



PROPOSED RESIDENTIAL
DEVELOPMENT,
LAND NORTH OF SHEPLEY
ROAD, STOCKSMOOR

RESIDENTIAL TRAVEL PLAN

APRIL 2024

PROPOSED RESIDENTIAL DEVELOPMENT, LAND NORTH OF SHEPLEY ROAD, STOCKSMOOR

RESIDENTIAL TRAVEL PLAN

Newett Homes

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Andrew Moseley Associates

15 St Paul's Street
Leeds, LS1 2JG

www.amatp.co.uk

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AMA

Associate Director	Alex McGarrell
Senior Transport Planner	Sophie Dunhill

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Newett Homes to prepare a Residential Travel Plan (RTP) in connection with the development of 50 residential dwellings on land to the north of Shepley Road, Stocksmoor, Huddersfield.
- 1.1.2 The site is located on land to the north of Shepley Road, approximately 1.6km north west of Shepley. The northern extent of the site is bound by a railway line; to the east by woodland, to the south by Shepley Road and residential dwellings and to the west by residential dwellings. Access to the site will be taken via a new simple priority T-junction from Shepley Road. Pedestrian access will be supported by the provision of footways running into the site, with the western footway connecting with the existing footway provision along the northern side of Shepley Road. The site location is included in **Figure 1** whilst the site layout plan can be seen on **Appendix A**.
- 1.1.3 A Transport Assessment (TA) has also been prepared to support the development proposals and will be submitted under separate cover. The TA concludes that the site is located in a sustainable location, with good access to public transport provision.
- 1.1.4 This RTP summarises the accessibility of the site and outlines a range of measures which will be promoted to residents to encourage sustainable travel patterns at the site.

1.1.5 This report sets out the following;

- ▶ Section 2 – Sets out the objectives and benefits of this Travel Plan;
- ▶ Section 3 – The accessibility of the site is assessed including details of existing facilities near to the site such as walking, cycling and public transport routes;
- ▶ Section 4 – Details of the roles and responsibilities are outlined including the role of the Travel Plan Coordinator;
- ▶ Section 5 – The Travel Plan measures are outlined including ways to encourage travel by walking, cycling and public transport;
- ▶ Section 6 – Identifies the Travel Plan targets;
- ▶ Section 7 – Details of the Travel Plan monitoring process are set out;
- ▶ Section 8 – Provides a summary of the Travel Plan measures and the timescales for implementation.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

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

2.2 OBJECTIVES

- 2.2.1 This RTP 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 RTP will therefore seek to:
- ▶ Develop an awareness of locally available non-car modes of transport among residents;
 - ▶ Promote sustainable travel and to continue to engage with residents on sustainable travel choices to achieve a long-term commitment to changing travel habits amongst the new community; 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 BENEFITS

- 2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for residents and visitors as well as the wider community.
- 2.3.2 The residents and visitors 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.

- 2.3.3 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.
- 2.3.4 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.
- 2.3.5 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 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 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.

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.

3.2 SUSTAINABLE MODES

- 3.2.1 Accessibility by sustainable modes is summarised as follows:

Walking Accessibility

- ▶ Footpaths are available on both sides of Shepley Road until approximately 10m west of the proposed site access on the northern side of the carriageway, and approximately 30m west on the southern side of the carriageway. Footpaths are also available on both sides of Station Road and along the southern side of Cross Lane, Norton Ter and Birks Lane;
- ▶ Dropped kerbs are provided at the Cross Lane / Station Road / Shepley Road / Fulstone Road Crossroads, as well as at Station Road / Norton Ter / Birks Lane;
- ▶ Street lighting is provided on all local roads where there is a footpath;
- ▶ Given the rural location of the development, the extent of the walking catchment is reflective of the footpaths available along the local road network. A plan showing the walking catchment from the site access is attached in Figure 2;
- ▶ A network of Public Rights of Way (PRoW) exist within the vicinity of the site. In particular, Footpath No. KIR/136/10 can be accessed on Fulstone Road, within approximately 165m of the proposed site access. This connects to additional footpaths which provide future residents with the opportunity to undertake leisure walks throughout the Stocksmoor area and beyond. PRoWs can be viewed on Figure 3;
- ▶ Local amenities can be summarised as follows: Stocksmoor rail station and Clothiers Arms are located within 400m / a walk of 4 – 5 minutes north of the site. The Woodman Inn can be accessed within 1.1km / 13 minutes, Woodview Beauty Salon within 1.9km / 24 minutes and the Rising Sun within 2km / 27 minutes. It is noted that the amenities accessible within this catchment are reflective of the site's rural location, within a Hamlet some 10km south from the centre of Huddersfield.

Cycling Accessibility

- ▶ Guidance suggests that the preferred maximum cycle distance in which people are willing to cycle is 5.0km. A 5.0km cycle catchment from the site includes Brockholes, Shepley and Kirkburton. A 5.0km cycle catchment from the site is illustrated in Figure 4;
- ▶ The site is well located for journeys by bike, being located on a National Cycle Network (NCN) Route. NCN Route 627 can be used to travel north to Kirkburton, where the route terminates, or south west through Shepley to Millhouse Green, where the route connects to NCN Route 62, some 2km west of Penistone. A snippet of the interactive West Yorkshire Cycle Map can be viewed in Figure 5; and
- ▶ 1.5km to the east of the site is Shepley which has a wide range of amenities including Shepley pharmacy, Co-operative Food, Shepley First School, a sports club, a pub and Shepley Library.

Public Transport

- ▶ Given the rural nature of the site, Stocksmoor is relatively well equipped for public transport needs with a bus stop located within 150m / 2 minutes of the proposed access and Stocksmoor railway station is located within 400m / a walk of 4 minutes to the northwest of the site. Bus stop locations can be viewed on Figure 6;
- ▶ The bus stop comprises of a flag and a pole and provides hourly services from Stocksmoor to Huddersfield Bus Station via Farnley Tyas & Thurstonland. The service number is 341 and it is operated by South Pennine Community Transport; and
- ▶ The rail station provides hourly services to Sheffield (via Shepley) and Huddersfield. Ticket machines and 3 bicycle spaces are available.

3.3 SUMMARY

- 3.3.1 Given the rural nature of the area and the availability of a train service that provides hourly trains to and from Sheffield and Huddersfield, the public transport provision is considered to be accessible and will likely form an attractive mode of travel for future residents at the site. The site is, therefore, considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance for Hamlets rural locations.

4 ROLES AND RESPONSIBILITIES

4.1 INTRODUCTION

- 4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 4.1.2 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.

4.2 TRAVEL PLAN COORDINATOR

- 4.2.1 Three months prior to occupation of the development, Newett Homes will appoint a Travel Plan Coordinator (TPC) who will be responsible for the implementation of the RTP.
- 4.2.2 At this stage, the interim TPC is Sophie Dunhill, Senior Transport Planner at AMA. The TPC will provide their contact details to KC within one month of their appointment.
- 4.2.3 The TPC will be provided with any appropriate training and time to fulfil the role. 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.
- 4.2.4 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. Completion of the survey will be undertaken 6 months post first occupation. The surveys will be carried out on-line, with paper copies available should residents request one.
- 4.2.5 In the three months prior to occupation, the TPC will share their contact details with KC and will prepare the Travel Information Pack for distribution to new residents through the Sales Office / Welcome Packs.
- 4.2.6 The duties of the TPC will include:
- ▶ Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
 - ▶ Prepare, distribute, and update the Travel Plan materials, as appropriate;
 - ▶ Engagement with residents, including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
 - ▶ Liaison with the highway authority with respect to the development of the plan, and the evaluation, monitoring and review of targets;
 - ▶ Engagement with the sales team where necessary; and
 - ▶ Preparation of an annual monitoring report.

4.2.7

A range of measures have been included in this RTP for implementation by the TPC. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

- 5.1.1 This section outlines the RTP measures which will be implemented at the site to achieve the objectives outlined in Section 2.
- 5.1.2 The role of the TPC is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail in Section 4, above.

5.2 PHYSICAL MEASURES

- 5.2.1 The site has been designed to maximise opportunities for travel by walking and cycling. Footways are provided at the entrance to the proposed site, and the western footway will tie into the existing provision along Shepley Road.
- 5.2.2 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.
- 5.2.3 Cycle storage / parking will be available within the garages of individual dwellings. Any dwelling without an allocated garage will have secure cycle storage provided within the curtilage of the property.

5.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

Sustainable Travel Information Pack

- 5.3.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of local walking and cycling routes, public transport timetables and ticket information, car sharing, car clubs and the benefits of electric / hybrid vehicles, and links to further sources of sustainable travel information. It will include a walking and cycling map showing key routes and local amenities.
- 5.3.2 The pack will be distributed to new residents via their welcome packs, and to all occupied homes via the sales office.

Annual Sustainable Travel Newsletter

- 5.3.3 Providing residents with an annual newsletter allows the TPC to engage with residents year on year, reminding them of their sustainable travel options and the benefits of travelling sustainably. This also allows the TPC to update residents with any local travel changes that have occurred, for example, changes to bus timetables or the introduction of new services / routes.
- 5.3.4 The newsletter also provides an opportunity to engage with second occupants of any homes at the development that are sold on, or tenants of any homes at the development that are rented.
- 5.3.5 The newsletter will promote regional, national and international sustainable travel related events, such as National Walking Month, Cycle to Work Day, Bike Week, Cycle September and Clean Air Day, amongst others.

5.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 5.4.1 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.

5.5 PEDESTRIAN MEASURES

- 5.5.1 The following measures are proposed to encourage walking to and from the site. These measures will be communicated to future residents via the aforementioned methods of communication.

- ▶ Provide plans and information to residents indicating pedestrian / cycle routes in the surrounding area to local amenities; and
- ▶ Publicise links to walking resources on the KC website such as <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx>.

5.6 CYCLE MEASURES

- 5.6.1 The following measures are proposed to promote cycling:

- ▶ Publicise local cycle information available free of charge from the KC website <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>;
- ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by residents; and
- ▶ The TPC shall promote and encourage walking and cycling to work, through events such as 'Cycle to Work Day' and 'Bike Week' (bikeweek.org.uk), to heighten awareness.

5.7 PUBLIC TRANSPORT MEASURES

- 5.7.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via bus. The following measures will be implemented to encourage the use of public transport, to access the site.

- ▶ Supply up-to-date public transport information available on <https://southpenninect.co.uk/BusServices> and information on facilities within the surrounding area for residents including local service and ticket information at ticketsandpasses.wymetro.com;
- ▶ Publicise details of the journey planner provided at <https://www.wymetro.com/plan-a-journey/>; and
- ▶ Advertise local bus and rail discounts.

5.8 SUSTAINABLE CAR USE MEASURES

- ▶ 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 Kirklees (as well as nationally) and therefore maximises the opportunity for potential matches to be made; and
- ▶ The TPC will promote hybrid / electric vehicles and the benefits of sustainable car travel. They will be available to provide advice on making the switch to an electric or hybrid vehicle, with links to further advice and key sources of information provided in via aforementioned communication channels.
- ▶ All residential plots will be provided with a EVCP.

5.9 SUMMARY

- 5.9.1 The package of measures described above has been designed to meet the RTP objectives described in **Section 2**.
- 5.9.2 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.
- 5.9.3 The provision of sustainable travel information packs and annual newsletters 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.
- 5.9.4 The information provided in the sustainable travel information packs and the annual newsletters will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in **Section 3**.
- 5.9.5 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.

6 TRAVEL PLAN TARGETS

6.1 INTRODUCTION

- 6.1.1 This section sets out the methodology and parameters used in assessing the potential mode split for the site as well as an indication of the potential outline targets for the RTP.
- 6.1.2 This RTP aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes.
- 6.1.3 However, any targets will need to be 'SMART' i.e. they must be: -
- ▶ Site-specific;
 - ▶ Measurable;
 - ▶ Achievable;
 - ▶ Realistic; and
 - ▶ Time related

6.2 TARGETS

- 6.2.1 The most recent Method of Travel to Work data was collected during the impact of the COVID-19 pandemic, which led to major behavioural changes in the ways in which people travel to work. Since the 2021 Census, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid way of working between their home and their place of work, suggesting that the 2021 Census is not the most representative dataset in showing current modal splits in the local area.
- 6.2.2 Therefore, both 2011 and 2021 Census Method of Travel to Work Data for the Lower Super Output Areas (LSOAs) Kirklees 051B & 056C have been considered, which are considered to provide a reasonable proxy for future residents living at the proposed development. The mode split data is presented in Table 6-1.

Table 6-1 Travel Plan Targets Summary

Mode	Expressed as an Average of Kirklees 051B and 056C LSOAs		Average
	% Journeys to Work 2011	% Journeys to Work 2021	
Driving a car or van	66%	49%	57%
Work mainly at or from home	8%	39%	24%
Passenger in a car or van	6%	4%	5%
On foot	6%	4%	5%
Public transport	12%	3%	8%
Taxi	1%	0%	1%
Bicycle	0%	0%	1%
Total	100%	100%	100%

- 6.2.3 It is anticipated that the actual modal split of the area would be a combination of both datasets, however, for the purpose of this Travel Plan it is assumed that the baseline car driver mode share is an average of the two, which equates to 57%.
- 6.2.4 It is proposed that a 5% reduction in single occupancy car trips is targeted over the five-year monitoring period. The target will therefore be considered to be met if the percentage of journeys to work made by car drivers is 54% or less.
- 6.2.5 A 5% reduction in single occupancy car trips is considered to be a realistic and achievable target when taking into account the results of the 2011 and 2021 Census.
- 6.2.6 The mode split data presented in Table 6-1 will be validated by way of an initial residential travel survey (year 1 of monitoring).
- 6.2.7 The initial survey will be undertaken within six months of first occupation. A travel survey response rate has been set at 30%. This is considered to provide a statistically reliable sample, whilst taking into account the difficulties experienced in undertaking residential travel surveys. To try and achieve a high response rate, a prize draw incentive will be considered by the TPC to encourage residents to complete the survey.
- 6.2.8 The appropriateness of the targets will be assessed following the initial residential travel survey, and if necessary, amended targets will be discussed with KC.
- 6.2.9 Should the response rate not be met, the TPC will liaise with KC to determine an appropriate target for the remainder of the RTP monitoring period (5 years in total). This could include targets based on the TRICS assessment included within the Transport Assessment also prepared by AMA. The TRICS data would be validated by classified traffic counts.

7 TRAVEL PLAN MONITORING AND REVIEW

7.1 INTRODUCTION

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

7.2 MONITORING

- 7.2.1 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 RTP over a five-year period.
- 7.2.2 Travel surveys will be carried out In Year 1, 3 and 5. A monitoring report will be prepared and submitted to KC, via the TPC, within three months of completion of the surveys.
- 7.2.3 The survey questionnaire should include the following elements, which should be agreed with KC prior to issue:
- ▶ How residents currently travel to / from the site;
 - ▶ How residents prefer to travel to / from the site; and
 - ▶ Measures that would encourage use of sustainable modes and barriers to changing mode.
- 7.2.4 The surveys will be undertaken by the TPC who will also be responsible for producing the monitoring report. The monitoring reports will also review the progress that has been achieved in implementing measures against the modal shift targets.
- 7.2.5 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 KC. After 5 years, monitoring of the RTP will cease.

7.3 SUMMARY

- 7.3.1 **Table 7-1** below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 7-1 Travel Plan Action Plan and Timescales

Measures / Action	Target Date	Responsibility
Appoint TPC	3 months prior to occupation	Newett Homes
Conduct initial residential travel survey (year 1 of monitoring)	Within 6 months post first occupation	TPC
Prepare and submit initial monitoring report summarising the results of year 1 monitoring	Within 3 months of completion of initial residential travel survey	TPC
Conduct Residential Travel Survey	In Year 3 and 5 during the same month as the initial residential travel survey	TPC
Prepare and submit monitoring report summarising the results of year 3 and 5 monitoring	In Year 3 and 5 within 3 months of completion of residential travel survey	TPC

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

- 8.1.1 A summary of the main RTP measures is included in **Table 8-1**. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the RTP and the person / organisation responsible for the funding and implementation are also presented.

Table 8-1 Summary of Measures

Measures / Action	Target Date	Responsibility
Provision of a sustainable travel information pack, including information on walking, cycling, public transport and sustainable car use	At occupation	TPC
Provision of an annual sustainable travel newsletter	Annually throughout lifetime of Travel Plan	TPC
Maximise opportunities for travel by walking and cycling through the site design	Through design	Newett Homes
Provide cycle storage	At construction	Newett Homes
Promotion of internet food shopping and flexible working practices	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Advertise local bus and rail discounts	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage sustainable car use	Ongoing throughout lifetime of Travel Plan	TPC

8.2 CONCLUSION

- 8.2.1 Andrew Moseley Associates (AMA) has been commissioned by Newett Homes to prepare a Residential Travel Plan (RTP) in connection with the development of 50 residential dwellings on land to the north of Shepley Road, Stocksmoor, Huddersfield.
- 8.2.2 This RTP appraises the current accessibility of the development site, describing the opportunities for sustainable travel for future residents. Consideration is then given to how these options can be best promoted to residents in order to encourage and facilitate sustainable travel behaviour, thereby reducing any potential detrimental impact from the development on the local transport network in terms of congestion, air pollution or road safety.
- 8.2.3 Clear targets and a monitoring regime are proposed that enable those responsible to measure, report upon and maximise the effectiveness of the RTP in achieving its aims and objectives. A programme of impactful, yet realistic measures and deliverables are set out, that link back to the RTPs objectives and targets.

FIGURES

Figure 1 – Indicative Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – Public Rights of Way Plan

Figure 4 - 5km Cycling Isochrone

Figure 5 – Cycle Route Map

Figure 6 - Bus Stop Location Plan

Key:
Indicative Site Location 

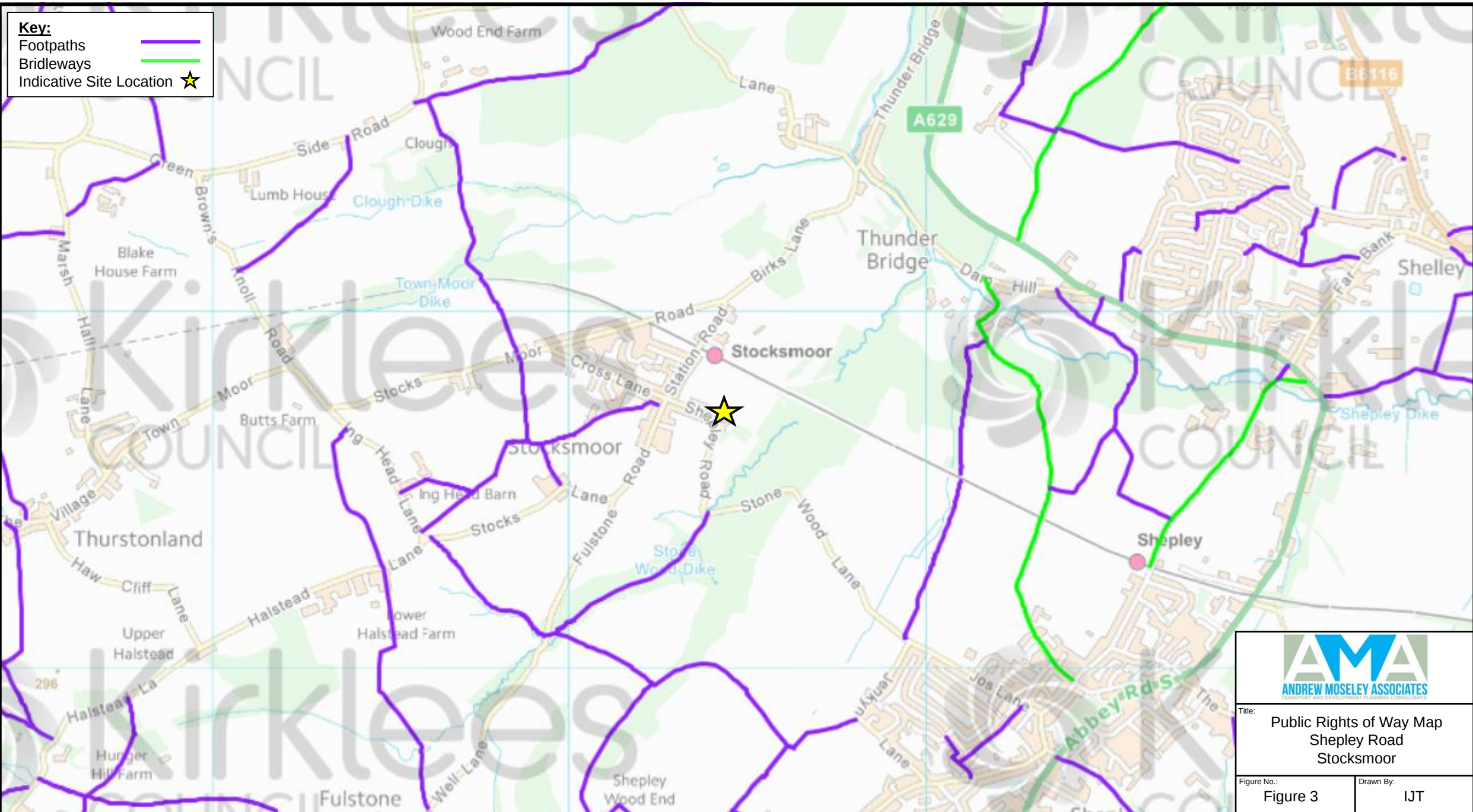


Title:
Indicative Site location Plan
Shepley Road
Stocksmoor

Figure No.: Figure 1	Drawn By: IJT
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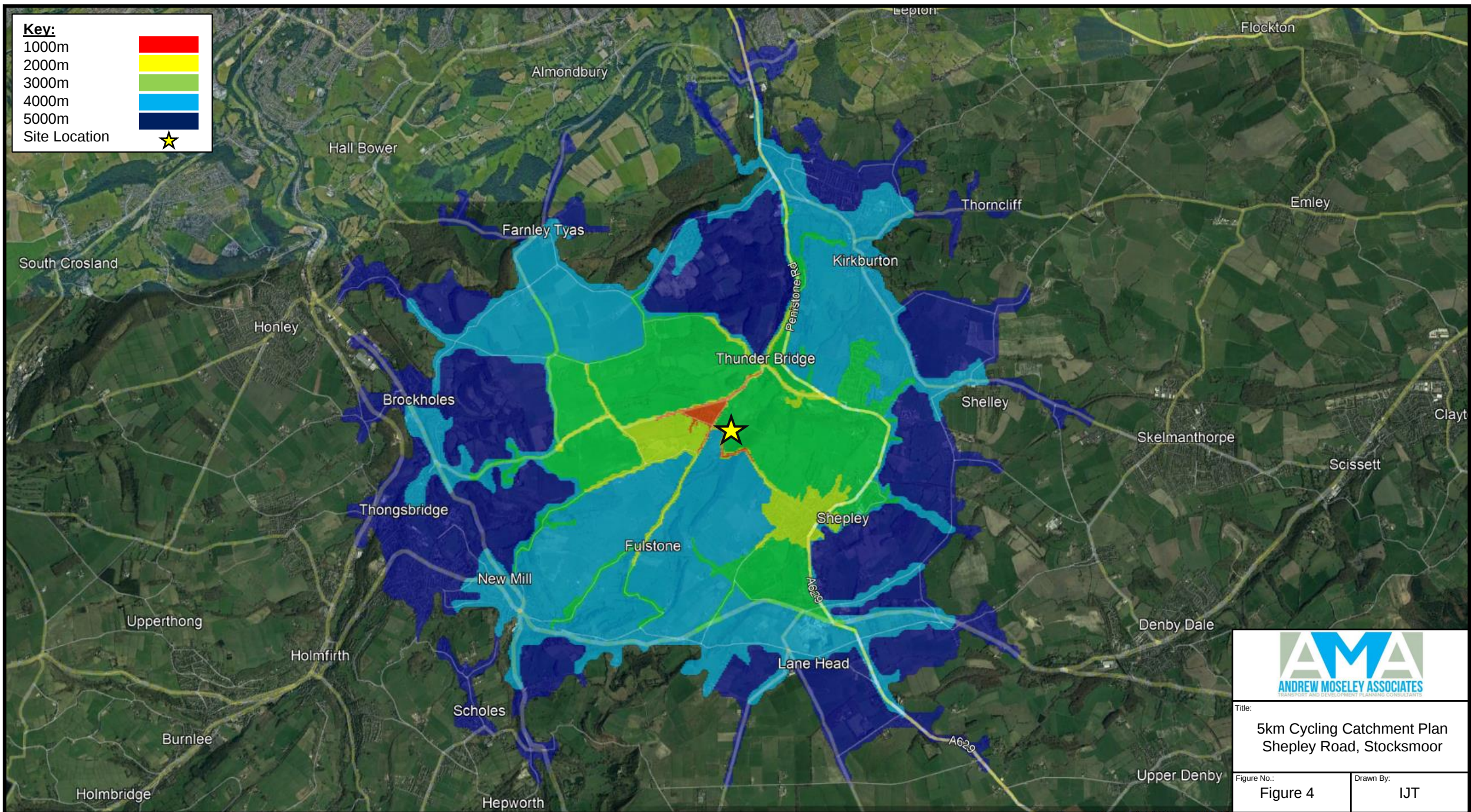
Key:

- Footpaths ———
- Bridleways ———
- Indicative Site Location ★



Title: Public Rights of Way Map
Shepley Road
Stocksmoor

Figure No.: Figure 3	Drawn By: IJT
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Key:



Indicative Site Location



Traffic-free route on the National Cycle Network



Traffic-free route (not on the National Cycle Network)



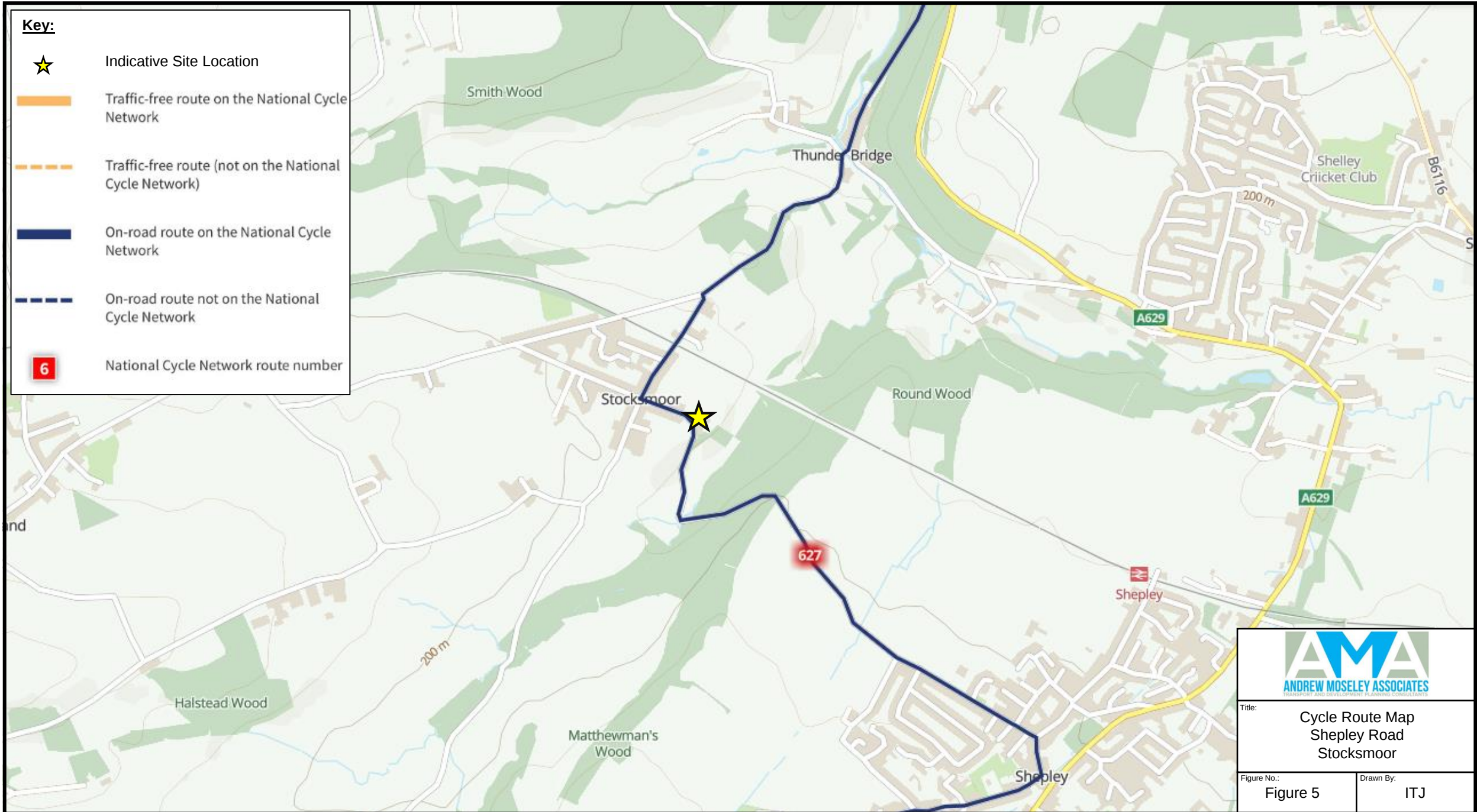
On-road route on the National Cycle Network



On-road route not on the National Cycle Network

6

National Cycle Network route number



Title:
Cycle Route Map
Shepley Road
Stocks Moor

Figure No.:
Figure 5

Drawn By:
ITJ

Key:
Indicative Site Location
Bus Stops



Title:
Bus Stop Locations Plan
Shepley Road
Stocks Moor

Figure No.: Figure 6	Drawn By: IJT
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APPENDICES

Appendix A - Indicative Site Layout

Appendix A

SITE LAYOUT



- Key
- Site Boundary
 - Proposed Housing
 - Affordable Units
 - Existing stone walls to be retained
 - Existing landscaping
 - Proposed landscaping
 - Main Road
 - Shared Surface
 - Area of Play (LAP)
 - Potential sales area
 - 15M buffer to Ancient Woodland
 - Existing Stone Wall retained
 - Proposed stone wall to match existing
 - EV charging point
 - Cycle storage

Accommodation Schedule										
Market Units										
Housestype		Beds	NBSS	Storey Height	sqft	SQM	Number	Total sqft	2 Bed %	
RIP	Ripponden	2	Semi	Y	2	753	70	4	3012	
SHH	Shibden	2	Semi	Y	2	842	78	1	842	
MAR	Marsden	2	Semi	Y	2	858	80	7	6006	
Total								12	9860	30%
Housestype										
	Beds	NBSS	Storey Height	sqft	SQM	Number	Total sqft	3 Bed %		
DAL	Dalton	3	Semi	Y	2	908	84	6	5448	
SAX	Saxton Detached	3	Detached	Y	2	939	87	6	5634	
SAX	Saxton Semi	3	Semi	Y	2	939	87	1	939	
SUR	Burneston	3	Detached	Y	2	1062	99	2	2124	
Total								15	14145	38%
Housestype										
	Beds	NBSS	Storey Height	sqft	SQM	Number	Total sqft	4 Bed %		
ADD	Addingham Plus	4	Detached	Y	2	1606	154	2	3212	
COL	Cottingham	4	Detached	Y	2	1515	140	2	3020	
WET	Wetherby	4	Detached	Y	2	1553	144	4	6012	
Total								8	15044	20%
Housestype										
	Beds	Arrangement	NBSS	Storey Height	sqft	SQM	Number	Total sqft	5 Bed %	
CAW	Cawthorne	5	Detached	Y	2	1981	154	5	8305	
Total								5	8305	12%
Subtotal								40	44854	80%
Affordable Units										
Housestype	Sales Name	Beds	NBSS	Storey Height	sqft	SQM	Number	Total sqft		
MALT A	Maltby	1	Maisonette	Y	1	651	60	1	651	
MALT B	Maltby	1	Maisonette	Y	1	651	60	1	651	
MALT C	Maltby	2	Maisonette	Y	1	794	74	1	794	
MALT D	Maltby	2	Maisonette	Y	1	794	74	1	794	
WET	Wetherby	2	Semi	Y	2	753	70	2	1506	
CHG	Chagotby	3	Semi	Y	2.5	999	90	4	3876	
Total								19	8272	20%
Subtotal								19	8272	
GRAND TOTAL:							Number	Total sqft		
							50	53126		
GROSS DEVELOPMENT AREA:						6.13	ACRES	2.48	HECTARES	
NET DEVELOPMENT AREA:						3.48	ACRES	1.41	HECTARES	
NET DEVELOPMENT AREA DENSITY:								35.46	DPH	



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Andrew Moseley Associates, 51A St Paul's Street, Leeds, LS1 2TE

www.amatp.co.uk

info@amatp.co.uk