



BLACKMOORFOOT ROAD, HUDDERSFIELD

FULL TRAVEL PLAN

FEBRUARY 2026

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FULL TRAVEL PLAN

Miller Homes and Vistry Homes

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Miller Homes and Vistry Homes to prepare a Full Travel Plan (FTP) in support of a reserved matters application for a residential development of up to 770 dwellings located on land to the north of Blackmoorfoot Road, Huddersfield. The indicative site layout plan is attached at **Appendix A**.
- 1.1.2 The site benefits from an outline planning permission (reference: 2020/92546) for up to 770 dwellings. A Section 73 application (reference: 2024/70/92614/W) has since been approved as well as two reserved matters applications.
- 1.1.3 The site is situated on land to the north of Blackmoorfoot Road, approximately 3.5km southwest of Huddersfield Town Centre. The site is bounded to the north by undeveloped land and to the south by Blackmoorfoot Road. To the west the site is bound by the Felks Stile Road whilst employment and residential development bounds the site to the east. The location of the site is shown at **Figure 1**.
- 1.1.4 The Blackmoorfoot Road site is allocated for residential development within the adopted Aire Valley Kirklees Local Plan under reference HS23.
- 1.1.5 The Local Planning Authority and Local Highway Authority is Kirklees Council (KC).
- 1.1.6 A Transport Assessment (TA) (ref: AMA-22224-001) has also been prepared for the proposals and has been submitted in support of the reserved matters planning application. The TA concludes that the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport.
- 1.1.7 This FTP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to residents to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which could be implemented at this site.
- 1.1.8 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 current 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 FTP development and implementation. This FTP 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 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 This 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.

2.3.7 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.

2.3.8 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 DEVELOPMENT PROPOSALS AND SITE LAYOUT

3.1.1 The development proposals are for 700 residential dwellings and 70 care home bedrooms with associated parking. The layout has been developed with consideration of the KC Highways Design Guide SPD, ensuring that good design principles are promoted on the site.

3.1.2 In keeping with the consented outline application (ref: 2020/92546) and Section 73 approval, the development also provides 500sqm of floorspace which will be dual use (Use Class A1/A2/A3/A4/A5/D1), these uses will be ancillary to the proposed residential development.

3.1.3 A breakdown of the proposed residential development includes;

Affordable:

- ▶ 113 dwellings

Additional Affordable:

- ▶ 133 dwellings

Market:

- ▶ 454 dwellings

Total:

- ▶ 700 dwellings

3.1.4 The site layout shows the hierarchy of access roads within the site and beyond the principal network of roads a number of shared surfaces and private drives providing access to individual properties. A copy of the site layout is attached in **Appendix A**.

3.1.5 The internal access roads are designed to achieve low vehicle speeds, incorporating appropriate changes in the road alignment which will assist in providing a safe environment for pedestrians and cyclists, including a network of footways and footpaths across the site.

3.2 SITE ACCESS DESIGN AND SERVICING ARRANGEMENTS

3.2.1 In keeping with the outline planning application, it is proposed that the site will be accessed via two new points of vehicular access; a southern location from Blackmoorfoot Road, and a southwestern location from Felks Stile Road.

3.2.2 The site will provide access to 770 residential units containing a mixture of housing styles and sizes. Following the pre-app discussions with KC Highways, it was agreed that the main route through the application site would be designed in accordance with a 'Type A - Residential Connector Street' with a carriageway width of 6.75m, 3m shared cycleway / footways along both sides of the road.

3.2.3 The 6.75m road width is maintained across the arterial route of the layout, which reduces to a carriageway width of 5.5m along side streets with 2m wide footways along both sides, apart from

those locations where shared surfaces and private drives are proposed and would adopt the required KC standards.

- 3.2.4 It is proposed that site will be accessed via a new south-eastern junction from Blackmoorfoot Road. The south-eastern junction is equipped with a dedicated right-turn ghost island for vehicles as well as a separate right-turn ghost island facility for cyclists enabling a safe connection to the dedicated cycle infrastructure present along the site's frontage. The access arrangement has been agreed with KC as part of the pre-application scoping exercise.
- 3.2.5 It is proposed that the site will also be accessed via a new south-western junction from Felks Stile Road. The south-western junction forms a simple T-junction and the 3m wide cycleway / footway continues along the Felks Stile Road carriageway providing a safe connection to the existing footway provision and bus stops present.
- 3.2.6 The internal road network has been designed in accordance with the KC Highways Design Guide SPD requirements and Manual for Streets (MfS) to encourage vehicles to travel at an appropriate speed throughout the development. Low vehicle speeds will be achieved through the adoption of appropriate design standards based on the primary function of the street and will include a reduction in forward visibility at junctions to achieve appropriate vehicle speeds to create environments which are attractive to pedestrians and cyclists.
- 3.2.7 The development proposes to extend the existing 30mph speed restriction on Blackmoorfoot Road past the application site, as well as also including sections of Felks Stile Road. The extension of the 30mph speed limit zone will benefit existing residential dwellings present at Hill Tree Park and provides a safer route to encourage NMU modes of transport.
- 3.2.8 As agreed with KC, the development includes the provision of two bus stops as well as a dedicated bus-layby to assist in the futureproofing of the application site should the bus services detailed in **Table 4-2** later be routed through the site.
- 3.2.9 In addition to the all-modes access points, the development proposes NMU points of access to encourage the connectivity and sustainability of the development to the surrounding areas. As detailed within the site layout plan, attached at **Appendix A**, the development proposes a number of NMU connections, providing a safe link between the application site and the PRoWs which run along the northern boundary of the application site.
- 3.2.10 In addition to the NMU links, the development also proposes a continuous safe connection for cyclists travelling through the site, with the provision of dedicated cycling infrastructure such as cycle lanes, a parallel crossing and a raised table crossing. Cycling connections are provided via both the southeastern and southwestern access points, as well as a connection to Quarry Road in the north.
- 3.2.11 As part of the design process, an LTN 1/20 assessment has been undertaken to ensure a high level of cycle infrastructure is provided across the site, ensuring safe provision and connections for future cyclists of the development.
- 3.2.12 The site would be serviced by an KC standard refuse vehicle, the vehicle can satisfactorily access and egress the site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

3.3 PARKING

- 3.3.1 Parking for the residential units will be provided in line with Kirklees Council Parking Standards minimum parking requirements as outlined below:
 - ▶ 2-Bedrooms – 2 spaces per dwelling;

- ▶ 3-Bedrooms – 2 spaces per dwelling;
- ▶ 4-Bedrooms – 3 spaces per dwelling; and
- ▶ 5-Bedrooms – 3 spaces per dwelling.

- 3.3.2 Where garages are provided as the spaces detailed above, these will have minimal internal dimensions in line with KC requirements.
- 3.3.3 Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.
- 3.3.4 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting the needs of residents and minimising on-street parking.

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 has a good level of accessibility and access to sustainable modes of transport within a reasonable distance of the site.
- 4.1.3 Travel by non-car modes will be encouraged at the site and the proposals include pedestrian and cycle connections across the site, linking into the surrounding existing infrastructure.
- 4.1.4 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 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

- 4.2.2 These potential walking catchments have been used in the consideration of the accessibility of the site set out below.
- 4.2.3 **Figure 2** shows a 2km walking catchment area from the centre of the site. The catchment includes the surrounding residential settlements of Cowersley, Crossland Moor and Crossland Hill. Including access to the neighbouring facilities and amenities such as primary schools, secondary schools, public houses, take-away restaurants, cafés as well as areas of recreation and leisure.
- 4.2.4 The primary pedestrian desire lines will be to the east toward Huddersfield town centre. At present a pedestrian footway with a minimum width of 2m is located on the northern side of the carriageway. This footway runs along the entirety of the frontage of the site and links with the extensive pedestrian infrastructure provided to east of the application site which provides access to local amenities as well as Huddersfield town centre.
- 4.2.5 Pedestrian crossing facilities are provided for on Blackmoorfoot Road in the form of a Zebra crossing which is located 900m east of the application site. This crossing provides safe pedestrian movement across Blackmoorfoot Road and provides pedestrian access to Dryclough CoE Infant School which is located on Dryclough Road.
- 4.2.6 As part of the development proposals it is proposed to provide pedestrian linkages to this existing pedestrian footway at the proposed site access junctions as well on the eastern boundary of the site which will provide access to the nearby village of Cowersley.

- 4.2.7 **Table 4-1** details the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Table 4-1 –Distance from Site to Local Facilities

Local Amenity	Distance
The Sands House public house	300m
Crosland Heath Golf Club	520m
Crosland Hill Methodist Church	800m
Premier Convenience store / post office	1,320m
Colne Valley High School	1,500m
Moor End Academy	1,620m
Co-operative food store	1,920m
Boots Pharmacy	1,940m

- 4.2.8 As can be seen in the above table, the site is located within close proximity to a number of local amenities including primary services as well as leisure facilities. Based on the above the site can therefore be considered as being accessible by foot.
- 4.2.9 A review of the Kirklees definitive map identifies a number of Public Rights of Way (PRoW) and footpaths present within the vicinity of the application site. A footpath identified as 'HUD/234/50' runs alongside the northern boundary of the application site, providing an off-road route between Quarry Road and the adjacent PROW's; 'HUD/234/10', 'HUD/234/20', 'HUD/234/30' and 'HUD/234/40'.
- 4.2.10 Details of the PRoW are provided in **Figure 3**.

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 As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance of the site.
- 4.3.3 **Figure 4** shows a 5km cycling catchment area from the centre of the site, which extends to areas such as Newsome, Crosland Hill, Milnsbridge, Slaithwaite and the whole of Huddersfield town centre. This

provides potential for residents to travel by bicycle to a range of destinations such as areas of education, areas of employment as well as a range of food and non-food retail options.

4.3.4 Blackmoorfoot Road, Felks Stile Road and Crossland Hill Road are all designated as advisory on-carriageway routes and provide access to Huddersfield and the surrounding Kirklees area.

4.3.5 The site can therefore be considered as being accessible by cycle.

4.3.6 As detailed earlier in **Chapter 3**, the development proposes a range of new cycling infrastructure across the site layout to assist in promoting travel by sustainable modes and improve the connectivity of the site.

4.4 PUBLIC TRANSPORT

Bus Facilities

4.4.1 The closest bus stops to the site are located along Blackmoorfoot Road along the southern frontage of the site which are approximately 300m from the centre of the application site. The eastbound bus stop has a bus pole displaying service information, whilst no facilities are provided for the westbound bus stop.

4.4.2 Additional bus stops are located on Felks Stile Road at its junction with Blackmoorfoot Road these bus stops are located approximately 650m from the centre of the planning application site. The south-east bound bus stop includes a bus shelter with bus service information whilst the bus pole displaying service information is provided for on the north-west bound bus stop.

4.4.3 All of the bus stops located within the vicinity of the application site can be accessed via the existing and proposed pedestrian infrastructure located on Blackmoorfoot Road and Felks Stile Road.

4.4.4 The bus stops located within the vicinity of the site are shown in **Figure 5** and details of the buses which serve them are provided in **Table 4-2**.

Table 4-2 –Local Bus Services

Service	Route	Monday – Friday	Saturday	Sunday
389	Slaithwaite - Meltham	School Service at 08:19 and Public Service at 16:03	One service per day 16:03	No Service
393	Blackmoorfoot – Huddersfield	Every hour (08:18 to 17:18)	Every hour (08:18 to 17:18)	No Service

4.4.5 As set out in **Table 4-2**, the bus services within the vicinity of the site provide a cumulative frequency of one bus per hour on weekdays and Saturdays.

4.4.6 These buses provide access to the site from Huddersfield town centre as well as Slaithwaite and Meltham, providing a feasible means of access to and from the site by bus within a reasonable walking distance.

4.4.7 As detailed in **Chapter 3**, the development proposes a suitable carriageway width to accommodate the possible future routing of bus services through the application site, along with the provision of dedicated bus stops and a lay-over bay.

Rail Facilities

- 4.4.8 The nearest rail station to the site (Lockwood Station) is located approximately 2.5km / 10minute cycle journey to the northwest of the proposed site access. The station is therefore within acceptable cycling distances for commuting and linked trip purposes.
- 4.4.9 Lockwood Station is a local transport hub which is supplied with ticket machines, and accessibility features such as accessible ticket machines and a ramp for train access. The rail station is also equipped with cycle storage facilities for 10 spaces, with CCTV present.
- 4.4.10 Details of the direct rail services are provided below in **Table 4-3**.

Table 4-3 – Lockwood Station Direct Rail Services

Destination	Train Operator	Monday – Friday	Saturday	Sunday
Huddersfield	Northern	Every hour	Every hour	Every hour
Sheffield	Northern	Every hour	Every hour	Every hour

- 4.4.11 **Table 4-3** demonstrates that Leeds rail station provides frequent services to the nearby regional hubs of Huddersfield and Sheffield.
- 4.4.12 It is considered that Leeds Station is of a suitable distance from the site to encourage modal interchange and commuting to and from the development site to regional destinations and those on the national rail network, particularly for employment and commuting purposes.

4.5 SUMMARY

- 4.5.1 A range of facilities and amenities, including employment areas, education, food and health care facilities are all accessible to the site via walking, cycling and public transport services.
- 4.5.2 It is therefore considered that the location of the site is consistent with national and local policy objectives and future residents will not be reliant on the private car to undertake everyday journeys.

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 (within 6 months), an update to the 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 Elizabeth Theakston, Graduate Transport Planner at AMA (izzy@amatp.co.uk). Full contact details will be provided to the LHA during the formal monitoring period.
- 5.2.2 The TPC will be provided with appropriate training and time to fulfil the role. The TPC and measures proposed will be funded by the development. The TPC must be empowered to act on behalf of the community and should have management support from both applicants. Once the formal monitoring period has ended and all agreed Travel Plan measures have been embedded at the site, the TPC role could be undertaken by someone appointed by a residents group.
- 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 TPC 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 Travel Plan, evaluation of monitoring and the setting of targets for modal shift;
- ▶ Promote the benefits of home working; 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 FTP 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 S106 CONTRIBUTIONS

- 6.2.1 In accordance with the outline planning application (ref: 2020/92546), the development will pay a monetary contribution of £397,000 (index linked) towards the Sustainable Transport Contribution. This monetary contribution aims to encourage the use of sustainable modes of transport by owners, occupiers, residents and users of the development through the implementation of measures identified in this FTP.
- 6.2.2 A separate monetary contribution of £15,000 (index linked) for the 'Travel Plan Monitoring Sum' will be paid to KC.

6.3 PHYSICAL MEASURES

- 6.3.1 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 as well as traffic free pedestrian links between the site and the PRowS which run along the northern boundary of the site.
- 6.3.2 A continuous safe connection for cyclists travelling through the site will be provided, with the provision of dedicated cycling infrastructure such as cycle lanes, a parallel crossing and a raised table crossing. Cycling connections are also provided via both the southeastern and southwestern access points.
- 6.3.3 Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.
- 6.3.4 As agreed with KC the development includes the provision of two bus stops as well as a dedicated bus-layby to assist in the futureproofing of the application site.

6.4 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

SUSTAINABLE TRAVEL INFORMATION

- 6.4.1 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.

6.4.2 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.

6.4.3 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).

6.5 MEASURES TO REDUCE THE NEED TO TRAVEL

6.5.1 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.

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

6.6 PEDESTRIAN MEASURES

6.6.1 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://www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx>.

6.7 CYCLE MEASURES

6.7.1 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://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx> 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;
- ▶ Residents will be made aware of Bikeability which offer cycle training sessions for both children and adults improving confidence when cycling <https://www.bikeability.org.uk/>; and
- ▶ Liaise with the council to consider the current local cycling network and consider any potential improvements to improve cycle connectivity to the site.

6.8 PUBLIC TRANSPORT

6.8.1 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.

6.9 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.

6.10 OTHER MEASURES

6.10.1 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.

6.11 SUMMARY

- 6.11.1 The package of measures described above has been designed to meet the Travel Plan objectives described in **Section 2**.
- 6.11.2 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.
- 6.11.3 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.
- 6.11.4 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 This section sets out the methodology and parameters used in assessing the proposed development and its potential impact on the highway network.

7.2 DEVELOPMENT TRAFFIC GENERATION

Residential Trip Generation

- 7.2.1 As part of the reserved matters application, the development proposes a total of 700 dwellings and up to a 70-bedroom Care Home. In keeping with the consented outline application, and to provide an overly robust assessment, this TA assesses the traffic generation of 770 residential dwellings.
- 7.2.2 The trip rates have been taken from the TA which has also been prepared for this planning application. In keeping with the previously consented outline planning application the trip rates are the same as those agreed within the previous TA. The trip rates and their associated trip generations are summarised in **Table 7-1** below.

Table 7-1 – Residential Peak Hour Trip Rates and Trip Generation

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.225	0.500	0.475	0.307
Trip Generation	173	385	366	236

- 7.2.3 **Table 7-1** demonstrates that the development proposals are forecast to generate 558 two-way trips in the morning peak hour and 602 two-way trips in the evening peak hour.

Non-Residential Trip Generation

- 7.2.4 In addition to the residential element, it is proposed to provide 500sqm of floorspace which will be dual use (Use Class A1/A2/A3/A4/A5/D1).
- 7.2.5 This element will provide facilities for those living within the proposed development it has been assumed that any trips generated will be internal to site and therefore will not generate any new traffic to them during the peak hours. Due to this no further consideration has been given to this use as part of this traffic impact analysis.
- 7.2.6 As detailed in **Chapter 3**, the development proposes a range of walking and cycling infrastructure across the application site to assist with the movement by active modes of transport. It is therefore considered that majority of trips generated by the Non-Residential uses will be non-motorised user (NMU) modes of travel and less reliant on private vehicles.
- 7.2.7 Delivery and servicing-based trips will be generated by the Local Centre and Care Home, these remain in keeping with the consented outline application (ref: 2020/92546) and S37 application (ref: 2024/70/92614/W).

- 7.2.8 As there is no 'net' increase in traffic generated by the reserved matters application from the previously agreed 2020/92546 outline application, it is concluded that junction capacity assessments are not required.

7.3 TARGETS SET AT FULL TRAVEL PLAN STAGE

- 7.3.1 To ascertain the outline targets for the Full Travel Plan, local mode split data based on the Kirklees 050 MSOA Census 2011 Travel to Work Survey has been utilised. This data has been used to identify the likely mode split for development generated during the AM and PM peak periods. The travel survey mode split data is summarised in **Table 7-2**.

Table 7-2 – National Statistics Mode Split Data for Kirklees 050 MSOA

Mode	% Journeys to Work
Driving a car or van	69%
Passenger in a car or van	7%
Pedestrian	7%
Public Transport	15%
Bicycle	1%
Other	0%
Total	100%

- 7.3.2 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 10% reduction target in single occupancy car trips is achieved over the five-year travel plan monitoring period.
- 7.3.3 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 FTP.

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
Update 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 **Tables 8-1 to 8-3**.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – Public Rights of Way Map

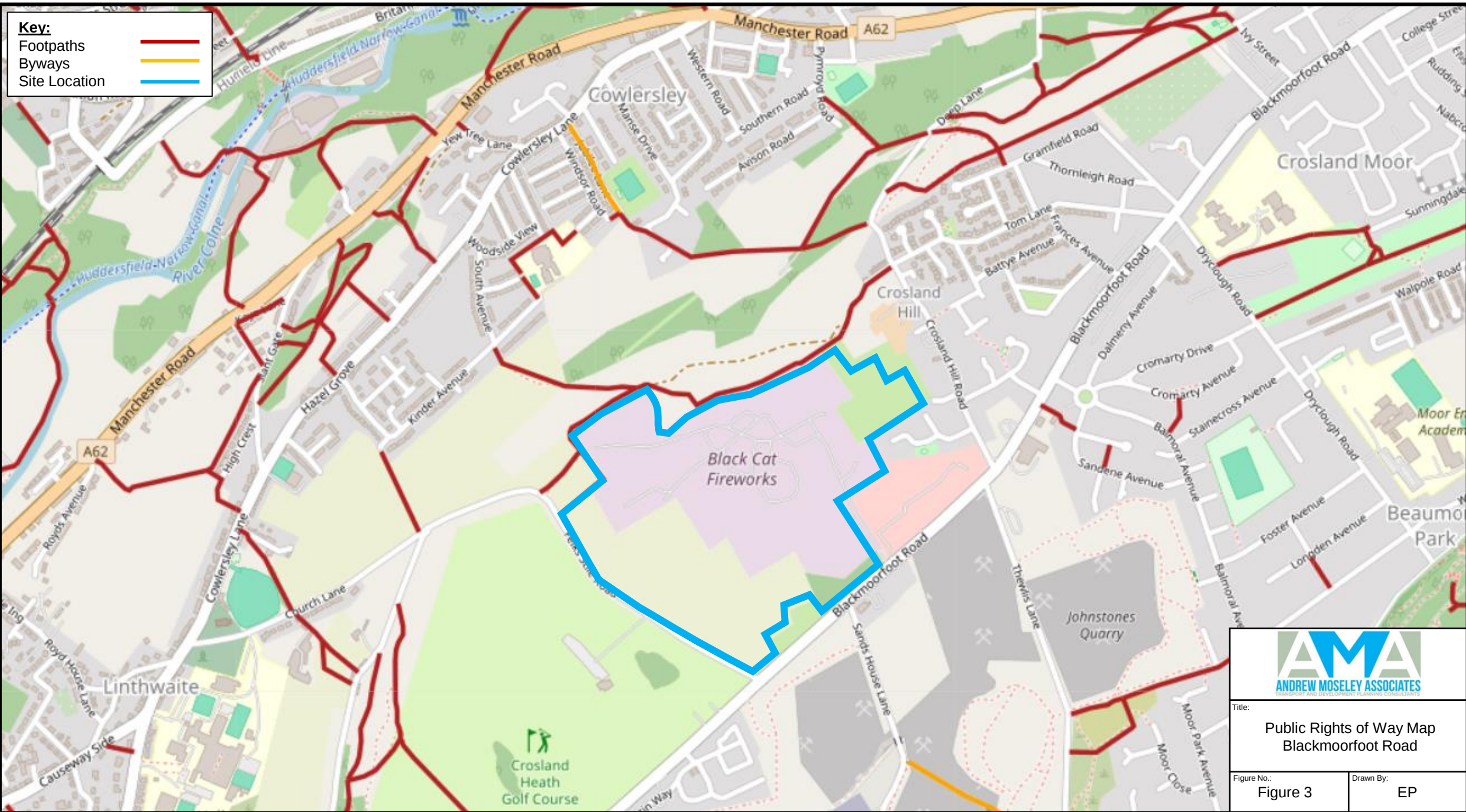
Figure 4 – 5km Cycling Isochrone

Figure 5 – Bus Stop Location Plan

Key:
Site Location



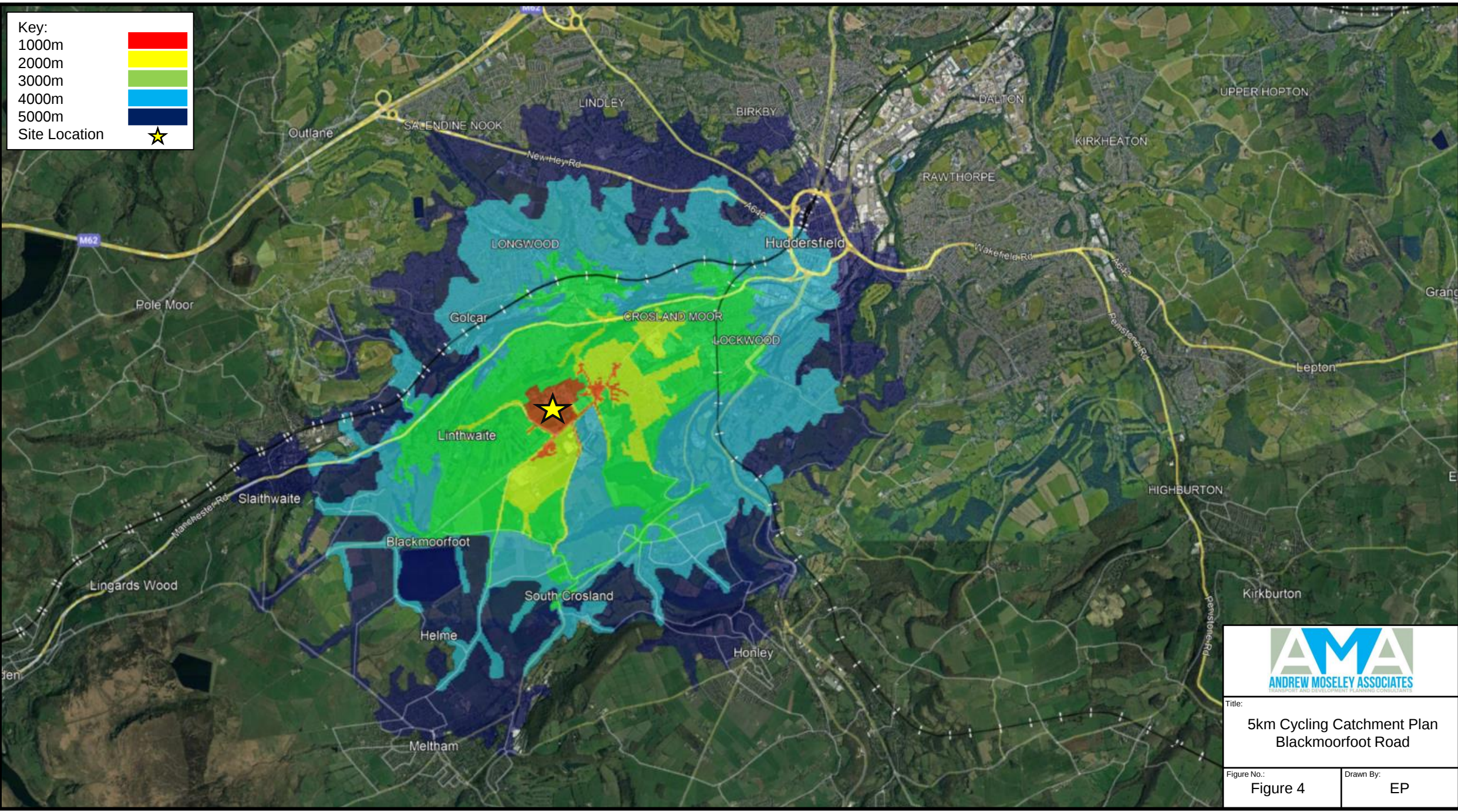
Title: Site Location Plan Blackmoorfoot Road	
Figure No.: Figure 1	Drawn By: EP



Key:
Footpaths
Byways
Site Location



Title: Public Rights of Way Map Blackmoorfoot Road	
Figure No.: Figure 3	Drawn By: EP



Key:

- 1000m
- 2000m
- 3000m
- 4000m
- 5000m
- Site Location



Title: 5km Cycling Catchment Plan Blackmoorfoot Road	
Figure No.: Figure 4	Drawn By: EP

Key:

- Site Location
- Bus Stops
- Walking Route
- Dropped Kerb Crossing
- Pelican Crossing



Title:
Bus Stop Location Plan
Blackmoorfoot Road

APPENDICES

Appendix A – Proposed Site Layout

Appendix A

PROPOSED SITE LAYOUT



- Key
- Application boundary
 - Other land
 - Existing vegetation to be retained
 - Proposed planting (refer to detailed landscape plan)
 - Proposed path (refer to detailed landscape plan)
 - TPO
 - Existing stone walls
 - Proposed bin storage point
 - Proposed bin collection point
 - 1.8m high close boarded timber gate
 - 1.8m high timber fence
 - 1.8m high screen wall
 - Space within rear garden for cycle storage
 - S106 affordable rent
 - S106 shared ownership
 - Pedestrian visibility splay
 - Vehicular visibility splay

Millers Accommodation Schedule							
Code	House Type	Name	Storey	Bedrooms	Number		
S106 Affordable Rent							
PIE	FIELDING		1	1	4	8	17%
FAR	FARHING		1	1	4		
L255 DEL MID	DELMONT MID		2	2	2	4	9%
L255 DEL	DELMONT		2	2	2		
L356 DEL MID	DENTON		2	3	2	7	15%
L356 DEL	DENTON		2	3	5		
S106 Shared Ownership							
L255 DEL MID	DELMONT MID		2	2	3	11	24%
L255 DEL	DELMONT		2	2	8		
L356 DEL MID	DENTON		2	3	1	10	22%
L356 DEL	DENTON		2	3	9		
L356-CHI	CHILTON		2	3	6	6	13%
Sub-total of S106						46	50%
Sub-total of whole site							20%
Additional Affordable Rent							
L255 DEL MID	DELMONT MID		2	2	3	21	45%
L255 DEL	DELMONT		2	2	18		
Additional Social Rent							
PIE	FIELDING		1	1	2	4	9%
FAR	FARHING		1	1	2		
L356 DEL	DENTON		2	3	8	8	17%
Additional Shared Ownership							
AL32-LDC	LOCKTON		2	3	6	6	13%
L356-CHI	CHILTON		2	3	1	1	2%
AL41TOR	TORWOOD		2	4	6	6	13%
Sub-Total of affordable						46	50%
Sub-total of whole site							20%
Affordable Total (S106 + Additionality)						92	40%
Market Housing							
L351 IN2	INGLETON		2	2	17	34	24%
L353 CAL	CALDERBTON MID		2.5	2	3		
L353 CAL	CALDERBTON		2.5	2	14		
L353-CHI	CHILTON		2	3	8	44	32%
L353-CHI	CHILTON		2	3	1		
L353-CHI	BRAXTON		2	3	5		
L459-GLW	GLENWOOD		2	4	12	56	40%
L459-BEW	BENWOOD		2	4	9		
L457-BEA	BEALWOOD		2	4	7		
L469-SAN	SANDALWOOD		2	4	11		
L464-CHW	CHESTERWOOD		2	4	4		
L422-CRO	CROSSWOOD		2	4	11		
L502-JEF	JENEFORD		2	5	5	5	4%
Sub-Total						136	60%
Overall Site Total						231	



Key

- Application boundary
- Other land
- Existing vegetation to be retained
- Proposed path (refer to detailed landscape plan)
- TPO
- Existing stone walls
- Proposed bin storage point
- Proposed bin collection point
- 1.8m high close boarded timber gate
- 1.8m high timber fence
- 1.8m high screen wall
- Space within rear garden for cycle storage
- Storage tanks
- LAP / LEAP
- Carriageway
- Footpath
- Raised table
- Raised table ramp
- Shared surface
- Rumble strip
- Shared surface ramp

Vistry Accommodation Schedule				
House Type Name	Storey	Bedrooms	Number	
Conifer	2	1	15	15
Curtlew	2	2	57	57
Dunlin	2	2	7	7
Fulmar	2	2	72	72
Dunrock	2	3	41	41
Eagle	2	3	7	7
Duckdew	2	3	40	40
Egret	2	3	65	65
Killwicks	2	3	3	3
Kingfisher	2	3	49	49
Peregrine	3	3	9	9
Eider	2	4	39	39
Skylark	2	4	9	9
Poachard	2	4	20	20
Rufin	2	4	15	15
Site Total			423	423

Vistry Group
nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

Project: Blackmoorfoot Road, Huddersfield
Drawing Title: Presentation Layout - Vistry
Drawing No: n214v-009
Rev: M
Drawing Scale: 1:1000 @ A0



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