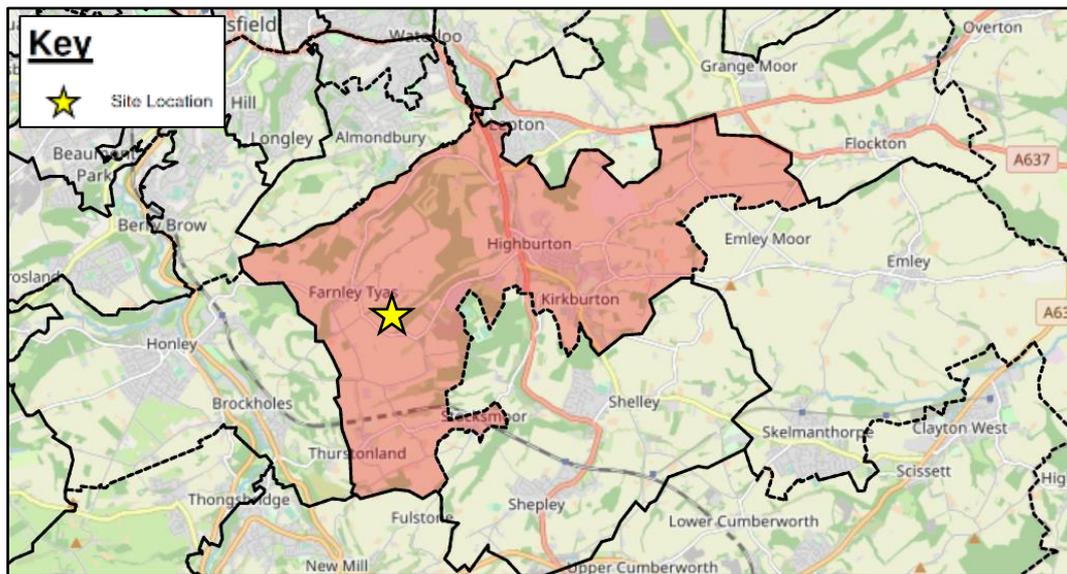
3.4.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5). Targets set for the TP will need to be 'SMART' i.e. they must be:

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

3.4.2 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 051 Mid Layer Super Output Area (MSOA) within which the Site is situated. Kirklees 051 MSOA is shown in Image 3.1.



Image 3.1 Kirklees 051 MSOA



3.4.3 The Method of Travel to Work data from the 2011 Census with the mode share for Kirklees 051 MSOA summarised in Table 3.1.

Table 3.1 Summary of Census Mode Splits – Kirklees 01 MSOA

Method of Travel to Work	Percentage
Train (Tram / Underground)	3%
Bus, Minibus or Coach	7%
Taxi	1%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	75%
Passenger in a Car or Van	7%
Bicycle	1%
On Foot	5%
Other	0%
Total	100.0%

3.4.4 The initial single occupancy car or van target is a 5% reduction in **75%** Driving a car or van \equiv **71%** (75×0.95), within 5 years from first occupation. 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.

3.4.5 The interim targets will be reviewed and confirmed within 3 months following the initial travel surveys. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with 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 The future housebuilder will appoint a Travel Plan Co-ordinator (TPC) 6 months prior to first occupation of the development. Once appointed 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 TPC will include:

- Implementation of the TP;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the site via sustainable modes; and
- Liaison with KC, West Yorkshire Combined Authority (WYCA) and other key stakeholders such as public transport operators.

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

Travel Plan Measure – TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	6 months prior to 1 st occupation and retained for 5 years.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	Future housebuilder.

4.2.3 For the interim period, Optima are listed as the TPC. The contact details of the TPC are shown in Table 4.2.

Table 4.2 Travel Plan Coordinator

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



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful TP 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 TP is to carry out a travel survey of residents. This will provide details of individual circumstances, travel patterns, home working patterns and school travel. The survey will also provide the opportunity for residents to raise awareness of travel issues.

5.2.2 A full travel survey of residents will take place at 12 months of first occupation, or from 50% occupation, whichever is sooner. A minimum response rate of 35% will be targeted and a prize draw will be offered to assist in meeting this target for responses.

5.2.3 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.

5.2.4 The survey will be undertaken using an online questionnaire software such as 'SurveyMonkey' and this will be facilitated by providing residents with a QR code to access the survey.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	At 12 months of first occupation, or 50% occupation, whichever is sooner.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The TP will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents. Within 3 months of the annual review the TPC shall agree the following TP 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 review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. As part of the preparation of the monitoring report, the TP will be reviewed as appropriate, and any further secondary actions/measures will be identified and implemented to achieve the modal split targets. The annual monitoring report will be submitted by the TPC to the relevant external organisations including KC, WYCA and public transport operators where appropriate.



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

- Arrange for a local cycle store to provide a troubleshooting/maintenance day;
- Seek to arrange a discount for residents at a local cycle store; 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

Travel Plan Measure – TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during TPC role.
Notes	To monitor the Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain residents' interest in the TP, 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 TP;
- Ensure that there is regular communication to keep the TP 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

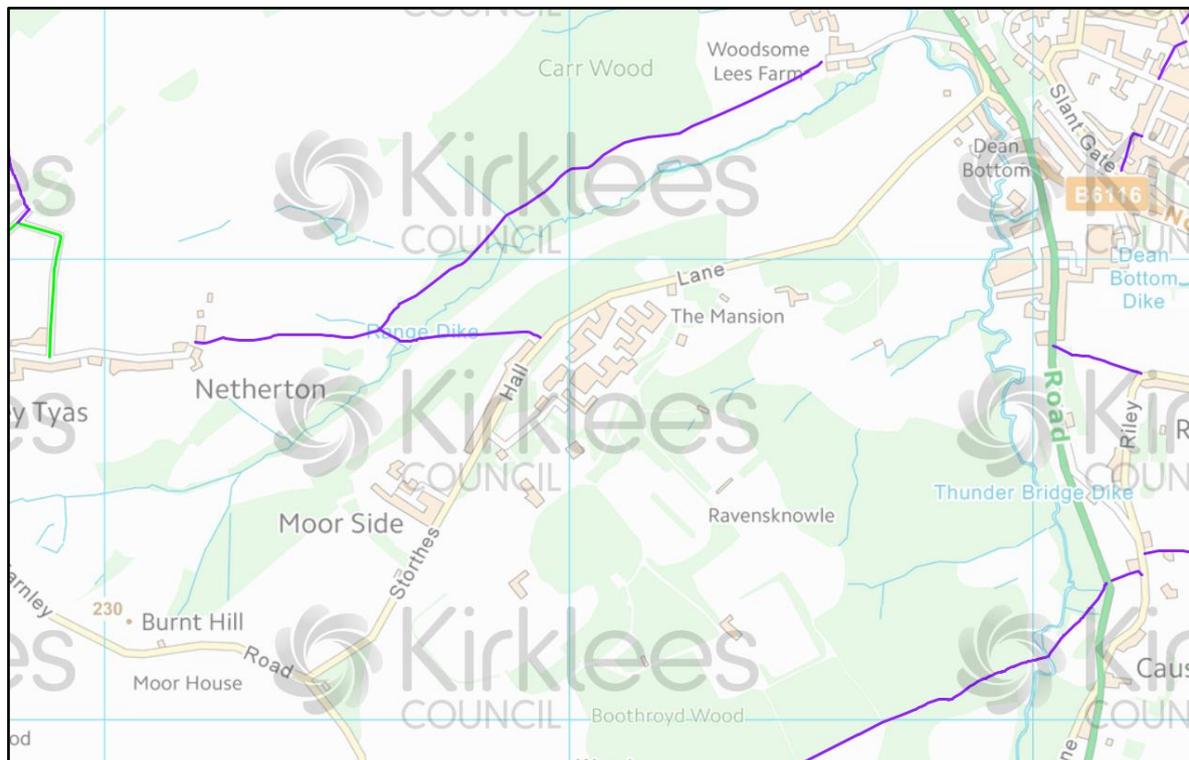
6.1.1 Storthes Hall Lane to the north of the Site has a footway on the south/east side of the carriageway which continues north towards A629 Penistone Road and south towards Farnley Road. The existing footway provides connections to the bus stops along A629 Penistone Road and Farnley Road, the nearby primary school and various public houses.

6.1.2 Public footpath KIR/61/20 runs to the west of the Site, on an east to west alignment, and provides a traffic free pedestrian route to the neighbouring village of Netherton and Farnley Tyas. The entrance to the footway off Storthes Hall Lane (just north of the row of dwellings) is located around the midpoint along Storthes Hall Lane between both the existing access points to the Site.

6.1.3 Public footpath KIR/237/10 adjoins to footpath KIR/61/20 and heads northeast towards Woodsome Lees Lane, which leads onto the junction of A629 Penistone Road/Storthes Hall Lane.

6.1.4 An extract of the Kirklees Public Right of Way map is provided within Image 6.1.

Image 6.1 PRoW Map Extract



Source – www.kirklees.gov.uk



6.2 ACCESSIBILITY ON FOOT

6.2.1 Paragraph 4.4.1 of 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...”

6.2.2 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”.

6.2.3 The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document ‘Providing for Journeys on Foot’ as shown in Table 6.1.

Table 6.1 Accessibility by Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

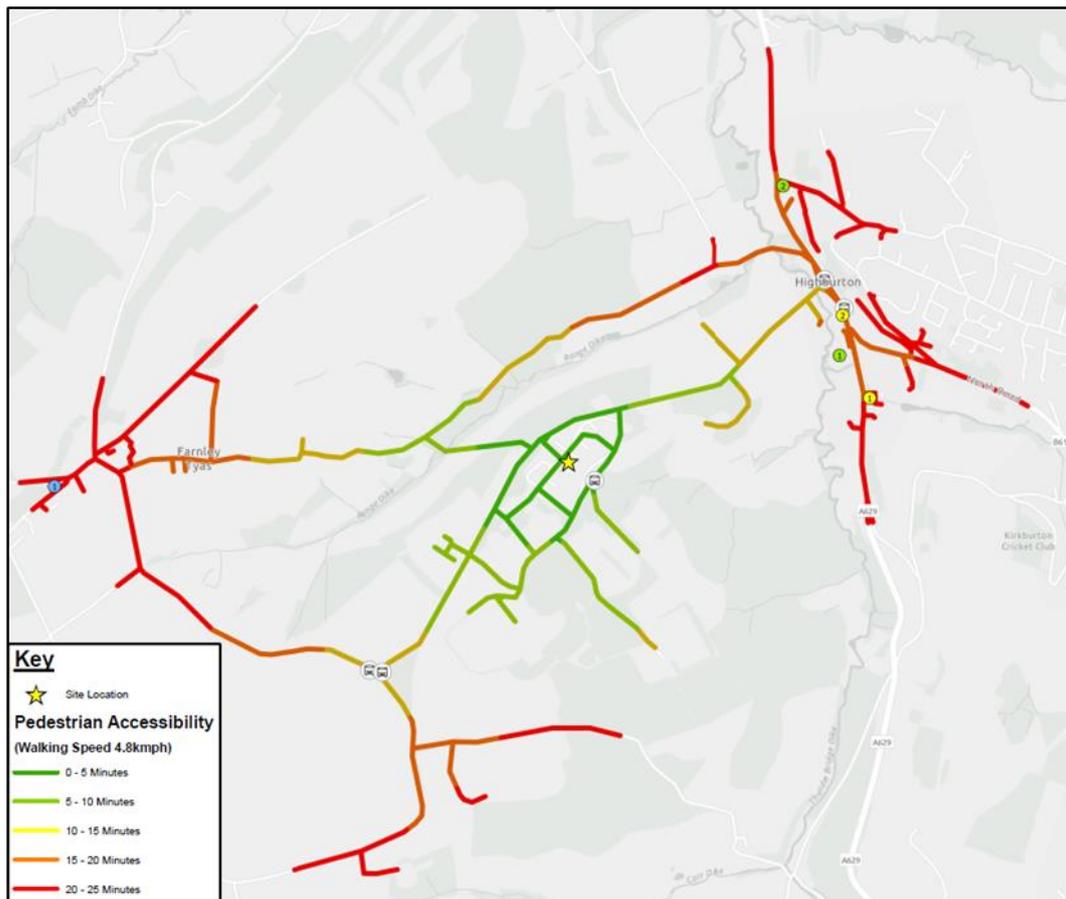
Source – Table 3.2 ‘Guidelines for Providing for Journey on Foot’ published by IHT

6.2.4 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.

6.2.5 Using ArcGIS Pro Network Analyst software typical walk times (up to 25 mins) from the proposed Site centre are shown on Figure 3. An extract of Figure 3 is provided within Image 6.2.



Image 6.2 Pedestrian Accessibility



6.2.6 The following key facilities can be accessed within the recommended distances on foot:

Education

- Farnley Tyas Church of England (C Of E) First School within a 25-minute walk;
- Kirkburton C of E First School within a 30-minute walk.

Retail

- A Costcutter convenience store located on Site;
- Spring Grove Fisheries within 15 minutes;
- The Gulf Shop within 20 minutes;
- Highburton Village Stores within 25 minutes;
- Kirkburton Village Centre (with a range of bars and restaurants) within 20 minutes.

Leisure

- The White Swan within 20 minutes;
- The Foxglove Public House within 20 minutes;
- The Smiths Arms within 25 minutes.



6.2.7 It is therefore concluded that the proposed Site will be located within a suitable distance on foot to a range of local services and facilities.

6.3 WALKING MEASURES

Table 6.2 Travel Plan Measure 4a – Travel Information Leaflet (Pedestrians)

Travel Plan Measure - TPM4a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 6.3 Travel Plan Measure 5 – Internal Footway Provision

Travel Plan Measure – TPM5	
Summary	Provision of 2.0m footways within the development.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	Housebuilder

6.4 USEFUL LINKS

Table 6.4 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	www.kirklees.gov.uk/beta/food-exercise-and-sport/search-for-walking-and-cycling-routes/ https://mapping.kirklees.gov.uk/connect/analyst/mobile/#/main?mapcfg=Public%20Rights%20of%20Way%20(public)
Walking journey planners	www.plotaroute.com/walkingrouteplanner www.google.com/maps
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Cycling

7.1 CYCLE FACILITIES

7.1.1 Storthes Hall Lane is an advisory cycle route, immediately northwest of the Site, providing a connection to Kirkburton which can be reached within 15 minutes. Kirkburton contains education, retail and leisure facilities as well as a bicycle shop located on North Road (B6116).

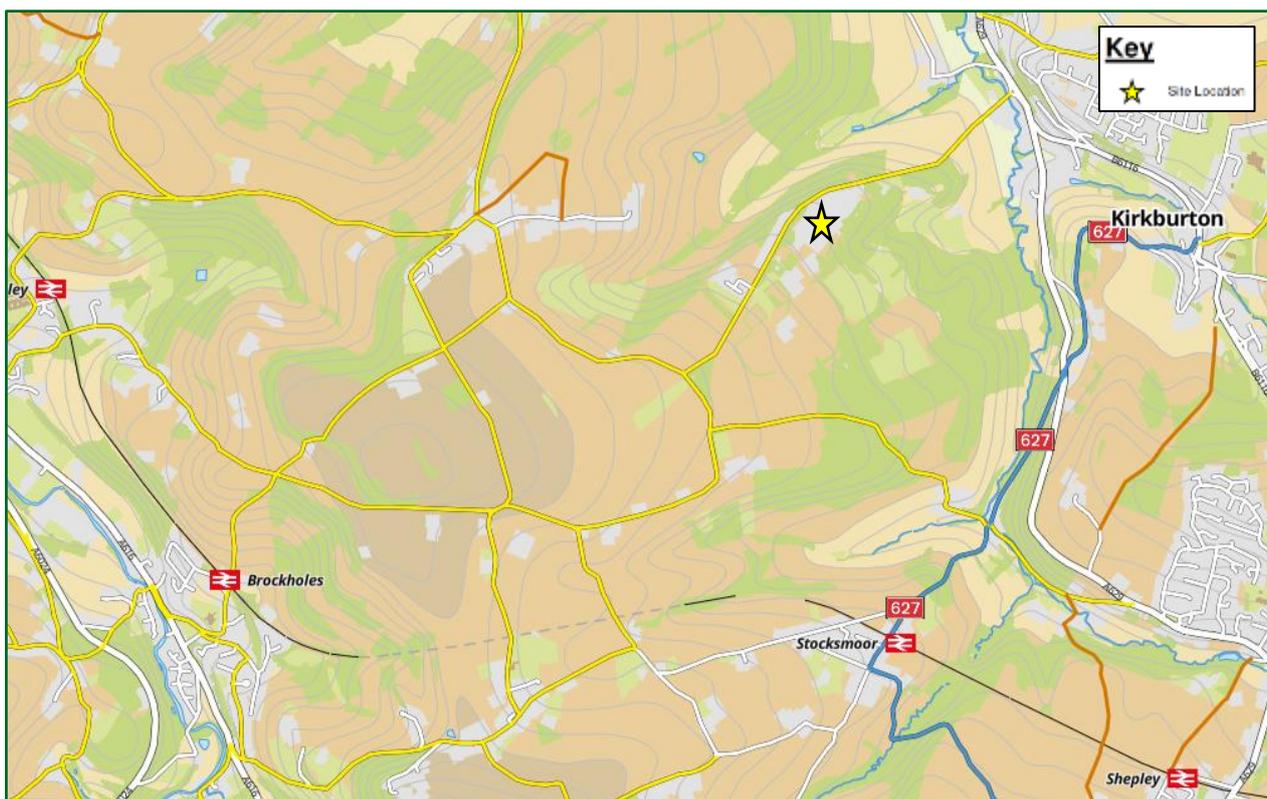
7.1.2 Located to the southeast of the Site is a signed cycle route (627) which can be accessed via Storthes Hall Lane and continuing onto Farnley Road & Wood Lane. The signed cycle route runs passed Stocksmoor Train Station, which can be reached from the Site in 20 minutes.

7.1.3 To the west of the site, Farnley Tyas Church of England First School can be reached in 10 minutes via the advisory cycle routes on Storthes Hall Lane, travelling southbound, continuing onto Farnley Road.

7.1.4 To the southeast of the Site, Brockholes Train Station can be reached in 20 minutes via advisory cycle routes that spur from Storthes Hall Lane towards the southeast.

7.1.5 An extract of the West Yorkshire Cycle Map produced by Sustrans is shown in Image 7.1.

Image 7.1 Extract from the West Yorkshire Cycle Map



Source: <https://fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html>

7.2 CYCLE ACCESSIBILITY

7.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

7.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum



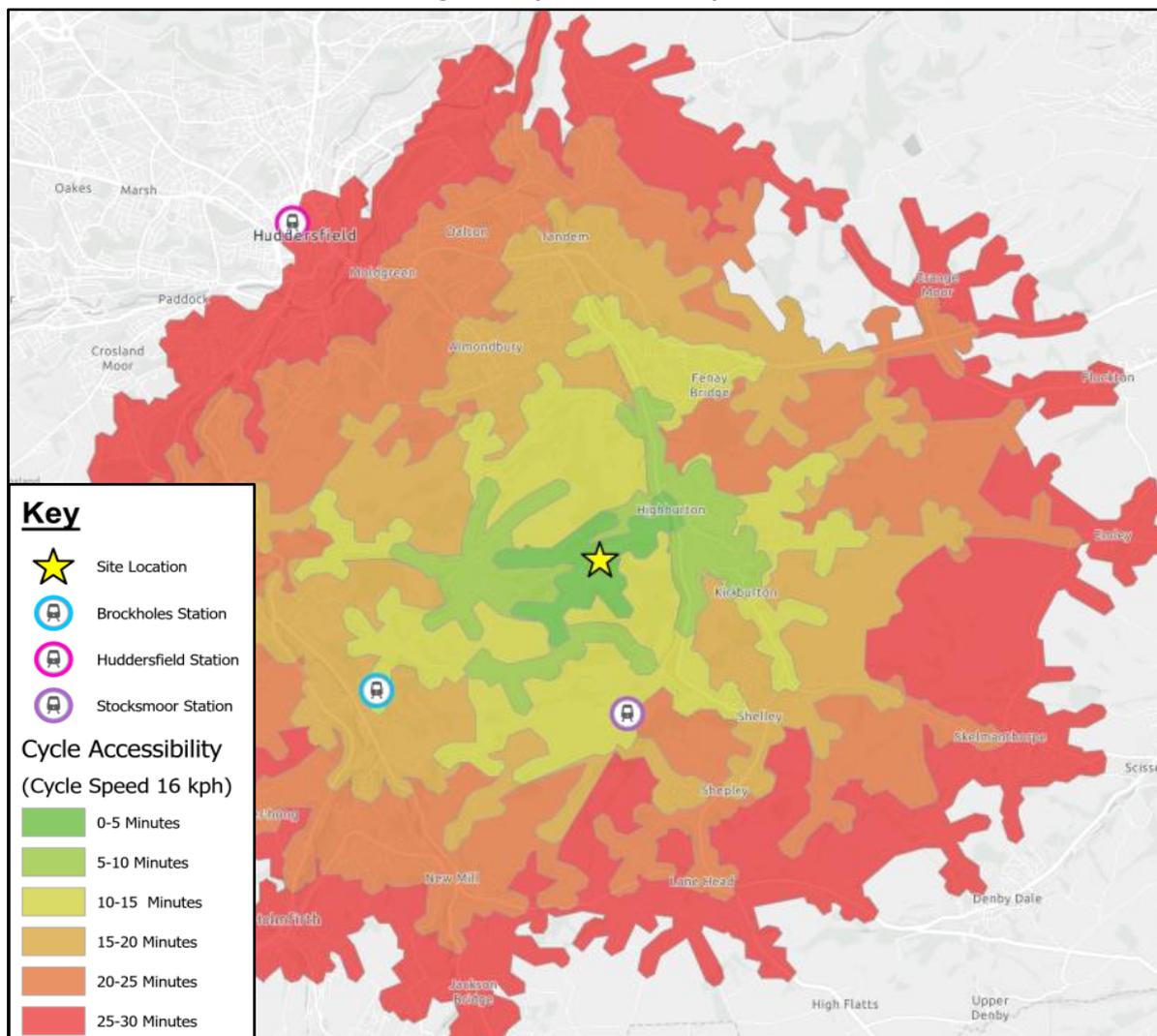
cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

7.2.3 Furthermore 'Integrating Cycling into Development Proposals' published in 2008 by Cycling England states that:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed".

7.2.4 Using ArcGIS Pro Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 4 an extract of which is provided within Image 7.2.

Image 7.2 Cycle Accessibility Plan



7.2.5 Figure 4 (Image 7.2) shows that:

- Brockholes Station can be cycled within 20 minutes;
- Stocksmoor Station can be cycled within 20 minutes;
- Huddersfield Station can be cycled within 30 minutes;



- Retail and employment opportunities within Huddersfield and surrounding places such as Holmfirth and Huddersfield Town Centre can be reached within a 25-minute cycle ride;
- Kirkburton Rowlands Pharmacy is within a 15-minute cycle ride;
- Lepton Rowlands Pharmacy is within a 20-minute cycle ride; and
- Almondbury Rowlands Pharmacy is within a 25-minute cycle ride.

7.2.6 It is therefore concluded that the proposed Site is an accessible location for trips to be made by bicycle.

7.3 CYCLE MEASURES

Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet (Cycling)

Travel Plan Measure – TPM4b	
Summary	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 7.2 Travel Plan Measure 6 – Cycle Storage

Travel Plan Measure – TPM6	
Summary	Provision of secure cycle storage for each dwelling by means of a garage space or outdoor storage.
Guideline Timescale	Upon occupation.
Notes	To encourage trips by bicycle.
Responsibility	Housebuilder

7.4 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	www.fourpointmapping.sustrans.org.uk/westyorkshire www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx
Sustrans On-line Mapping	www.sustrans.org.uk/national-cycle-network click on link to the National Cycle Network map which is based on OS mapping.
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk
Cycle Training	https://www.cyclecityconnect.co.uk/cycle-training/



8. Public Transport

8.1 BUS SERVICES

8.1.1 The nearest bus stop to the Site is located within the existing Storthes Hall Student Village. The existing bus stop located within the Site are currently served by a dedicated university bus that undertakes a loop around existing student residences before heading north towards A629 Penistone Road and back towards the university. This dedicated bus service has limited stops and is also available to members of the public to use.

8.1.2 Further bus stops are also available on Farnley Road and A629 Penistone Road.

8.1.3 A summary of the bus stop provision is provided within Table 8.1.

Table 8.1 Bus Stop Provision

Bus Stop Reference	Location	Direction	Distance from Site centre	Facilities	Buses towards	Services
45021658	Storthes Hall Park/ University Campus	Northbound	50m	Bus stop shelter seating and timetable information	Huddersfield Town Centre	398, 399
45016780	Penistone Rd/ Storthes Hall Lane	Northbound	1000m	Bus stop shelter, seating and timetable information	Huddersfield Town Centre	D2, D3
45016781	Penistone Rd/ Storthes Hall Lane	Southbound	1100m	Bus shelter, timetable information, bin	Denby Dale and Kirkburton	D2, D3, K89
45018740	Farnley Road/Storthes Hall Ln	Northbound	910m	Bus stop flag and pole with timetable information	Stocks Moor and Shelley	341, K82, K85
45018741	Farnley Road/Storthes Hall Ln	Southbound	910m	Bus stop flag and pole with timetable information	Huddersfield Town Centre and Almondbury	341, K82, K85

8.1.4 A summary of the bus services in the close vicinity of the Site are provided in Table 2.11 with the existing school bus services shown in Table 8.2.



Table 8.2 Bus Service Summary

Service	Route	Operator	Days of Operation	Approximate Frequency Each Direction
398/399	Huddersfield Uni - Storthes Hall Park	First Bus West Yorkshire Ltd	Monday – Friday	Every 30 minutes
			Saturday	Every 30 minutes
			Sunday	1 per hour
D2	Huddersfield - Denby Dale	Team Pennine	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service
D3	Huddersfield - Denby Dale	Team Pennine	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service
341	Huddersfield - Stocksmoor	CT Plus (Yorkshire)	Monday – Friday	1 every 2 hours
			Saturday	1 every 2 hours
			Sunday	No service

8.1.5 As can be seen from Table 2.11 the existing bus services allow access to destinations such as Huddersfield and Denby Dale which host employment, retail, health, leisure and education facilities.

8.1.6 The 398 and 399 is a dedicated bus service that connects Huddersfield University to Storthes Hall student residences. The service can be used by members of the public but has a limited number of stops. The 398 service runs weekdays with the 399 service running weekends. Both buses only run during term times, approximately September to July.

8.1.7 Dedicated bus services for schools in the nearby area such Shelley High School (K85 bus service) and Kirkburton Middle School (K82 and K89 bus service) are available, with services stopping at bus stops along the A629 Penistone Road and Farnley Road. The dedicated bus services for schools run in the morning and afternoon only to coincide with the school start and finish times.

8.2 RAIL SERVICES

8.2.1 The nearest Station is Stocksmoor Railway Station which is located approximately 2.0km to the south of the Site off Station Road.

8.2.2 Stocksmoor Railway Station is located on the Penistone line which provides regular connections to major destinations such as Huddersfield, Penistone, Barnsley and Sheffield. Huddersfield Station provides further direct trains to Leeds, Manchester and Hull as it is on the main Transpennine line.

8.2.3 Stocksmoor Railway Station can be accessed by bus (service D2 or D3) or an 18 minute cycle journey, and there is a bicycle storage facility. A summary of the available services is contained within Table 8.3.

8.2.4 An alternate railway station is Brockholes which is located approximately 4.0km to the southwest of the Site off Brockholes Lane.

8.2.5 Brockholes Railway Station is also located on the Penistone line with hourly services towards Huddersfield and Sheffield. The station is a 20-minute cycle journey from the Site.



Table 8.3 Bus Service Summary

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late Evening	
Huddersfield – Sheffield (Penistone Line)	60*	60*	60

*Additional peak hour services

8.2.6 A summary of typical journey times by train can be found below:

- Huddersfield - 16 minutes; and
- Sheffield – 60 minutes.

8.3 PUBLIC TRANSPORT MEASURES

Table 8.4 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport)

Travel Plan Measure – TPM4c	
Summary	Production and distribution of a Travel Information Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Notes	To encourage public transport use.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

8.4 USEFUL LINKS

Table 8.5 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticket and real time information	www.wymetro.com for public transport, walking & cycling information across West Yorkshire.
Rail times and journey planner	www.nationalrail.co.uk
Coach information	www.nationalexpress.com www.megabus.com
Personalised journey planning	www.wymetro.com/plan-a-journey



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 7 – Car Share

Travel Plan Measure – TPM7	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk/community/wy
Guideline Timescale	Upon occupation
Notes	To encourage car sharing particularly for commuter journeys
Responsibility	TPC to include in Travel Leaflet at each annual review

9.2 ELECTRIC VEHICLE CHARGING

Table 9.2 Travel Plan Measure 8 – Electric Vehicle Charging

Travel Plan Measure – TPM8	
Summary	All dwellings will be provided with an Electric Vehicle Charging Point.
Guideline Timescale	Upon occupation.
Notes	To encourage more sustainable driving practices.
Responsibility	Housebuilder

9.3 HOME DELIVERY SERVICES

9.3.1 The TPC will promote the use of home delivery services including providing details of local grocery stores and providing information on stores which provide home delivery services. This measure will assist in reducing the need to travel for residents of the development.

Table 9.3 Travel Plan Measure 9 – Home Delivery

Travel Plan Measure – TPM9	
Summary	Promote the benefits of home delivery services.
Guideline Timescale	Upon occupation.
Notes	To reduce the need to travel.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.1 WORKING FROM HOME

9.1.1 The TPC will promote the benefits of working from home, even for just one day a week. Given the recent impact of COVID-19, working from home has become more accepted and infrastructure is in place to facilitate this. Working from home reduces the number of trips on the network and often allows people to have more time to consider journeys on foot or by cycle as part of a 'fake commute' or a school run.



Table 9.4 Travel Plan Measure 10

Travel Plan Measure – TPM10	
Summary	Promote working from home.
Guideline Timescale	Upon occupation.
Notes	To reduce the need to travel.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.2 COMMUNICATION

9.2.1 When raising awareness of the TP, consideration should be given to different groups that should be targeted.

9.2.2 Publicity material could include the following:

- Details of the Site’s accessibility by sustainable modes on the development sales website;
- Providing details of the Site’s accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the TP 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 TP 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.

9.2.3 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

10.1.1 An Initial Action Plan has been prepared in order to set out the initial actions / measures, along with timescale and responsibility for each action. This helps to ensure that the TP is effectively implemented, and the targets are met.

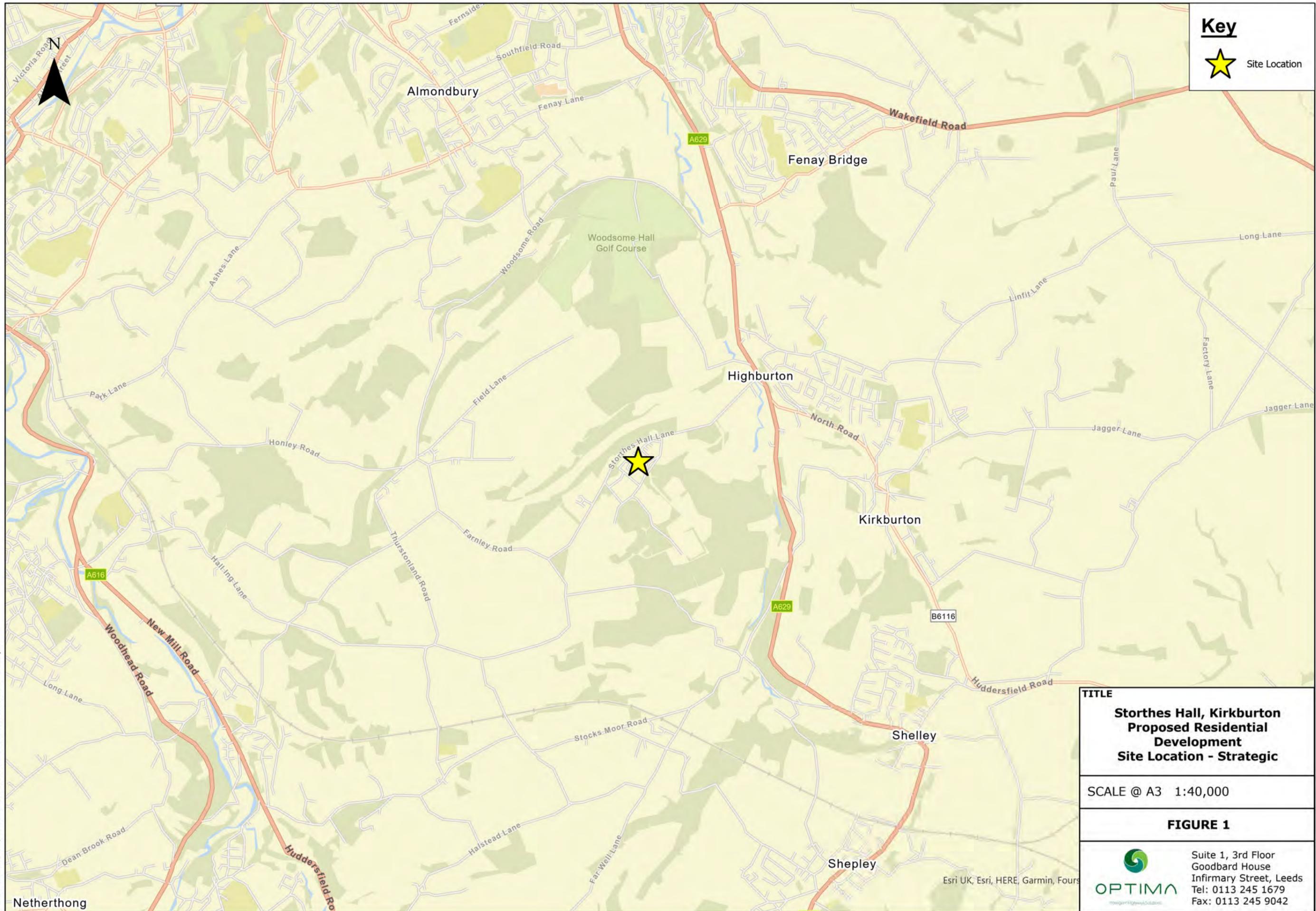
Table 10.1 Initial Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	6 months prior to first occupation	Housebuilder
TPM2	Undertake resident travel surveys	To gather baseline travel information and inform measures	At 12 months of first occupation, or 50% occupation, whichever is sooner	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance.	Annually during TPC role	Travel Plan Coordinator
TPM4/4a/4b	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM5	Provision of footways within the development	To encourage walking	To be agreed	Housebuilder
TPM6	Provision of secure cycle storage	To encourage cycling	Upon occupation	Housebuilder
TPM7	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM8	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Housebuilder
TPM9	Promote home delivery	To reduce travel	Upon occupation	Travel Plan Coordinator
TPM10	Promote working from home	To reduce travel	Upon occupation	Travel Plan Coordinator



Figures





Key

 Site Location

TITLE

**Storthes Hall, Kirkburton
Proposed Residential
Development
Site Location - Strategic**

SCALE @ A3 1:40,000

FIGURE 1

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

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Netherthong

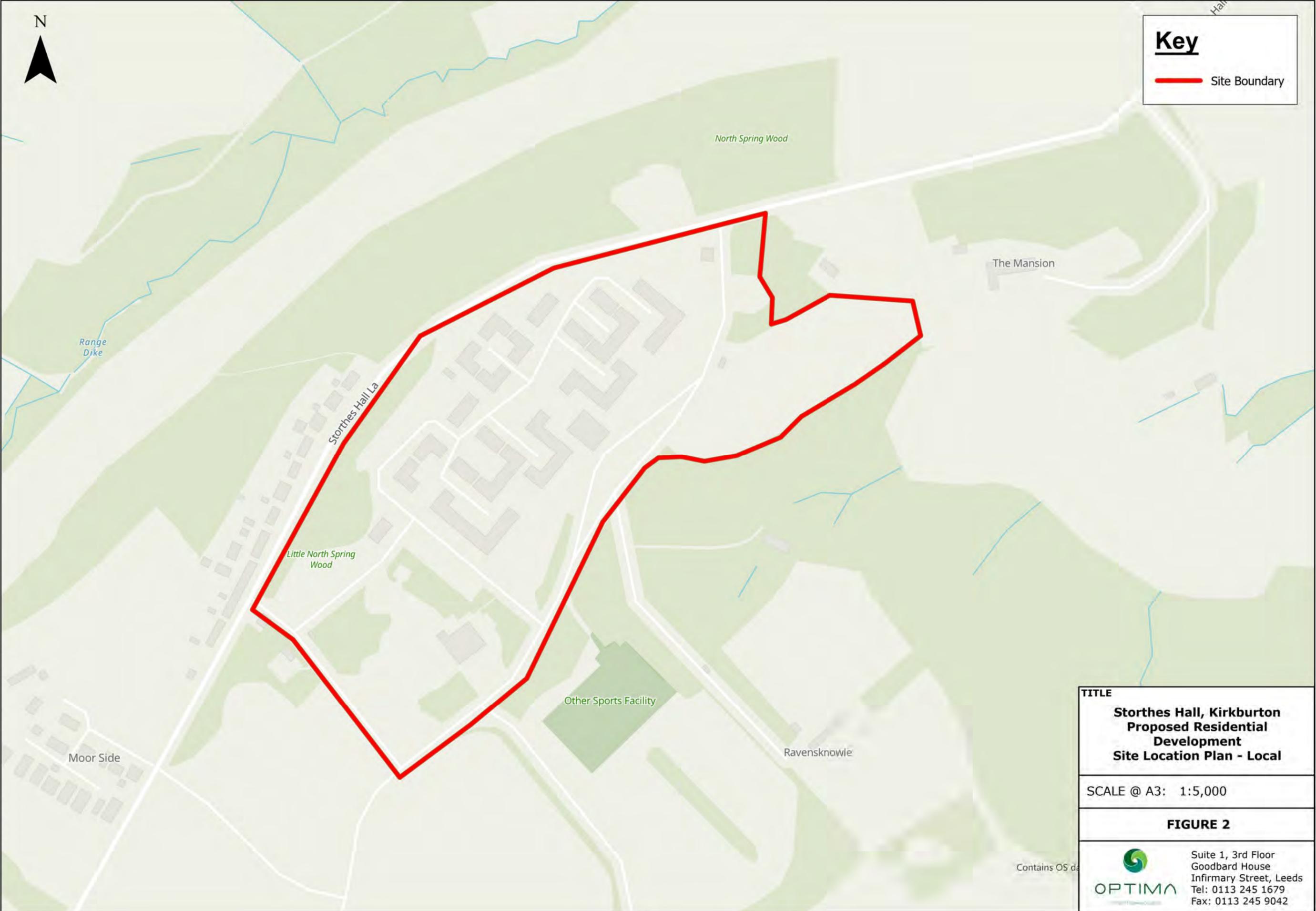
Esri UK, Esri, HERE, Garmin, Four

N



Key

 Site Boundary



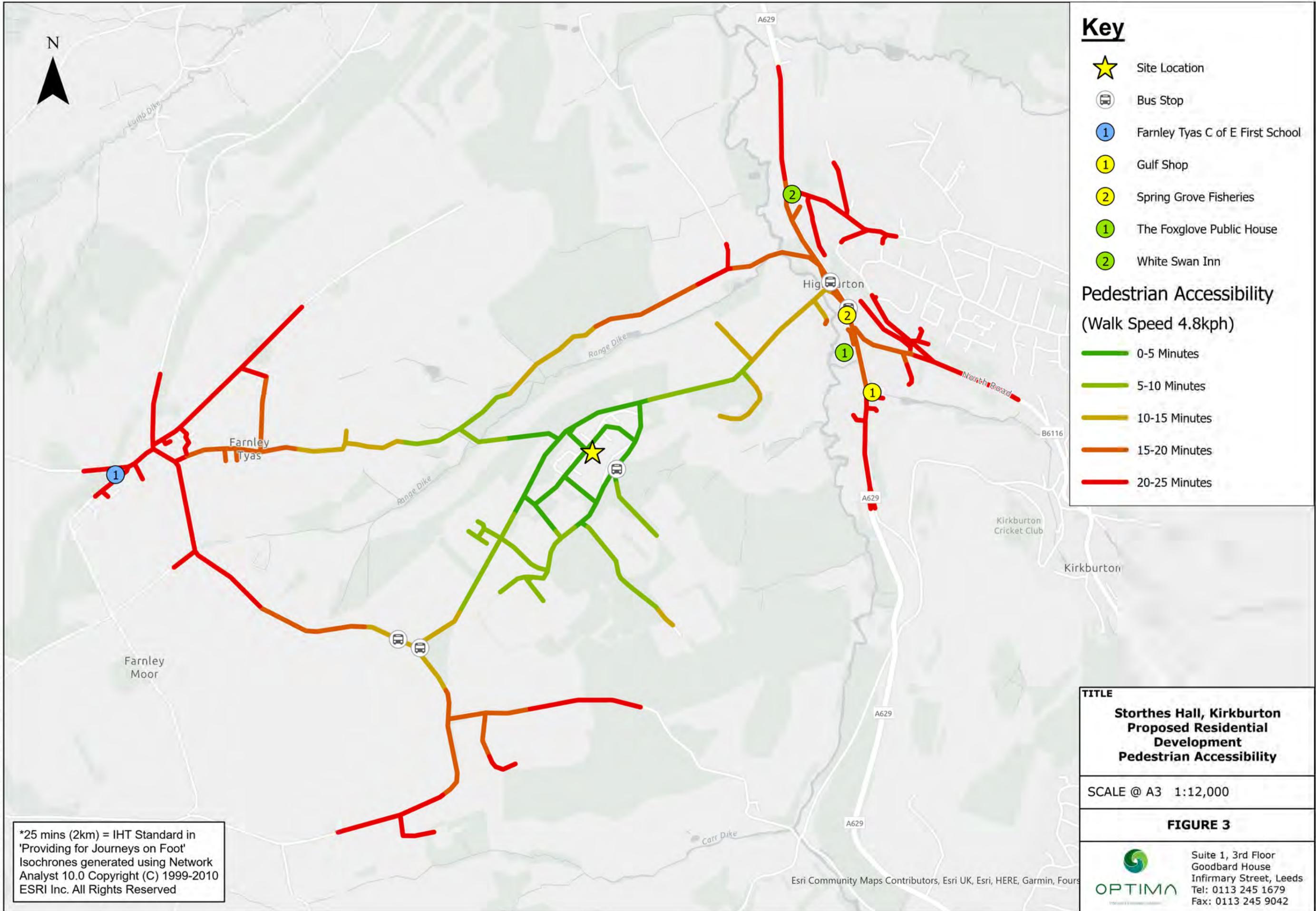
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TITLE
Storthes Hall, Kirkburton
Proposed Residential
Development
Site Location Plan - Local

SCALE @ A3: 1:5,000

FIGURE 2

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



Key

- Site Location
- Bus Stop
- Farnley Tyas C of E First School
- Gulf Shop
- Spring Grove Fisheries
- The Foxglove Public House
- White Swan Inn

Pedestrian Accessibility
(Walk Speed 4.8kph)

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

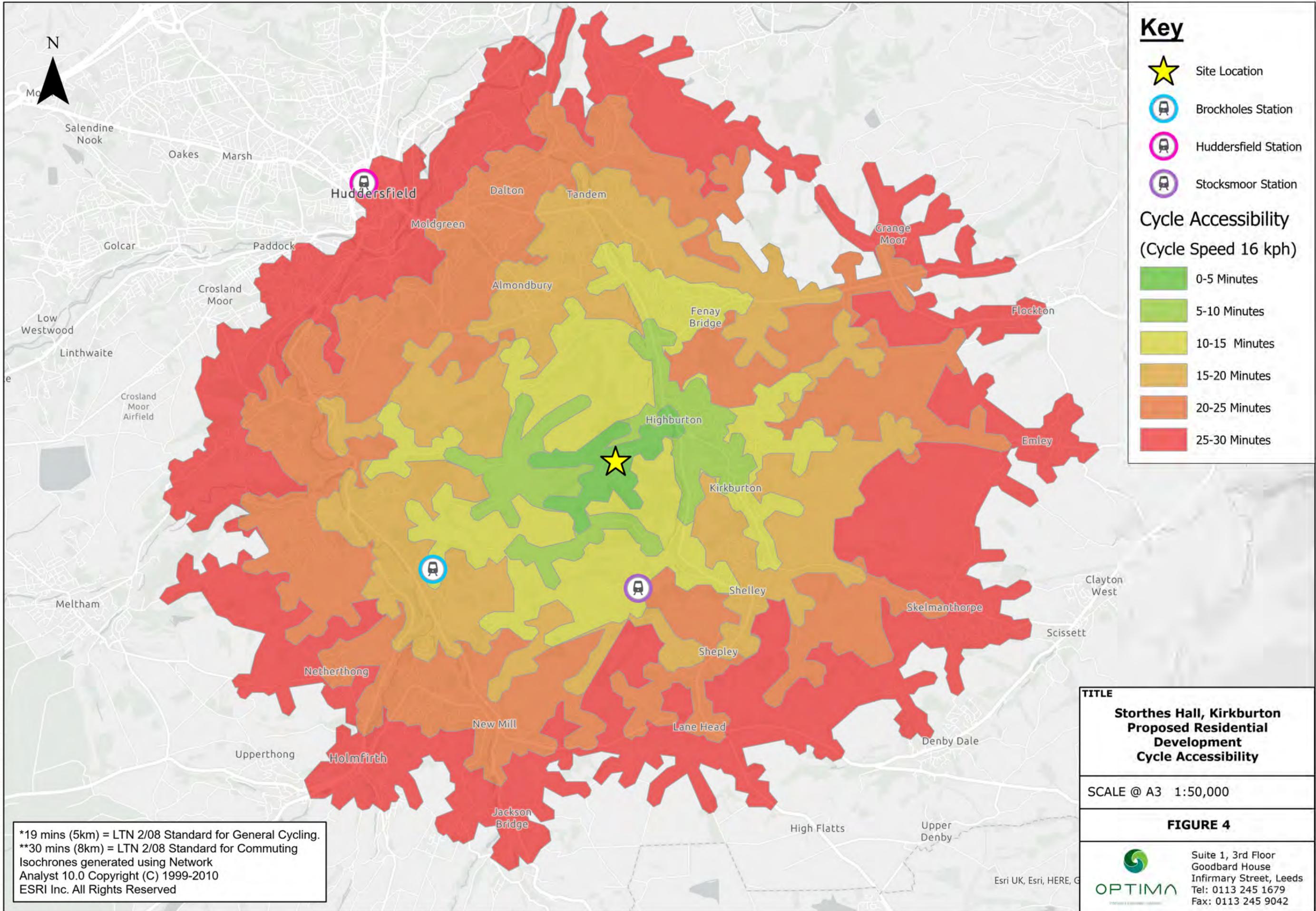
TITLE
Storthes Hall, Kirkburton
Proposed Residential
Development
Pedestrian Accessibility

SCALE @ A3 1:12,000

FIGURE 3

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

*25 mins (2km) = IHT Standard in
 'Providing for Journeys on Foot'
 Isochrones generated using Network
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Key

-  Site Location
-  Brockholes Station
-  Huddersfield Station
-  Stocks Moor Station

**Cycle Accessibility
(Cycle Speed 16 kph)**

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

TITLE
**Storthes Hall, Kirkburton
 Proposed Residential
 Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4

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

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
 **30 mins (8km) = LTN 2/08 Standard for Commuting
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Appendices



Appendix A Illustrative Planning Layout



STORTHES HALL, KIRKBURTON



ISSUE FOR PLANNING

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS STATED OTHERWISE.
 2. DO NOT SCALE FROM THIS DRAWING.
 3. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE CONSTRUCTION COMMENCES.
 4. EXISTING SERVICE RUNS TO BE VERIFIED BY SITE INSPECTION.

- LEGEND**
- Reception building & The Venue building
 - Application red line
 - Existing Trees to be retained



Storthes Hall, Kirkburton Schedule of Accommodation

House Type	Bed No / Storey	Type	Parking	No. Units
Freesale				
1 Bedroom				
Fog	1B/1S	Apt	PS	1
2 Bedroom				
Apt 1	2B/1S	Apt	PS	2
A Type	2B/2S	End/ Mid	PS	15
B Type	2B/2S	End/ Mid	PS	21
B1 Type	2B/2S	End	PS	4
3 Bedroom				
C Type	3B/2S	End/ Mid	PS	45
C1 Type	3B/2S	End	PS	11
D Type	2B/2S	End/ Mid	PS	2
E Type	3B/2S	Det	PS	2
F Type	3B/2S	Det/ End	PS	23
F1 Type	3B/2S	End	PS	2
G Type	3B/2.5S	End/ Mid	PS	12
H Type	3B/3S	Mid	PS	1
J Type	3B/3S	Mid	PS	1
R Type*	3B/3S	Mid	INT	8
S Type*	3B/3S	End/ Mid	INT	5
4 Bedroom				
K Type	4B/2S	Det	INT	7
L Type	4B/2S	Det/ End	PS	19
M Type	4B/2S	Det	INT	11
N Type	4B/2S	Det	INT	10
P Type	4B/2S	Det	SG	21
P1 Type	4B/2S	Det	SG	2
Q Type	4B/2S	Det	SG	20
5 Bedroom				
V Type	5B/2S	Det	INT	6
T Type	5B/2S	Det	DG	5
U Type	5B/2S	Det	DG	5
Total				261

A	Proposed Landscaping amended.	06/11/23
Rev	Description	Date

PARKER PEEL
ARCHITECTURAL

• info@parkerpeel.co.uk • www.parkerpeel.co.uk 101924 921 860

Client
Ubrique

Project
1826
Residential Development at
Storthes Hall, Kirkburton

Title
Planning Layout

Draw No. 1826-SI-03
Rev. A
Scale 1:1000@A1
Drawn GK
Checked AK
Date 07/23

Planning Layout - Scale 1:1000