

**Owl Lane, Dewsbury
Proposed Residential Development
Full Travel Plan**

October 2016 (Rev 1)

**Prepared on behalf of
Harron Homes**

Quality Management

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1. Introduction

1.1.1 Optima have been appointed to produce a Travel Plan (TP) in support of a planning application for a residential development at a site located on land to the west of Owl Lane, Dewsbury.

1.1.2 Figures 1 and 2 show the location of the Site in relation to the strategic and local highway networks respectively.

1.1.3 The development proposals are illustrated on the Harron Homes Site Plan contained at Appendix A can be summarised as follows:

- 210 residential dwellings; and
- Replacement car park, replacement practice pitch and two multi use games areas.

1.1.4 Planning permission for the Site was granted in November 2014 under planning application reference 2014/90780. Planning condition 30 of the decision notice states:

30. With reference to the approved Framework Travel Plan 7452/002/02 dated 28th January 2014; before the commencement of construction of the 50th dwelling a scheme detailing a Full Residential Travel Plan shall be submitted and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be maintained throughout the lifetime of the development.

1.1.5 This Full Travel Plan (hereafter referred to as the Travel Plan or TP) has been produced in order to satisfy and discharge the above planning condition.

1.1.6 Construction of the development began in January 2015 and is due to be completed in 2018. At the time of writing 68 dwellings are occupied.

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

1.1.8 This TP provides details of measures to be incorporated into the overall design of the development to encourage residents to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.1.9 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for access to the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips;
- Details of the implementation and communication strategy; and
- Proposals for regular monitoring and review schedules to measure progress against objectives and targets.



1.1.10 This report presents the obligations on the developer of the proposed scheme to fulfil the principles of the strategy. The document provides measures led by the developer to encourage residents to use more sustainable means of transport.

1.1.11 The Travel Plan has been prepared in accordance with the DfT publication “Making Residential Travel Plans Work: Guidelines for new development’ and other appropriate guidance.

1.1.12 In seeking to influence the modal split for the development, the Travel Plan will assist in achieving and delivering the aims of the Local Council as well as complying with both local and national government policies.



2. Existing Site Conditions

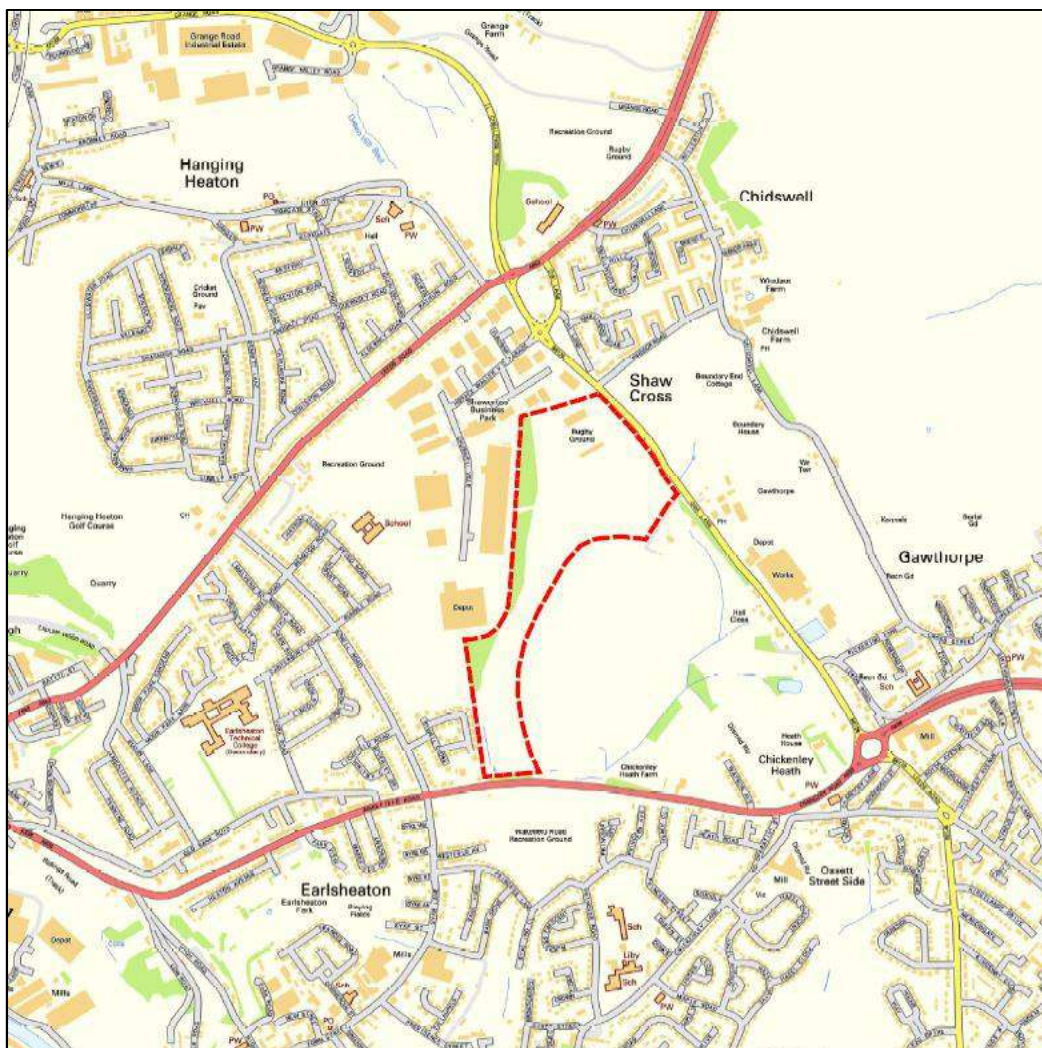
2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes.

2.2 EXISTING SITE

2.2.1 The application Site is located on Owl Lane, adjacent to the Dewsbury Rams rugby ground some 2.1km east of Dewsbury Town Centre and 2.5km northwest of Ossett Town Centre. The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. Image 2.1 below illustrates the location of the Site.

Image 2.1 Site Location Plan



2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 The B6128 Owl Lane runs northwest to southeast for approximately 1.4km between the A653 Leeds Road and A638 Wakefield Road. Adjacent to the Site, Owl Lane is a single carriageway with a width of some 8.5m.

2.3.2 Footways of approximately 1.7m in width are provided along both flanks of Owl Lane.



2.3.3 Owl Lane is subject to a 40mph speed limit in the vicinity of the Site, which reduces to 30mph beyond its junction with Windsor Road.

2.3.4 Owl Lane is a bus route with a number of bus stops at frequent intervals along its length.

2.4 EXISTING PEDESTRIAN AND CYCLE FACILITIES

2.4.1 Lit footways are provided along both flanks of the B6128 Owl Lane. A pedestrian crossing facility in the form of a signal controlled crossing is provided on the A653 Leeds Road at the junction with the B6128. The existing footway network provides linkages to the nearby industrial estate and residential areas surrounding the Site.

2.4.2 There is an existing claimed public footpath link from the Site to Bywell Close (part of footpath route Dews/131/10) and also Wakefield Road.

2.4.3 On-road cycle facilities are provided along the A638 Leeds Road to the south west of the site which can be accessed via the footpath/cycle link to Wakefield Road (A638). National Cycle Route 69 is located approximately 1.2km to the south of the site which connects to the Spen Valley Greenway within Dewsbury.

2.4.4 Using GIS Network Analyst software typical walk times (up to 25 mins) and cycle times (up to 30 mins – 8km) from the proposed Site centre are shown on Figures 3 and 4 respectfully.

2.5 BUS SERVICES

2.5.1 The nearest bus stops to the Site are located along the B6128 Owl Lane, Windsor Road and Bywell Road. Further bus services also operate along both the A653 Leeds Road and the A638 Wakefield Road.

2.5.2 A summary of the bus stop provision is as follows:

Owl Lane

Bus stop ref: 450 20475

Location: Owl Lane (southbound)

Buses towards: Wakefield

Services: 117, 119, 120, 217

Bus stop ref: 450 20474

Location: Owl Lane (northbound)

Buses towards: Batley, Leeds and White Rose Centre

Services: 117, 119, 120 & 217



Windsor Road**Bus stop ref:** 450 20477**Location:** Windsor Road (eastbound)**Buses towards:** Batley, Morley, Ossett and Wakefield**Services:** 119, 120, 202, 205 and 651**Bus stop ref:** 450 20476**Location:** Windsor Road (westbound)**Buses towards:** Dewsbury**Services:** 205, ML2**Bywell Road****Bus stop ref:** 450 16107**Location:** Bywell Road (both sides)**Buses towards:** Huddersfield and Leeds**Services:** 203, AL3 and NC9

2.5.3 A summary of the bus services in the vicinity of the Site is provided in Tables 2.1-2.3.

Table 2.1 Bus Service Summary – Owl Lane

Service	Route	Days of Operation	Approximate Frequency
Southbound			
117	Leeds - Wakefield	Monday – Saturday	60 mins
		Sundays	60 mins
119	Batley - Wakefield	Monday – Saturday	120 mins
		Sundays	No service
120	Batley - Wakefield	Monday – Saturday	120 mins*
		Sundays	No service
217	Leeds - Overton	Monday – Saturday	2 services in PM*
		Sundays	No Service
Northbound			
117	Wakefield - Leeds	Monday – Saturday	60 mins
		Sundays	60 mins
119	Wakefield – Batley	Monday – Saturday	120 mins
		Sundays	No service
120	Wakefield – Batley	Monday – Saturday	120 mins*
		Sundays	No service
217	Overton - Leeds	Monday – Saturday	2 services in AM*
		Sundays	No service

*Monday to Friday



Table 2.2 Bus Service Summary – Windsor Road

Service	Route	Days of Operation	Approximate Frequency
Eastbound			
119	Wakefield - Batley	Monday – Saturday	120 mins
		Sundays	No service
120	Wakefield - Batley	Monday – Saturday	120 mins
		Sundays	No service
202	Leeds - Huddersfield	Monday – Saturday	No service
		Sundays	60 mins
205	Dewsbury - Pudsey	Monday – Saturday	60 mins
		Sundays	No service
Westbound			
205	Pudsey - Dewsbury	Monday – Saturday	60 mins
		Sundays	No service
ML2	Shaw Cross – Dewsbury Moor	Monday – Saturday	60 mins
		Sundays	No service

Table 2.3 Bus Service Summary - Bywell Road

Service	Route	Days of Operation	Approximate Frequency
Northbound			
203	Huddersfield – Leeds	Monday – Saturday	30 mins
		Sundays	60 mins
Southbound			
203	Leeds - Huddersfield	Monday – Saturday	30 mins
		Sundays	60 mins



2.5.4 A summary of the main destinations served can be found in Table 2.4.

Table 2.4 Main Destinations Served

Destination	Service	Estimated Journey Time
Batley	119, 120	13 mins
Dewsbury	202	12 mins
Gildersome	205	32 mins
Horbury	119, 120	23 mins
Huddersfield	202	54 mins
Ossett	117, 119, 120, 217	8 mins
Leeds Bus Station	117, 217	40 mins
Leeds Rail Station	117, 217	34 mins
Pudsey	205	47 mins
Tingley	217	13 mins
Wakefield Bus Station	117, 119, 120	28 mins
Wakefield Westgate Rail Station	117	26 mins
White Rose Centre	117	19 mins

2.5.5 Further bus stops can be found along both Leeds Road and Wakefield Road which provide high frequency services to Brighouse, Bradford, Cleckheaton, Dewsbury, Halifax, Huddersfield, Mirfield, White Rose Centre and Wakefield. Local bus timetables can be downloaded from www.wymetro.com.



2.6 RAIL SERVICES

2.6.1 Dewsbury Railway Station and Batley Railway Station are located approximately 3.1km and 2.7km respectively from the Site. Both stations are located on the Huddersfield line and operate hourly services between Leeds and Huddersfield Monday to Saturday. A summary of the service frequency can be found within Table 2.5.

Table 2.5 Huddersfield Line – Service Frequency

Route	Monday – Saturday Frequency		Sunday Frequency
	Daytime	Late Evening	
Leeds – Dewsbury – Mirfield – Huddersfield	60 mins	60 mins	120 mins
Leeds - Dewsbury - Mirfield - Brighouse - Todmorden - Manchester Victoria	60 mins	-	-
Leeds - Huddersfield - Manchester Piccadilly (First TransPennine Express)	4 per hour	30 mins	20 mins
Leeds - Huddersfield - Manchester Victoria (First TransPennine Express)	60 mins	-	60 mins
Huddersfield - Ashton-under-Lyne - Manchester Victoria	60 mins	60 mins	60 mins
Wakefield Westgate - Wakefield Kirkgate - Mirfield - Huddersfield	60 mins	60 mins	-

2.6.2 Local rail timetables can be downloaded from www.wymetro.com



3. Objectives and Scope of the Travel Plan

3.1 INTRODUCTION

3.1.1 This residential Travel Plan shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from the development by the private car.

3.1.2 All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 In order to ensure that the measures contained within the Travel Plan are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives for the residential land use.

3.2 TRAVEL PLAN OBJECTIVES

3.2.1 The overall travel management objectives for the development are:

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

3.3 TRAVEL PLAN TARGETS

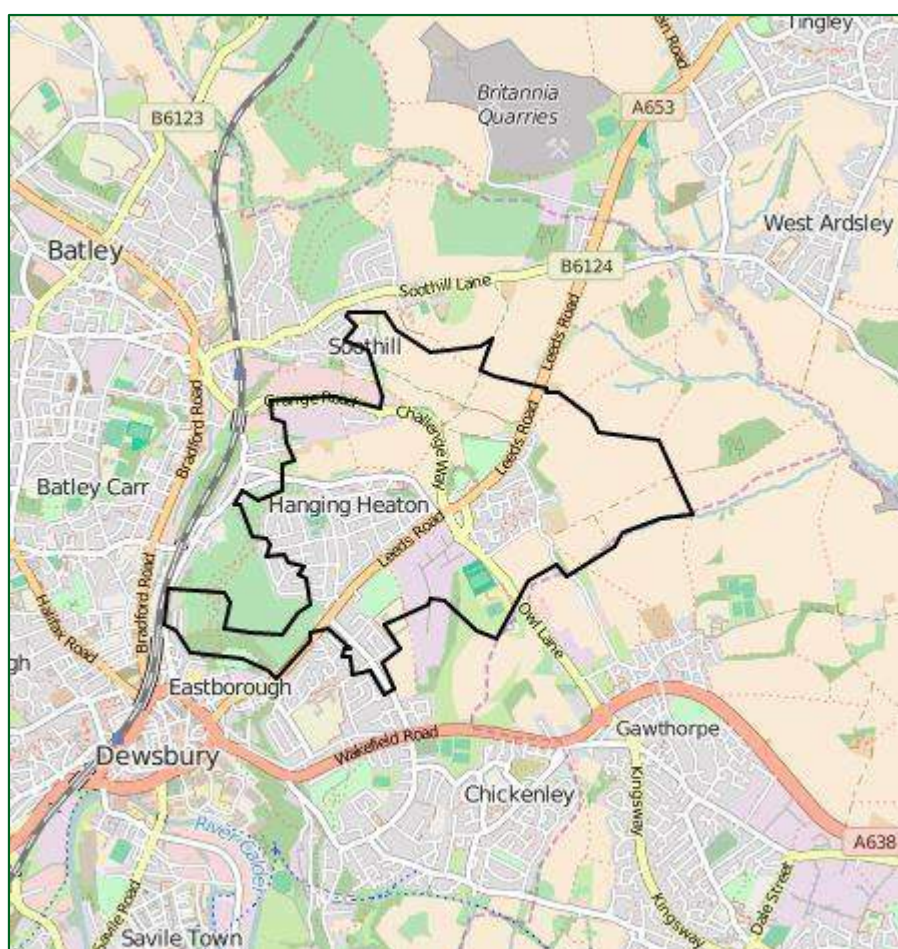
3.3.1 This Travel Plan in conjunction with KMC aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the Site are to be set once baseline travel surveys have been carried out. Any targets set for the Travel Plan will need to be 'SMART' i.e. they must be:-

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

3.3.2 In order to provide a set of Site specific targets indicative modal split targets have been produced for the development. These would need to be reviewed once actual mode share information was available from travel surveys.

3.3.3 National Statistics census data from 2011 provides an indication of existing residential journey to work mode split data for the local output areas adjacent to the proposed development Site. The Site is located within Kirklees 014 Mid Layer Super Output Area as shown on Image 3.1.



Image 3.1 Kirklees 014 Mid Layer Super Output Area

3.3.4 The journey to work mode split data for Kirklees 014 is attached at Appendix B and can be summarised as follows:

- Car Driver 67.45%
- Car Passenger 7.22%
- Public Transport 9.24%
- Taxi 0.79%
- Pedestrians 8.97%
- Cycle 0.99%
- Motorcycle 1.03%
- Work from home 3.77%
- Other 0.53%

3.3.5 The mode split target proposed should be no more than 64.0% of residents' journeys to work as a car driver (subject to the findings of the initial travel survey). This target is proposed in order for the Travel Plan to have a realistic target for the changing use of the area and represents a reduction in the number of people travelling to work by car by 5%. This is considered a very ambitious target considering the low baseline mode share for single occupancy car driver.



3.3.6 Whilst the initial modal split of residents may be higher it is anticipated that the targets would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress against the target modes split. Further details of monitoring are provided in Section 7 of the report.



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 Optima Highways will act as the Travel Plan Co-ordinator (TPC) for the development. The TPC will be in place 3 months prior to first occupation and will be retained for a period of 5 years.

4.2.2 Prior to the commencement of the initial marketing of the residential units the Travel Plan Co-ordinator shall be appointed and acquire all relevant supporting information required and review the overall content of the document to ensure its currency and relevance.

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

- Acting as a single point of contact for all transport, access and travel related issues for the residential units within the development;
- Obtaining and providing residents with up to date details of information relating to access to the site via sustainable modes;
- Liaison with KMC, Metro and other key stakeholders;
- Ensuring that a Welcome Pack (see Appendix D) is provided within the residential marketing information packs sent out to potential buyers/tenants as well as providing details of the site's accessibility by sustainable modes within any newsletters; and
- Ensuring that a copy of the Travel Plan is available to all new residents on request.

4.2.4 This TP will provide the basis for the development of the TP that will be finalised following the collation of the baseline surveys. Measures and initiatives will be tailored on the basis of the results of these surveys. The Travel Plan, including the baseline information for residents, will be provided to the Travel Plan Officer for KMC within 6 months of 50% occupation.

4.2.5 The key stakeholders in this Travel Plan will include:-

- Harron Homes; and
- Kirklees Metropolitan Council.

4.2.6 The contact details at the developer who will be responsible for the appointment of a Travel Plan Co-ordinator prior to the initial marketing of the development are as follows:

- Martin Whittaker – Optima Highways



5. Travel Plan Measures

5.1 INTRODUCTION

5.1.1 This section sets out the measures proposed to influence behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

5.1.2 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives. For the development Site the proposed range of transport related measures are described in Tables 5.1-5.3.

Table 5.1 Pedestrian/Cycle Measures

Reference	Measures	Guideline Timescale
TP1	Provision of local cycle maps and public transport information within Welcome Packs	On occupation
TP2	TPC to promote health and financial benefits of walking and cycling in Welcome Packs	On occupation
TP3	Promote walk and cycle initiatives such as 'The Big Pedal' with local participating schools	Monitor
TP4	Promote WalkBUDi and BikeBUDi	On occupation
TP5	Provide residents Welcome Pack	On occupation



Table 5.3 Car Share Measures

Reference	Measures	Guideline Timescale
TP6	Promote car share database www.liftshare.com	On occupation

Table 5.4 Public Transport Measures

Reference	Measures	Guideline Timescale
TP7	Provide up to date public transport information including timetables, bus stop and train station locations to residents in Welcome Pack	On Occupation
TP8	Promote usage of free real-time bus information available at www.nextbuses.mobi	Prior to occupation
TP9	Promote personalised public transport planners	On going
TP10	Provide contact details of local licensed taxi operators	On occupation

5.2 CAR SHARING

5.2.1 The website www.liftshare.com will be promoted by the Travel Plan Co-ordinator to all residents as a database for potential car sharers, as well as being included within the 'Welcome Packs' for residents. This free website contains details of people who share the same or similar journeys and therefore maximises the opportunity for potential matches to be made. Car sharing helps to reduce single person car trips, and is more sustainable and cheaper. Furthermore it reduces environmental pollution, and traffic and congestion.

5.3 SCHOOL TRAVEL

5.3.1 The responsibility for obtaining the most up to date information regarding local schools rests with the Travel Plan Co-ordinator. This package of information will include school location, distance from the Site, appropriate safe pedestrian/cycle routes to the school and details of public transport services.

5.3.2 To encourage sustainable transport to schools the TPC will investigate the possibility of setting up 'Walking Buses' groups.



5.3.3 The TPC will liaise with WMDC to encourage cycling to school, scoot to school initiatives and school bus provision for the existing schools as well as walking buses. Information on school buses is available at www.generationm.co.uk

5.4 HOME DELIVERY SERVICES

5.4.1 The Travel Plan Co-ordinator will promote the use of home delivery/Internet shopping services including providing details of local grocery stores and providing information on those which provide home delivery services. This measure will assist in reducing the need to travel for residents of the development.

5.5 PERSONALISED TRAVEL PLANNING

5.5.1 In addition to the implementation of the measures above it is also proposed that the TPC will provide personalised travel planning advice to new residents on initial occupation. This will include supplying all of the available information relating to travel by sustainable modes included in the Welcome Packs to residents and advising on alternatives modes to the private car for a range of trips including journeys to work, journeys to local schools and journeys to other local amenities etc. This will serve to re-enforce the objectives of the Travel Plan and raise awareness of the alternatives to the private car for a range of trips.



6. Implementation and Communication

6.1 INTRODUCTION

6.1.1 This Travel Plan sets out the travel management obligations on the Travel Plan Co-ordinator.

6.1.2 The Travel Plan clarifies the role of the co-ordinator and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, that will help to reduce the reliance on the private car, are delivered.

6.2 QUESTIONNAIRE SURVEY

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

6.2.2 A full travel survey of all residents will take place once 50% of the Site is occupied. A copy of the travel survey questionnaire is contained at Appendix C.

6.2.3 The Travel Plan Co-ordinator shall collate the results of the survey and forward the information to KMC within 6 weeks of the surveys being undertaken. Within 6 months of the date of the survey the co-ordinator shall agree the following Travel Plan items with KMC prior to implementation:

- 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 baseline survey.

6.3 IMPLEMENTATION

6.3.1 This TP clarifies the role of the co-ordinator and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified are delivered in order to help reduce the reliance on the private car, and achieve the targets set out within Chapter 3.

6.3.2 An action plan will be developed to set out a clear plan for the implementation of the Travel Plan measures at the point of each annual review.

6.4 COMMUNICATION

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

6.4.2 Publicity material will include the following:

- Providing details of the site's accessibility by sustainable modes within the sites Welcome Pack;
- Ensuring that a residential Welcome Packs is provided to all new residents;
- Copies of the Welcome Pack to be displayed in the sales office / show home; and
- Cycle route and bus timetable information in Welcome Packs.

6.4.3 KMC and Metro should be contacted regarding the provision of appropriate leaflets, timetables and posters as they are able to provide these for letter drops.



6.4.4 The TPC should consider membership of any local authority Travel Plan Network which may be established during the lifetime of the TP. Liaison with the local Travel Plan Officer will enable the co-ordinator to consider membership as appropriate organisations are formed.

6.5 MAINTAINING INTEREST

6.5.1 In order for the TP co-ordinator to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

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



7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The initial objective of the travel plan is to achieve a reduction in single occupancy vehicle trips by 5% over a 5 year period.

7.1.2 A critical element of the information gathering exercise for the Travel Plan is to carry out a questionnaire survey of the residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases the residents' awareness of travel issues. It should be noted that the surveys must also address journey to school to assess if the targets are being met for this journey type.

7.1.3 A full travel survey of all residents will take place annually. An annual monitoring report and action plan will be prepared and submitted to KMC. A standard Travel Questionnaire is contained at Appendix C.

7.1.4 The Travel Plan Co-ordinator shall collate the results of the survey and forward the information to KMC within 6 weeks of the surveys being undertaken. Within 6 months of the date of the survey the co-ordinator shall agree the following Travel Plan items with WMDC prior to implementation i.e. an action plan for the next 12 months:

- Any revised specific measures to reduce the numbers of car-borne trips;
- The persons responsible for delivering the changed specific measures;
- The target dates for the implementation of these measures; and
- Any revisions to the modal split targets for the residents as a result of carrying out the baseline survey.

7.1.5 The monitoring report will review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the Travel Plan Co-ordinator to the relevant external organisations including employers within the vicinity of development, KMC, and public transport operators/West Yorkshire Metro, where appropriate.

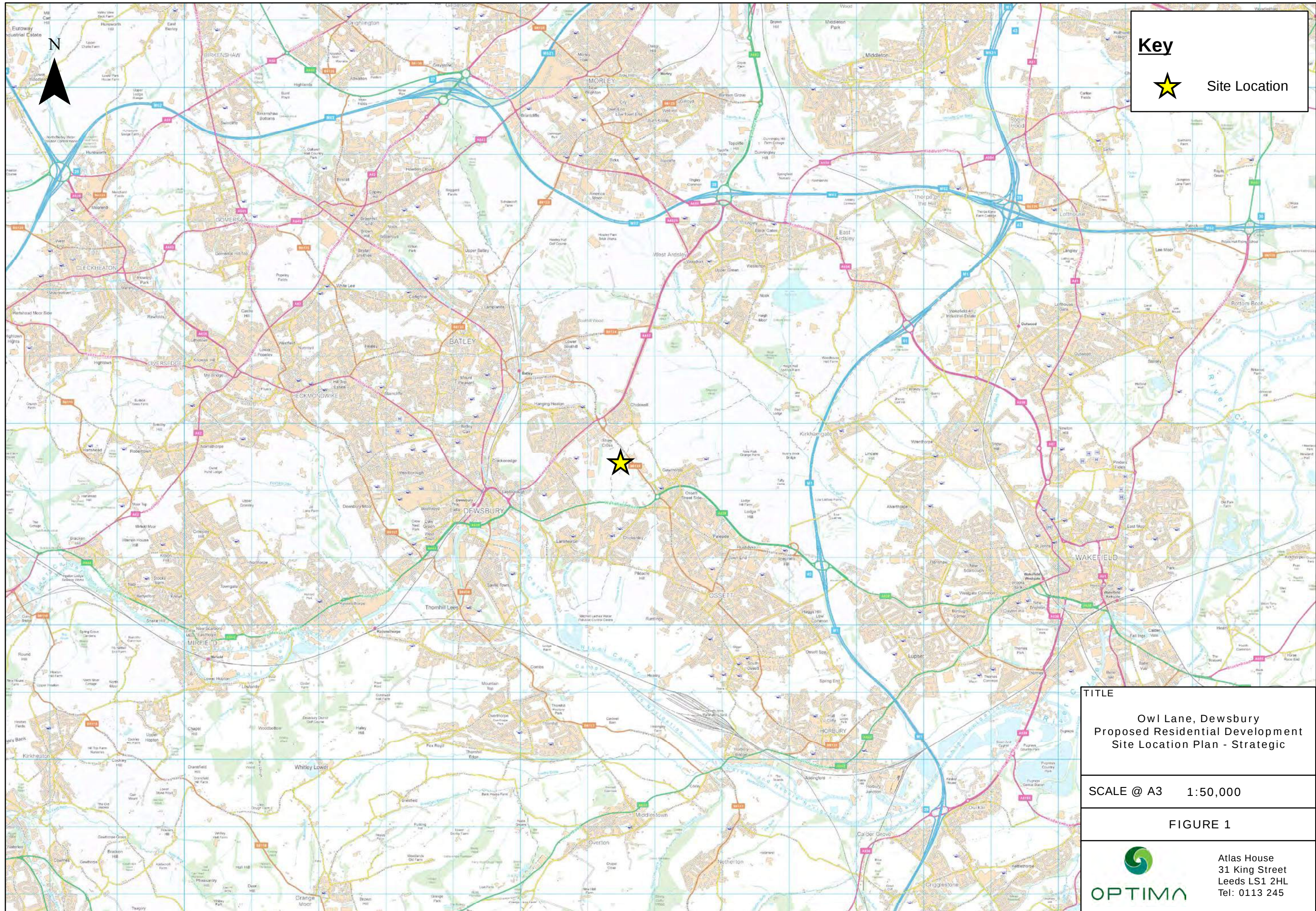
7.1.6 Following the annual monitoring report the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and if necessary improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with KMC and any other relevant stakeholders. Potential secondary measures/actions could include the following for which the TPC would be responsible:

- Arrange for a local cycle shop to provide a troubleshooting/maintenance day on selected weekends through the year. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; and
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking to local services/employment.



Figures



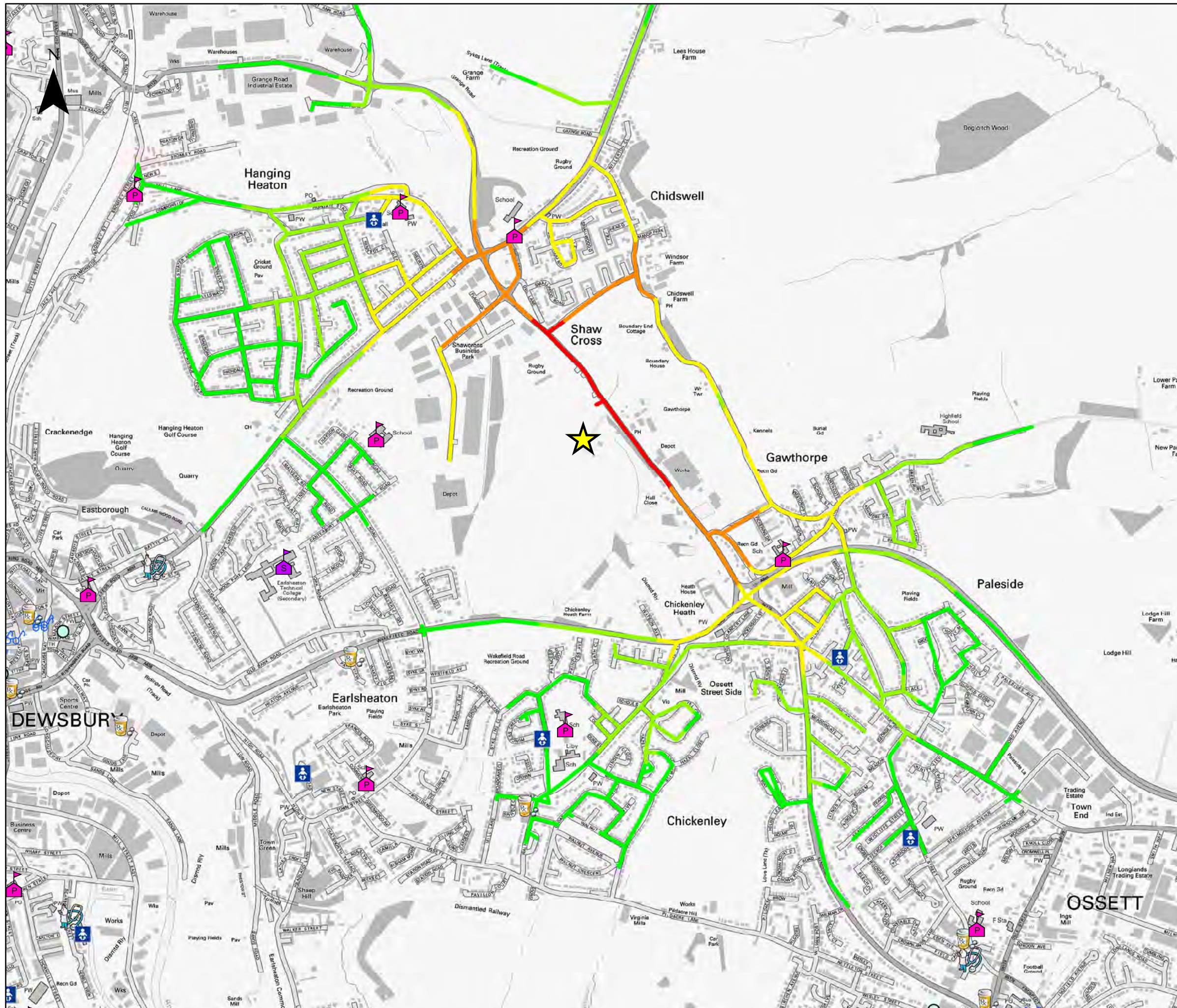




Key

Indicative Site Boundary

TITLE	
Owl Lane, Dewsbury Proposed Residential Development Site Location Plan - Local	
SCALE @ A3	1:10,000
FIGURE 2	
	Atlas House 31 King Street Leeds LS1 2HL Tel: 0113 245 1679



KEY



Site Location

Pedestrian Accessibility (Walk Speed 4.8kph)

0-5 Minutes

5-10 Minutes

10-15 Minutes

15-20 Minutes

20-25 Minutes*



Secondary School



Primary School



Pharmacies



Nurseries



GPs

*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot' Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

KEY

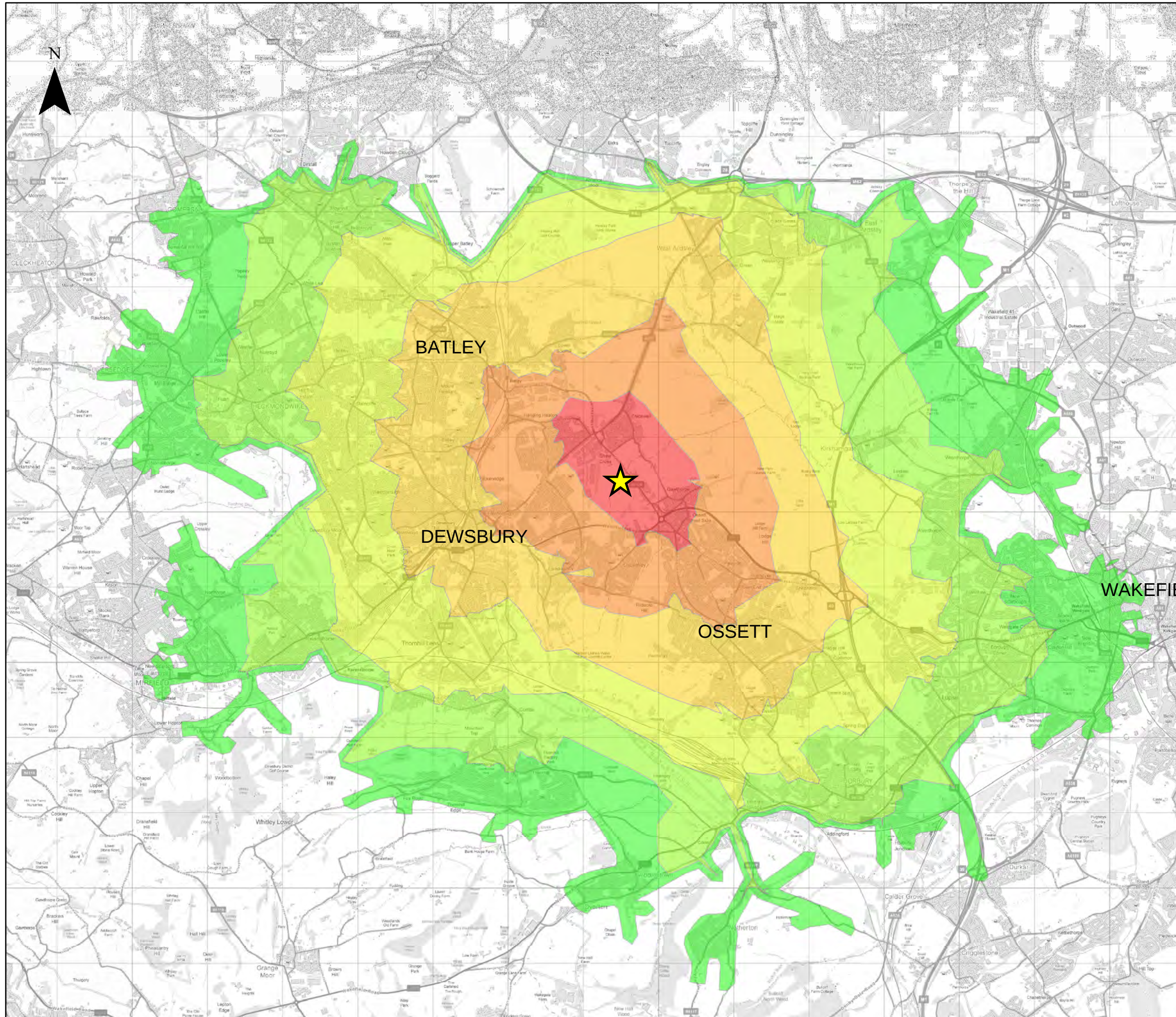
Owl Lane, Dewsbury
Proposed Residential
Development
Pedestrian Accessibility

SCALE @ A3 1:12,500

FIGURE 3



Atlas House
31 King Street
Leeds LS1 2HL
Tel: 0113 245 1679
Fax: 0113 245



KEY



Site Location

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

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

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

Owl Lane, Dewsbury
Proposed Residential
Development
Cycle Accessibility

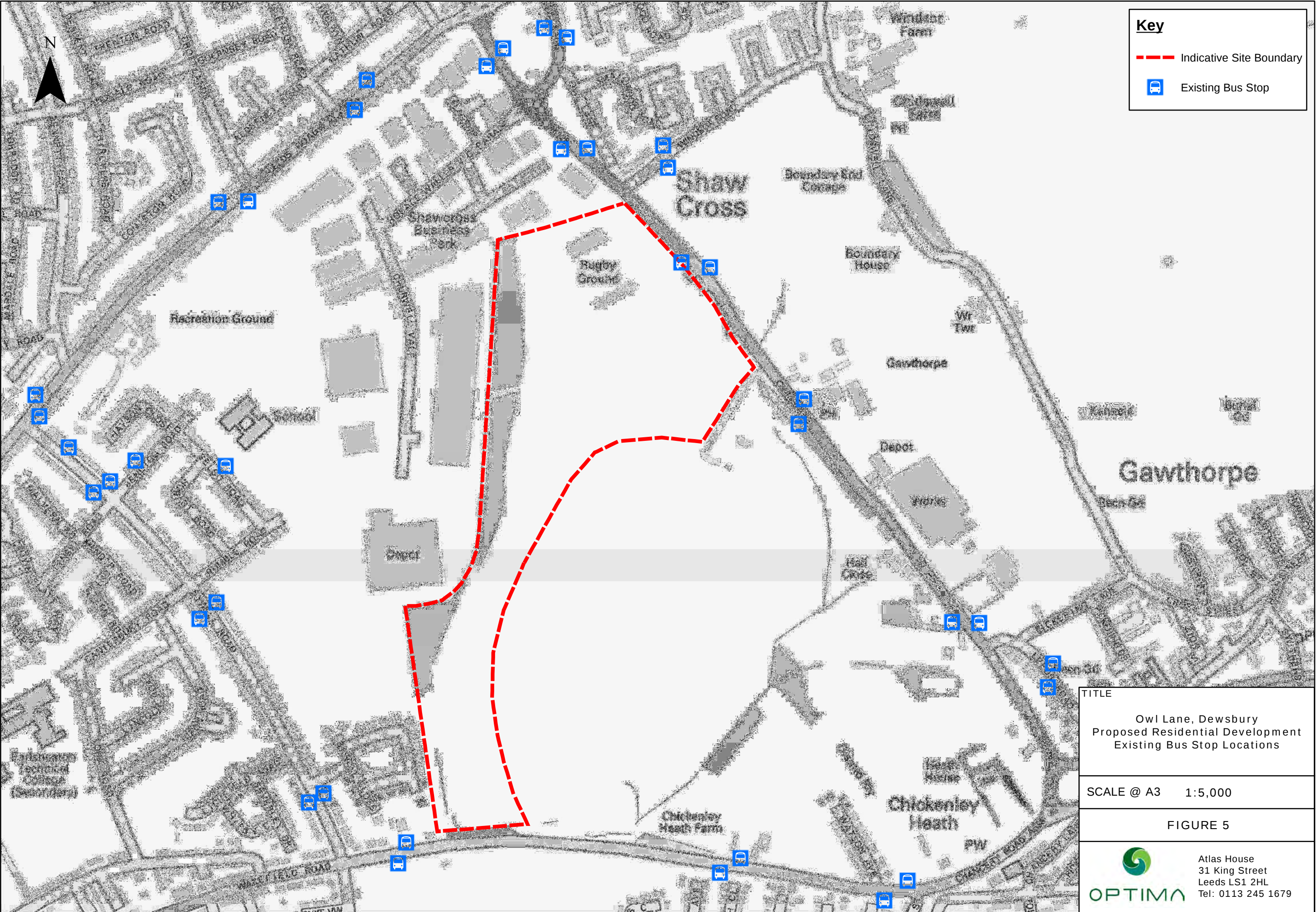
SCALE @ A3 1:50,000

FIGURE 4



Atlas House
31 King Street
Leeds LS1 2HL
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Owl Lane, Dewsbury\DRAWINGS\GIS\ARCEDITOR\Bus Stop Locations.mxd

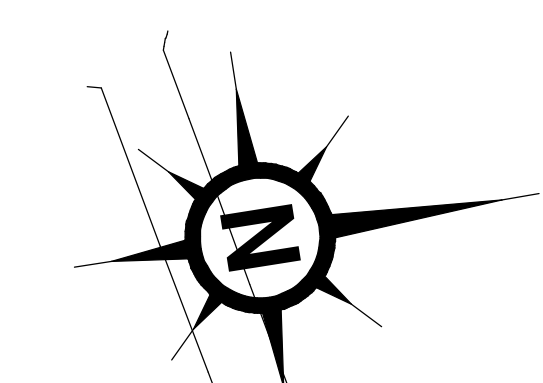


Appendices



Appendix A Site Plan





Type	Name	Description	Total
HA	Haidleigh	2 bed	3no
BA	Bambridge	3 bed	10no
SH4	Sherbourne 4	4 bed (3st)	11no
AD	Alderley	3 bed	24no
EM	Embsay	4 bed	2no
BY	Baybridge	4 bed	1no
BW	Birkwith	4 bed	23no
ND	Norfolk	4 bed	2no
WD	Widale	4 bed	31no
SE	Settle	4 bed	25no
GR	Grimston	4 bed (2.5st)	4no
HF	Herford	4 bed	4no
JF	Jedburgh	4 bed (2.5st)	2no
NE	Nearby (W)	4 bed	2no
LY	Lyddard	4 bed	1no
TL	Tilford	4 bed	4no
PE	Pembroke	4 bed	1no
Total			210no

All single width drives are 2.5m wide plus footpath or 3m wide including access
All double width drives are 5m wide in front of garages and min 5.6m long from adopted highway;

All individual parking spaces & driveways to be block paving (Brindle);
Shaved driveways to be tarmacadam;
Main road and footpath finish to be tarmacadam; min 5.5m wide road, 2m wide footpaths and 0.6m wide margins;
Ramps, hard margins, plateaus and focal areas (shown hatched) finished in Brindle block paving;

All plots to have a 600 x 600 sq hard standing area at back edge of footpath to bin collection.

A power point / cable with blank panel provided to each property for future fitting of car charging point *if* required.

[illegible]

	FEATHER EDGE TIMBER FENCE (1800mm high)
	SCREEN WALL (1800mm high)
	DWARF WALL WITH PIERS (900mm high)
	CLOSE BOARDED TIMBER FENCE (1800mm high)
	CLOSE BOARDED TIMBER FENCE (2100mm high)
	CLOSE BOARDED TIMBER FENCE (2500mm high)

[illegible]

CLIENT :
Harron Homes Limited
Colton House
Temple Point
Bullerthorpe Lane
Leeds
LS15 9JL
Tel: 0113 2044670

Proposed Residential Development at
OWL LANE, DEWSBURY

DRAWING TITLE :
WHOLE SITE LAYOUT PLAN

SCALE: 1:1000 @ A0		DATE: January 2014	
DRAWN: JW	CHECKED: -	DWG NO. 3591/11	REVISION P

Appendix B Census 2011 – Journey to Work Data



Method of Travel to Work (QS701EW)	Kirklees 014	
	Super Output Area Middle Layer	
All Usual Residents Aged 16 to 74	4502	
Work Mainly at or From Home	114	3.77%
Underground, Metro, Light Rail, Tram	1	0.03%
Train	65	2.15%
Bus, Minibus or Coach	213	7.05%
Taxi	24	0.79%
Motorcycle, Scooter or Moped	31	1.03%
Driving a Car or Van	2037	67.45%
Passenger in a Car or Van	218	7.22%
Bicycle	30	0.99%
On Foot	271	8.97%
Other Method of Travel to Work	16	0.53%
Not in Employment	1482	
Employed	3,020	100.00%

Appendix C Travel Questionnaire



Travel Survey

1. What is your home postcode?

.....

2. What town or village do you live in?

.....

3. What is your usual place of work?

.....

4. How far do you travel to work?

☐ up to 1 mile

☐ over 2 miles and up to 5 miles

☐ over 10 miles and up to 20 miles

☐ over 1 mile and up to 2 miles

☐ over 5 miles and up to 10 miles

☐ over 20 miles

5. When do you normally arrive at work?

☐ 8.00-8.29am

☐ 8.30-8.59am

☐ 9.00-9.29am

☐ 9.30-10.00am

Other – please specify

6. When do you normally leave work?

☐ 4.00-4.29pm

☐ 4.30-4.59pm

☐ 5.00-5.29pm

☐ 5.30-6.00pm

7. Is your work

☐ part time

☐ full time?

☐ if part time, please specify how many days per week you work

.....

8. Do you have any mobility difficulties which affects your transport choice?

☐ Yes

☐ No

9. How did you travel to work in the last 7 days? If your journey used more than one mode of transport, please show just the main part of the journey.

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Bus							
Bicycle							
Car, as driver, on your own							
Car, as driver, with other (s)							
Car, as passenger							
Foot							
Motorbike							
Train							
Home Working							
Taxi							

10. How do you travel to work if your normal form of transport is not available?

☐ Bus

☐ Bicycle

☐ Car, as driver, on your own

☐ Car as driver with other (S)

☐ Car as passenger

☐ Foot

☐ Motorbike

☐ Train

☐ Other – please specify

Travel Survey

11. If you drive to work on your own, would you be willing to try more environmentally-friendly options such as walking, public transport or car sharing some of the time?

☐ Yes ☐ No

12. Are there are particular barriers which make it difficult for you to use these more environmentally-friendly options? What are they?

.....

13. If you are travelling directly between your home and work, how easy or difficult do you think it is to travel by the following means?

	Very Easy	Quite Easy	Quite Difficult	Very Difficult	Not Possible
Walking					
Bike					
Bus					
Train					
Car Share					

14. Which of the following would encourage you to walk or cycle to work? Please tick no more than three.

- ☐ A small incentive each day you do not drive
☐ Drying rooms and lockers at work
☐ Showers and changing rooms
☐ Secure bike parking
☐ A course to practice cycling and gain confidence in safe environment
☐ Another cyclist to show you a good cycling route to work
☐ Construction of dedicated cycle tracks – if so, please specify location
☐ Creation of new site entrance to make your route more convenient – if so, please specify location
☐ Other – please specify

15. Which of the following changes would most encourage you to use public transport to or from work? Please tick no more than three

- ☐ A small incentive each day you do not drive
☐ Better quality bus waiting facilities
☐ Readily available up to date use bus and train timetables
☐ Reduced cost staff pass on public transport
☐ Existing public transport services re-timed to better fit your work hours – if so, please specify bus or train service
☐ Additional bus route – if so, please specify location
☐ Other – please specify

16. Which of the following changes would most encourage you to car share to and from work?

- ☐ A small incentive every day you share a car
☐ A car share database to help you find a partner with similar work patterns
☐ Reserved car parking in a prime spot for car sharers
☐ Others – please specify

17. Do you sometimes spend a normal day working from home instead of in the office?

☐ Yes ☐ No

If yes, how often?

18. Would you be interested in exploring the option of working from home instead of in the office?

☐ Yes ☐ No

Travel Survey

19. If you drive to work, where do you usually park?

- ☐ At worksite ☐ Free parking in nearby street
☐ Paid parking in nearby street ☐ Paid parking in commercial car park

20. How many trips have you made for business purposes during the last month?

.....

21. What were the last three destinations that you travelled to for business purposes?

1.

2.

3.

22. How did you travel on these business trips

	Destination 1	Destination 2	Destination 3
Car, as driver, on your own			
Car, as driver, with other (s)			
Car, as passenger			
Train			
Bike			
Walk			
Bus			
Motorbike			
Air			

23. If you drove or flew to any of your destinations, would any of the following options have been feasible?

	Destination 1	Destination 2	Destination 3
Car share			
Telephone or video conference, if facilities had been available			
Train			
Bike			
Walk			
Bus			
Motorbike			

24. Is there anything that would make it easier for you to use these options for business travel?

25. If you drive a car for business trips, is it

- ☐ Car from the company pool fleet ☐ Your own car
☐ Company car allocated to you personally

26. Do you have any other comments?

.....

Appendix D Welcome Pack



Travel by Bus



Bus stops are provided within the vicinity of the site along Wakefield Road (both sides), Owl Lane (both sides) and Bywell Road (both sides). These stops provide the principle bus routes for services 117,119,120,203,253,254,278 & ML9 serving various locations across the region.

During the week and on a Saturday the services combine to provide an overall hourly frequency of 9 services per hour in each direction operating for the vast majority of the day.

The bus services provide regular connections to Leeds, Wakefield, Bradford and Halifax amongst others. Further connections to the rest of the region and beyond are available from these destinations. The following websites also provide details on bus timetables, real time journey information, tickets and plans:

- www.wymetro.com
- <http://wypte.acislive.com/>
- <http://www.wymetro.com/TicketsAndPasses>

Travel by Rail

Dewsbury Railway Station and Batley Railway Station are located approximately 2.2km and 2km respectively from the development site. Bus services provide connections between the development and both stations and thus enables residents to utilise the railway network. Each of the stations are on the Huddersfield line and provide frequent connections to Manchester, Leeds and Huddersfield amongst other destinations.

A rail journey planner can be accessed at the following address <http://www.nationalrail.co.uk/>

Travel Plan

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

A copy of the development Travel Plan can be obtained from the Travel Plan Coordinator (contact detailed below).

Car Sharing

If half of UK motorists received a lift one day a week, congestion and pollution would be reduced by 10% and traffic jams by 20%. If you're a driver, by sharing your car you can split the cost of your journey and reduce your carbon footprint.

If you drive on your own to Leeds City Centre you could save around 7,000 miles each year, which equates to over £709 per year and reduce your greenhouse emissions by 894kg of CO₂ for car sharing from Dewsbury to Leeds City Centre based on a 1.4litre petrol car and sharing with 1 person, five times a week.

Check out <https://wy.liftshare.com/default.asp> for the savings you could make and if there are other car sharers in your neighbourhood.

Travel Plan Co-ordinator

If you require any advice, support or additional information on your sustainable travel options or have any queries on anything in this brochure, please email Martin Whittaker at:

Martin.Whittaker@optimahighways.com

Or alternatively phone on

0113 245 1679



Amberwood Chase
DEWSBURY

**SUSTAINABLE
TRAVEL GUIDE**



Amberwood Chase
DEWSBURY

**A luxurious collection of 3 & 4 bedroom
homes in Dewsbury, West Yorkshire.**

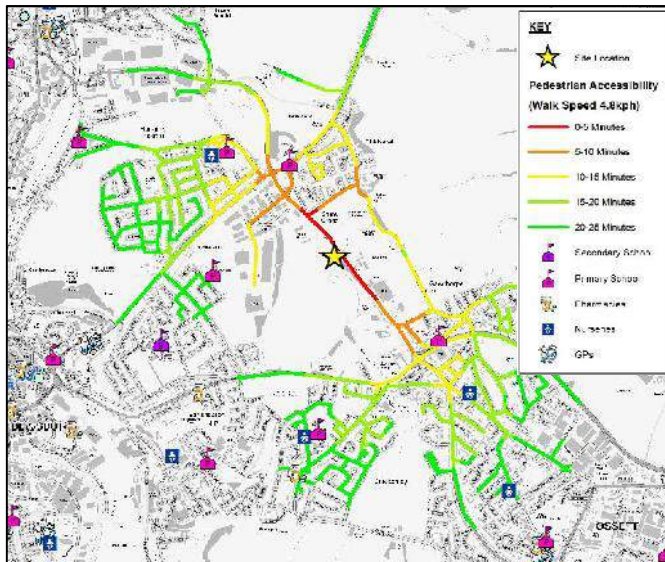
PREPARED BY  **OPTIMA**
Intelligent Highways Solutions

Walking



Walking is underrated as a form of exercise but walking is ideal for people of all ages and fitness levels who want to be more active. Regular walking has been shown to reduce the risk of chronic illnesses, such as heart disease, type 2 diabetes, asthma, stroke and some cancers.

The NHS provides a guide that aids novice walkers to increase the amount of walking every day to maximise the health benefits irrespective of age or ability at <http://www.nhs.uk/Livewell/getting-started-guides/Pages/getting-started-walking.aspx>.



Cycling

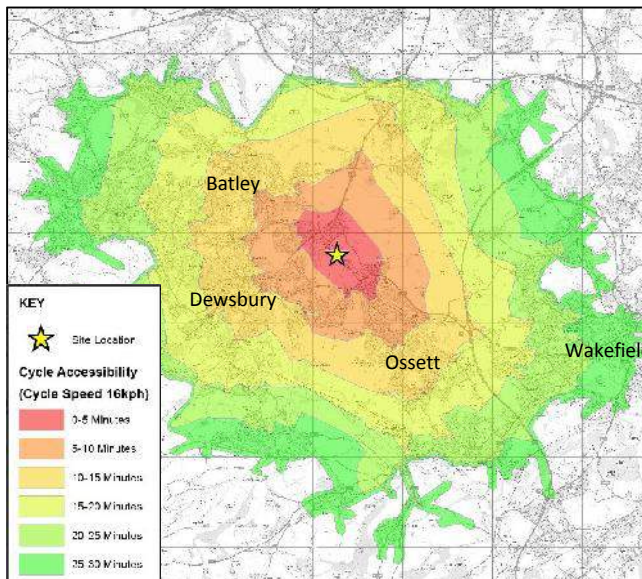


Regular cycling can help you lose weight, reduce stress and improve your fitness.

For the commuter cycling to work is an excellent way to fit exercise into your daily life, improving your fitness and overall health. It can also be quicker than the car in peak periods ... congestion isn't a problem for the cyclist!

A variety of useful information can be found at:

- <http://www.nhs.uk/Livewell/fitness/Pages/Cycling.aspx>.
- www.sustrans.org.uk/ncn/map
- <https://bikebudi.liftshare.com/>



Local Schools and Facilities

- The closest primary school (Shaw Croft Infant & Nursery) can be reached in a 10 minute walk and Gawthorpe primary school, located just south of Owl Lane, is also within a comfortable 10 minute walk;
- The nearest secondary school (Manor Croft Academy) is located a 25 minute walk away;
- Ossett can be reached within a 15 to 20 minute walk of the Site where numerous shops/facilities can be found including food retail (Co-operative food / Tesco Express), doctors/health centre, post office, cash points, library, pubs, restaurants, takeaways and barbers. As well as providing convenient services to local residents the majority of these facilities also provide accessible employment opportunities.
- There are also other employment opportunities located north of the site at Shawcross Business Park within a short walk distance.

Journey Planning & Ticketing

The following journey planning websites are effective for working out the best way to walk, cycle and use public transport to any destination.

<https://walkbudi.liftshare.com/>

www.walkit.com

www.yorkshiretravel.net

<http://www.wymetro.com/howtogetto/planajourney/>

Other

Home delivery services are now offered by many retailers and reduces your requirement to drive. This saves you money, time and the environment.

Brochure prepared by Optima Highways & Transportation

Dated **APRIL 2016**