C.C. Projects

Land to the East of Leeds Road and Land at Heybeck Lane, Chidswell, Dewsbury

Framework Travel Plan (FTP)

Final Report

A13398/VAA

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1. Introduction

Overview

1.1 Pell Frischmann is commissioned by C.C. Projects (referred to as the 'Applicant') to provide transport planning and highways consultancy services in connection with the Proposed Development of Land to the East of Leeds Road and Land at Heybeck Lane, Chidswell, Dewsbury (the 'Site').

1.2 The Site is split into two development parcels, referred to as 'Land at Heybeck Lane' (Site A) and 'Land to the East of Leeds Road' (Site B). It is proposed that each of Site A and Site B are the subject of separate outline planning applications, that will be submitted to the Local Planning Authority (LPA) in parallel.

1.3 Site A is proposed to comprise up to 181 residential dwellings with associated access and landscaping.

1.4 Site B is proposed to comprise, up to 35 hectares (ha) (equal to up to 122,500 square metres [m^2]) of employment space (mixed B1(a) / B1(c) / B2 / B8 Use Classes); up to 1,354 residential dwellings (C3 use class); a new two-form entry (2FE) primary school; a new local centre (including community facilities); and associated accesses and landscaping.

1.5 The Transport Assessment (TA) – and this accompanying Framework Travel Plan (FTP) – have been prepared to assess the combined impacts of the Proposed Development of both Site A and B as a whole and each will be submitted twice, once with each planning application. The TA also assesses the impacts of the Proposed Development of Site A only.

1.6 The Local Planning Authority (LPA) and Local Highways Authority (LHA) is Kirklees Council (KC) and the Highways Authority for the Strategic Road Network (SRN), including the nearby M1 and M62 Motorways, is Highways England (HE). Leeds City Council (LCC) and Wakefield Council (WC) are neighbouring local authorities.

Planning History

1.7 The Site is allocated within the KC Kirklees Local Plan which was adopted in February 2019 and provides the basis, vision and strategic objectives for development in Kirklees from 2013 to 2031.

1.8 The area allocated as MXS7 "Land East of 932-1110 Leeds Road, Shawcross/Woodkirk, Dewsbury", which is comprised of the Land to the East of Leeds Road and Land at Heybeck Lane and to which the Proposed Development in this submission relates, were allocated for mixed use (residential and employment).

1.9 In addition to the Site, the land to the immediate south-west of the Site (bounded by Chidswell Lane, Owl Lane and Windsor Road) is being promoted by Barratt David Wilson Homes (BDWH). This separate site is also allocated for development in the KC Local Plan ('Land to the East of Leeds Road, Chidswell'; KC LP Site Ref: HS47) for up to 280 residential dwellings. One of the site-specific considerations as set out in the KC 'Local Plan Allocations and Designations' Supplementary Planning Document (SPD) (adopted 27th February 2019) is to provide access to MXS7 (the Site) with no right-turn onto Chidswell Lane (from HS47) and the provision of a new roundabout at the junction with the B6128 (Owl Lane).

1.10 Kirklees Local Plan was the subject of an Examination in Public (EIP) by a Government-appointed Inspector in February 2018 who considered the evidence presented by KC to support the Local Plan. To support the designation of the Site in this process, an Interim Transport Assessment (ITA) was produced in August 2016, together with other supplementary information, to inform KC Highways officers and the Government-appointed Inspector of the potential transport and highways impacts of a strategic masterplan development at the Site. Data produced at that time also fed into the wider highway modelling activities undertaken by KC to support the Local Plan.

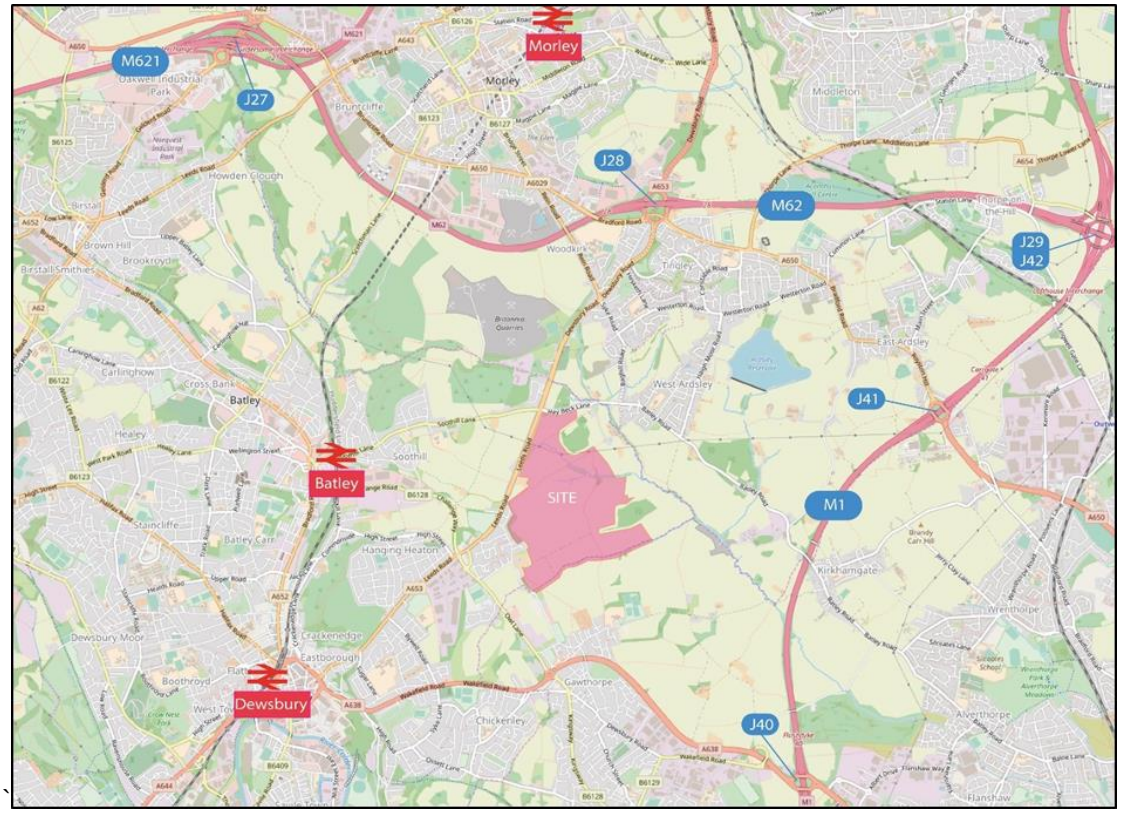
1.11 Processes and methodologies herein were informed by that 2016 Interim Transport Assessment, but have since developed through a scoping process which was undertaken through 2018 and 2019 with KC, LCC, WC, and HE to establish the technical basis for the TA and FTP to support this planning application. This FTP has therefore been produced in accordance with the formal Scoping (and Environmental Impact Assessment (EIA) screening) Responses issued by KC and the relevant scoping opinions of those other stakeholders. This scoping process also included regular meetings with KC and further meetings with HE and others.

1.12 As a part of the TA scoping process, an extension to the number of local junctions to be studied was agreed at the request of LCC. Furthermore, road works were underway on the M62 Junction 28 (J28) (Tingley Interchange) at the time of traffic survey in March 2019. Whilst the works were broadly complete, it was considered that there could be impacts on the collected data. New surveys were therefore agreed and undertaken in November 2019 however the modelling outputs were not available at the time of submission. A TA Addendum will therefore follow the planning submission which will include updated modelling for those junctions added through Scoping, and for M62 J28. That TA Addendum would also reflect the emerging position of KC with regard to the highway impacts of this Proposed Development and the wider Local Plan, and also emerging committed developments in the Leeds City Council area (such as Capitol Park adjacent to M62 J28).

Site Location and Description

1.13 The Site is situated to the east of the A653 Leeds Road which is a strategic corridor between Dewsbury to the south and Leeds to the north. In the immediate vicinity of the Site, the A653 Leeds Road runs in a north-south direction connecting the A638 Wakefield Road to the south and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. In addition, the A638 Wakefield Road links with Junction 40 (the Flushdyke Interchange) of the M1 Motorway to the east of the Site. A strategic Site location plan is presented in **Figure 1-1**.

Figure 1-1: Site Location Plan



Purpose of the FTP

1.14 A Travel Plan (TP) seeks to provide a long-term travel strategy for the Proposed Development, and to encourage residents of the Proposed Development to travel by sustainable modes as opposed to car based travel. This FTP will provide a package of measures aimed at promoting sustainable travel and reducing car reliance among residents of the Proposed Development, taking into consideration the existing opportunities for non-car based travel to and from the Site. Travel habits among residents will be monitored on a medium to long-term basis and will seek to meet the targets set out in this FTP. The FTP stands alone but also provides the framework for subordinate TPs for larger site occupiers, or development parcels, as may emerge.

Benefits of a TP

1.15 TP are important management tools and, when implemented as part of a comprehensive transport strategy, make it possible to achieve modal shift away from private vehicles towards more sustainable forms of travel.

1.16 A TP can be provided as part of a development proposal to reduce private car-based travel to and from the Site. A number of benefits can arise from the introduction of a successful TP, with benefits to both residents and visitors of the Site.

Report Structure

1.17 The remainder of this report is structured as follows:

- **Chapter 2** – provides an overview and description of local and national policies;
- **Chapter 3** –presents a summary of the baseline conditions of the Site, including a review of the accessibility of the Site by non-car modes;
- **Chapter 4** – provides a summary of the Proposed Development at the Site,
- **Chapter 5** – highlights the aims, objectives and draft targets of the FTP;
- **Chapter 6** – presents details of the proposed package of measures;
- **Chapter 7** – presents the FTP Monitoring Strategy; and
- **Chapter 8 –** presents the proposed Action plan for the FTP.

2. Transport Policy Review

National Policy

National Planning Policy Framework Update (2019)

2.1 The Government's National Planning Policy Framework (NPPF) sets out the planning policies for England and how these should be applied and was adopted in July 2018 and last updated in June 2019.

2.2 It sets a policy framework for local councils to use when preparing their own Local Plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that, *"the purpose of the planning system is to contribute to the achievement of sustainable development".* At a very high level, the objective of sustainable development can be summarised as, *"meeting the needs of the present without compromising the ability of future generations to meet their own needs".*

2.4 The NPPF defines the delivery of sustainable development through three roles: an economic objective; social objective; and an environmental objective. Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 102 states that: *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: the potential impacts of development on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; opportunities to promote walking, cycling and public transport use are identified and pursued;*

- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

2.5 Paragraph 108 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.6 Paragraph 109 notes that, *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

2.7 Within this context, Paragraph 110 notes that, *"applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Local Policy

The West Yorkshire Combined Authority (WYCA) West Yorkshire Transport Strategy 2040 (2017)

2.8 The West Yorkshire Transport Strategy created following public consultation during 2016, sets out a vision and a framework to deliver a high-class, modern, integrated transport system. The Strategy covers the period between 2016- 2036 and was jointly produced by West Yorkshire Combined Authority and the West Yorkshire District Councils.

2.9 The main transport policies of the strategy are as follows:

- Improve Connectivity and reduce congestion
- Have a positive impact on our built and natural environment
- Create a 'sense of place'

2.10 The challenges the strategy highlights as barriers to achieving the above aims are:

- Strategic connectivity;
- Congestion;
- Poor access;
- Car dominance;
- Severe crowding on trains;
- Insufficient car parking at rail stations;
- Bus journeys made slow or unreliable;
- Climate change;
- Poor air quality;
- Over-reliance on car use; and
- The safety of the roads.

2.11 Highlighted in the strategy are key Spatial Priority Areas as the focus for jobs and housing delivery, 7 Urban Growth Centres, 6 Housing Group Areas and 16 Employment Growth Areas are all highlighted. These sites are crucial to achieving the vision of developing the Leeds City Region. The Site, discussed in this FTP is highlighted as an Employment Growth Area for the Leeds City Region.

2.12 The strategy set outs key principles and ideas new developments should adhere to and will be taken into consideration during design and construction of the Site:

- The WYCA will work with planning authorities and developers to ensure new developments are accessible and that they positively promote walking, cycling and public transport use.

- Locating new developments in accessible locations is importance and re-populating our urban centre, will be one way of achieving growth without significantly increasing travel.
- Create more accessible, people-friendly new developments.

Kirklees Council Local Plan (2019)

2.13 The Kirklees Local Plan, adopted in 2019, covers the period between 2013-2031. The Local Plan is a part of the statutory development plan and its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go. In relation to travel planning, the following is relevant to the Site:

- *"Planning applications and Travel Plans should identify how the 'Key Route' network has been integrated into the new development and specify how potential improvements to the key routes proposed by the regional agencies and the council will contribute to the sustainable development of the site.*
- *Travel Plans for new developments should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.*
- *Proposal for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity.*
- *The council will support all new development that is located within accessible locations with convenient connections to public transport networks, cycling and walking routes.*
- *Measures such as personal journey planning, provisions of cycle parking and changing facilities to increase the attractiveness of sustainable travel and reduce car use should be set out in Travel Plans.*
- *All types of travel plans will need to set out the development thresholds at which they become operative, targets to be met, the measures to be implemented, and processes for monitoring, plan revision and enforcement. Sustainable working options should be encouraged and included within travel plans."*

2.14 The LP recognises that a TP is a 'long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed'.

3. Existing Transport Conditions

Introduction

3.1 This section of the FTP describes the existing transport conditions in the area surrounding the Site.

Site Location

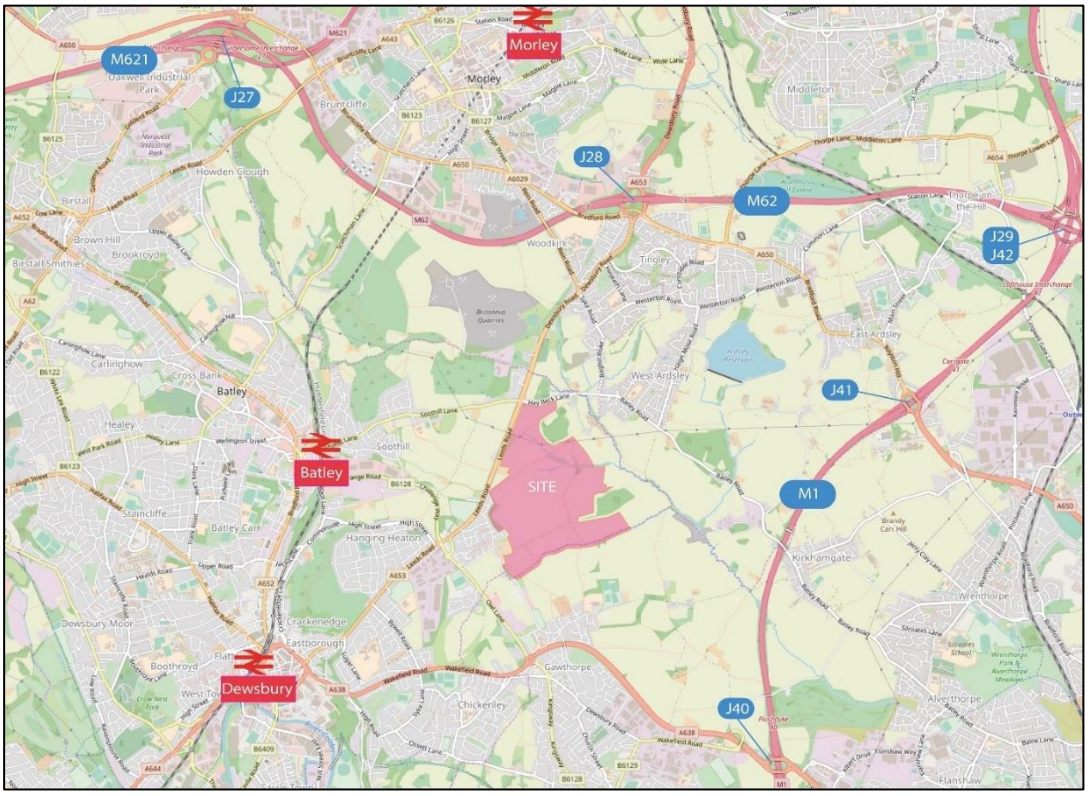
3.2 The Site is situated to the east of the A653 Leeds Road which is a strategic corridor between Dewsbury to the south and Leeds to the north. In the immediate vicinity of the Site, the A653 Leeds Road runs in a north-south direction connecting the A638 Wakefield Road to the south and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. In addition, the A638 Wakefield Road links with Junction 40 (the Flushdyke Interchange) of the M1 Motorway to the east of the Site.

3.3 The Site extends to Heybeck Lane to the north and Chidswell Lane to the south. Chidswell Lane provides access onto Leeds Road to the south-west of the Site and to the B6128 Owl Lane, via Windsor Road, to the south. Owl Lane in turn connects to the A638 Wakefield Road to the east, which connects to the M1 Junction 40, and heads towards Ossett to the west.

3.4 The land to the east of the Site, some of which is also within the ownership of C.C. Projects, is predominantly in agricultural use.

3.5 A strategic Site location plan, showing the location of the Site in relation to the wider area, surrounding local and strategic highway networks and key public transport interchanges, is provided in **Figure 3-1**.

Figure 3-1 Site Location Plan



Public Transport

Mainline Rail Services

3.6 The nearest mainline railway station, Dewsbury, is located approximately 3.5km to the south-west of the Site. Batley Railway Station is also located approximately 2.5km west of the Site. The locations of both stations are shown on figure 3.1 above. Both stations can be accessed via existing bus routes and bus stops are provided close to both stations. Dewsbury Station also has a dedicated public transport interchange facility, located directly outside the station.

3.7 Batley and Dewsbury stations both provide services to Leeds and Huddersfield. Batley Station provides a further service to Southport while Dewsbury Station provides services to Manchester Airport, Manchester Piccadilly, Middlesbrough and Hull. **Table 3.1** sets out services and frequency of both stations.

Table 3.1 Local Train Services

Station	Service	Operator	Frequency
Batley & Dewsbury	Huddersfield	TransPennine Express	1 per hour
Batley & Dewsbury	Leeds	TransPennine Express/ Northern	2 per hour
Batley	Southport	Northern	1 per hour
Dewsbury	Manchester Airport	TransPennine Express	1 per hour
Dewsbury	Manchester Piccadilly	TransPennine Express	1 per hour
Dewsbury	Middlesbrough	TransPennine Express	1 per hour
Dewsbury	Hull	TransPennine Express	1 per hour

3.8 Car parks are provided at both stations. Batley Railway Station provides 20 car parking spaces and Dewsbury station provides 80 car parking spaces. Cycle parking varies between the two stations with Batley providing 2 Sheffield stands, while Dewsbury provides a cycle hub on platform 2 and further cycle racks on platform 1, providing in total 70 cycle storage spaces.

3.9 Dewsbury Railway Station is situated in the town centre, therefore provides a ticket office, waiting rooms, refreshments, ticket machines, step free access but no toilets. In contrast Batley Station is a more local stop and does not have a ticket office, toilets or refreshments but does provide on platform and in-built sheltered waiting facilities.

3.10 The Site is within the Leeds Metro Rail zonal fare system with the border of zones 2 and 3 being between Batley and Dewsbury Stations.

3.11 Figure 3.3 shows the location of Batley and Dewsbury stations in relation to surrounding routes and stations.

Bus Services

3.12 Various bus stops are located on the roads surrounding the Proposed Development, providing connections to major employment areas and town centres elsewhere in the Kirklees District and beyond.

3.13 Running along the western side of the Site is Leeds Road, providing four bus stops in each direction. Five bus services run along Leeds Road, providing connections to Wakefield, Leeds, Dewsbury and further afield.

3.14 The northern part of the Site is serviced by Heybeck Lane, providing services to Wakefield, Morley, Dewsbury and Leeds. Seven bus stops in each direction are provided on Heybeck Lane between Woodhouse Lane and Leeds Road.

3.15 The Site's southern edge, Chidswell Lane, provides services via 5 bus stops to Wakefield, Leeds, Batley, Tingley and Leeds.

3.16 **Table 3-1** at the end of this chapter summaries the availability of services present around the Site.

Local Highway Network

Leeds Road

3.17 Leeds Road is a two-way, dual carriageway running in a north/south direction along the Site's western boundary. Leeds Road measures circa 18m in width, with footway provision on both sides of the carriageway (shown in Figure 3-2). Leeds Road is subject to a 40mph speed limit until the road enters Chidswell, where the road changes to a two-way single carriageway limited to 30mph. Leeds Road is signed with speed camera warning signs for its entire length, and a segregated cycle lane is provided until the road reaches Chidswell (shown in Figure 3-3). Leeds Road is owned and managed by KC as the Local Highway Authority.

Figure 3-2: Leeds Road

Figure 3-3: Leeds Road – Speed warning signs and segregated cycle lane.

3.18 Chidswell Lane is adjacent to the south of the Site. It is a two-way single carriageway subjected to 30mph speed limit and traffic calming, in the form of road humps. Chidswell Lane connects to Leeds road via a priority junction. South of Chidswell Lane sits Owl Lane B6128, a single carriageway road connecting the A653 Leeds Road with the A638 Wakefield Road. The junction of Leeds Road and Owl Lane is a signalised crossroads, while Owl Lane connects to the A638 Wakefield Road via a roundabout.

3.19 The north of the Site is bounded by Heybeck Lane, a two-way single carriageway subject to a 30mph speed limit. Heybeck Lane connects to Leeds road via a signalised junction.

3.20 Footways are provided on all roads surrounding the Site, with the exception of the easternmost part of Chidswell Lane, which is rural in nature.

Table 3-1: Buses and times

Number	Route	Operator	Frequency	
			Weekday	Weekend
Leeds Road				
117	Wakefield- Gawthorpe- Tingley- Leeds	Arriva	1 per hour	1 per hour
202	Leeds Bus Station- Dewsbury Bus Station- Huddersfield Bus Station- Dewsbury Church Street	Arriva	2 per hour	2 per hour
203	Leeds Bus Station- Dewsbury Bus Station- Huddersfield Bus Station- Dewsbury Church Street	Arriva	2 per hour	2 per hour
205	Dewsbury Bus Station- Morley Town Hall- Pudsey Bus Station	Arriva	1 per hour	1 per hour
X17	Overton- Wakefield- Gawthorpe- Tingley-Leeds	Arriva	1 per hour	1 per hour
Heybeck Lane				
117	Wakefield- Gawthorpe- Tingley- Leeds	Arriva	1 per hour	1 per hour
205	Dewsbury Bus Station- Morley Town Hall- Pudsey Bus Station	Arriva	1 per hour	1 per hour

212/ 212A	Dewsbury Bus Station- Woodkirk Hey Beck Lane- Wakefield Bus Station	Arriva	1 per hour	1 per hour
Chidswell Lane				
116/126	Wakefield Bus Station- Horbury Highfield Road- Ossett Bus Station- Owl Lane Estate	Station Coaches	Both services 1 per hour alternatively	Does not run on weekend
117	Wakefield- Gawthorpe- Tingley- Leeds	Arriva	1 per hour	1 per hour
119	Wakefield Bus Station- Broadway- Ossett Bus Station- Owl Lane Estate- Batley Bus Station	Arriva	1 per two hours	1 per two hours
120	Wakefield Bus Station- Broadway- Ossett Bus Station- Owl Lane Estate- Batley Bus Station	Arriva	1 per two hours- alternate with the No 119 bus.	1 per two hours alternate with the No 119 bus
X17	Overton- Wakefield- Gawthorpe- Tingley-Leeds	Arriva	1 per hour	per hour

4. Proposed Development

Introduction

4.1 This section of the FTP sets out the Proposed Development for the Site, including access, parking and servicing.

Proposed Development

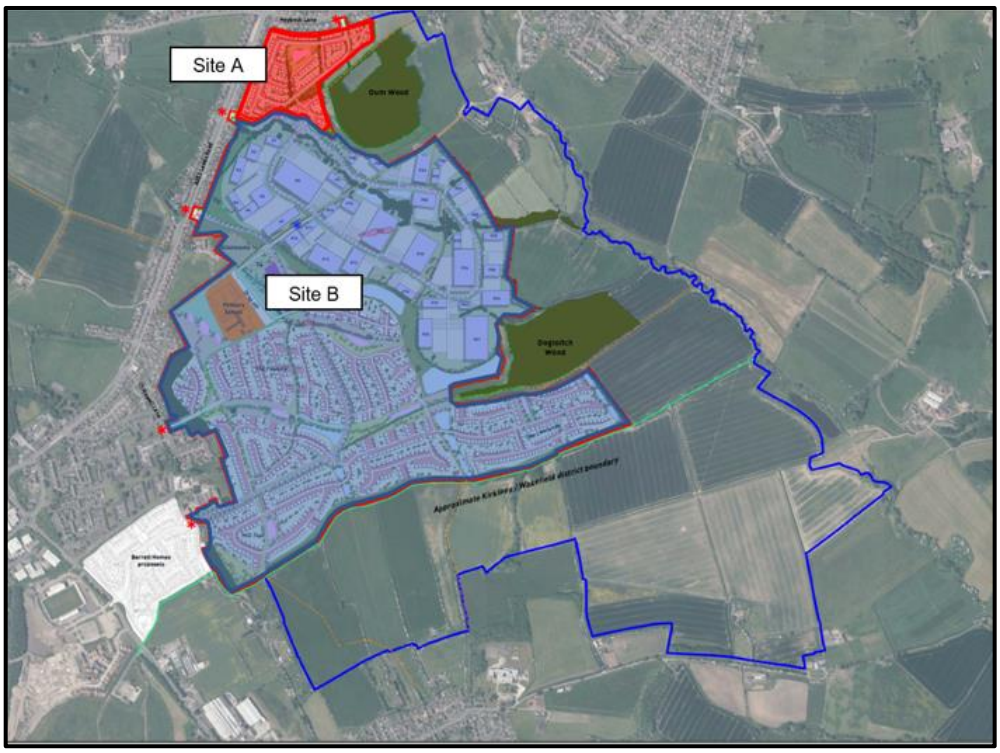
4.2 The Site is split into two development parcels, referred to as 'Site A' and 'Site B', but for the purpose of this FTP, the parcels are treated together. Site A is Land at Heybeck Lane, and Site B is Land to the East of Leeds Road, Chidswell. Each Site is subject to separate outline planning applications, that will be submitted to KC in parallel. The Proposed Development for Site A and Site B is as follows:

- Site A: up to 181 residential units;
- Site B: Land to the east of Leeds Road (Site B) will comprise up to 1,354 residential dwellings[1] (C3 land use), a local centre / community hub which includes a 2FE primary school, and 35ha of employment land comprising up to 122,500m² (GEA) of mixed B1, B2 and B8 uses.

4.3 The Illustrative Masterplan is provided in Figure 4-1

[1] Some units may be delivered as C2 Use Class 'residential institutions', however as these generate fewer trips, the assessment as exclusively C3 Use Class 'dwelling house' ensures a robust and 'worst-case' assessment in transport terms.

Figure 4-1 Illustrative Masterplan



Access

Vehicle Access

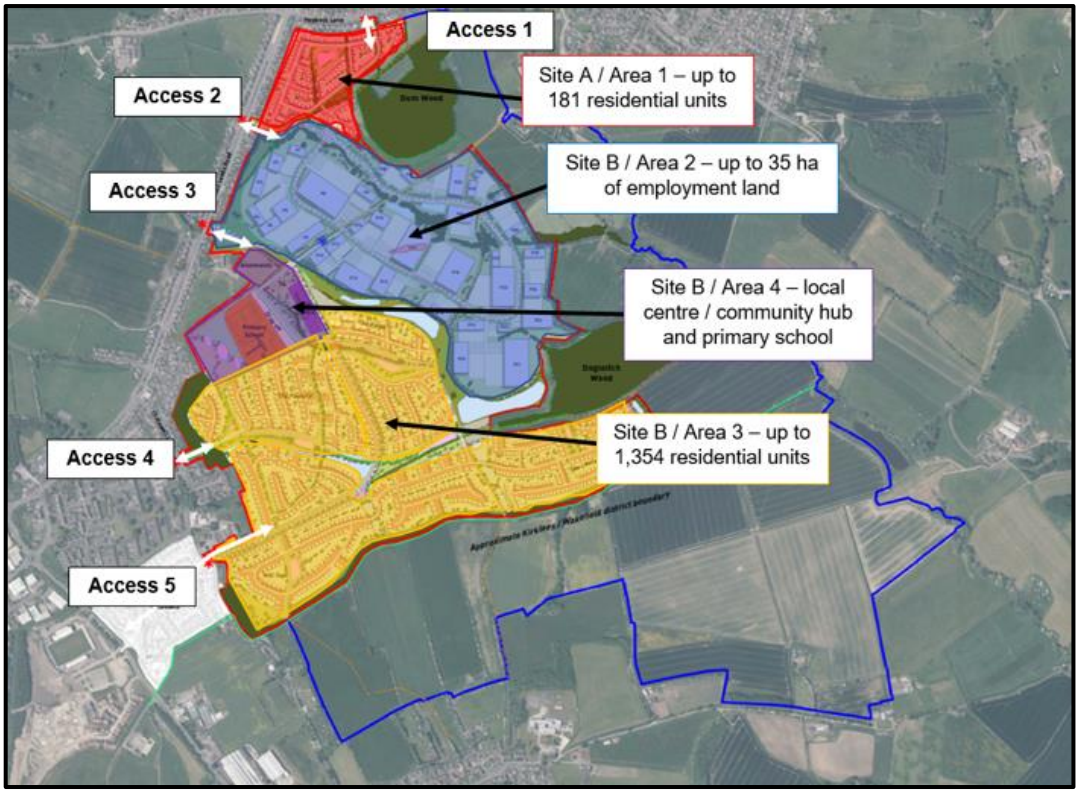
4.4 It is proposed to provide vehicular access and egress into and out of Site A in the form of a priority T-junction on Heybeck Lane, whilst vehicular access and egress in and out of Site B is proposed in the form of two single-controlled junctions on Leeds Road, a priority T-junction on Chidswell Lane, and a four-arm roundabout on Owl Lane with a new access road running parallel to Windsor Road between Owl Lane and the southern edge of the Site. This access road would route across an adjacent landholding under the control of Barratt David Wilson Homes to the south west of the Site.

4.5 It is proposed that Site A and Site B are connected via an emergency vehicle link and pedestrian/cycle link. It is proposed that this emergency vehicle link is controlled and/or gated to prevent everyday use by general traffic.

4.6 Through pre-application conversations and an agreed scoping note, dated 11th November 2019, Site access arrangements have been discussed extensively and agreed in principle with KC highways officers. Following technical analysis, the proposal of signal-controlled Site access junctions on Leeds Road have likewise been agreed in principle with KC.

4.7 The emerging Illustrative Masterplan and Site accesses are shown in **Figure 4-2.**

Figure 4-2 Illustrative Masterplan



4.8 As illustrated in **Figure 4.2,** the four main areas of the Site in transport terms and respective points of vehicular access and egress are as follows:

- **Area 1 (residential 'Site A')** – Up to 181 residential units accessed via Site Access 1 (Heybeck Lane).

- **Area 2 (employment part of 'Site B')** – Up to 35 ha of employment land primarily accessed via Site Access 2 (Leeds Road (North)) but with an internal connection through to Area 3 (residential) and Area 4 (local centre) providing non-HGV access via Site Access 3 (Leeds Road (South)) and Site Access 5 (Owl Lane).

- **Area 3 (residential part of 'Site B')** – Up to 1,354 residential units (C3. land use) accessed via Site Access 3 (Leeds Road (South)) and Site Access 5 (Owl Lane) but with an internal connection through to Area 2 (employment) providing secondary access via Site Access 2 (Leeds Road (North)). Local access via Site Access 4 (Chidswell Lane) will also be possible.

- **Area 4 (local centre / community hub part of 'Site B')** – Local centre / community hub accessed via Site Access 3 (Leeds Road (South) and Site Access 5 (Owl Lane) but with an internal connection through to Area 2 (employment) providing secondary access via Site Access 2 (Leeds Road (North)).

4.9 It is proposed that HGV traffic associated with the employment land is restricted to using Site Access 2 (Leeds Road (North)), whilst non-HGV employment traffic will be able to use Site Access 2, Site Access 3 (Leeds Road (South)) and Site Access 5 (Owl Lane) to reduce the potential impact of the Proposed Development on local junctions to the south-west of the Site. Similarly, residential traffic

associated with Area 3 (up to 1,354 residential units of C3 use class) will be able to use Site Access 2, Site Access 3 and Site Access 5.

Pedestrian Access

4.10 Pedestrian access and movement can be accommodated via the proposed main Site access and emergency access which will each provide links to the existing footway along Leeds Road.

Car Parking

4.11 Car parking will be agreed with the Local Authority and provided in line with the standards set out in national and local policy.

Cycle Parking

4.12 Cycle parking will be provided in line with standards set out within local policy. It is envisaged that this will be provided within the curtilage of individual dwellings, for example in sheds or garages and on the ground floor of each business. Cycle parking provision will be agreed with the Local Authority and provided in line with the standards set out in national and local policy.

5. Framework Travel Plan Measures

Introduction

5.1 The following section outlines a range of measures that may be implemented so that a variety of suitable, easily accessible alternatives to single-occupancy car travel are available to residents, employees and visitors. With the proposed measures in place, the Proposed Development will contribute towards national and local sustainability objectives, ensuring new residents are aware of the choice of sustainable travel options available to them in this location.

5.2 To encourage sustainable travel amongst residents, employees and visitors, the measures used must be considered attractive and convenient. Whilst every effort has been made to include measures appropriate to the Proposed Development's location, the initiatives provided are by no means exhaustive. TPs are evolving documents in response to new travel and transport opportunities that may arise, and as such, future reviews may result in an update of current measures.

5.3 These measures can be split into two types:

- 'Hard' or 'Physical' Measures - engineering / architectural measures incorporated into the design of the Proposed Development e.g. cycle parking provision; and
- 'Soft' Measures - marketing and management measures implemented as part of the Proposed Development on an on-going basis in order to maximise the uptake of sustainable travel measures and in order to reduce dependency on private cars, particularly single occupancy trips.

5.4 The Developer or future developers of individual phases will retain responsibility for the provision of 'hard' measures until the Site or the relevant phase is completed, ready for occupation. The hard measures, such as pedestrian and cycle infrastructure and its network reach throughout the development, will be developed concurrently with the proposed layouts for each phase. The Travel Plan will identify the specific hard measures and ensure their incorporation within the site.

5.5 The Proposed Development will likely be phased and so as each phase is delivered, responsibility passes to the occupier or a relevant Management Company who will appoint a Travel Plan Co-ordinator (TPC), who then will be responsible for direct contact with KC on the appointer's behalf. Full details of the TPC role are provided in Chapter 6 below.

5.6 Each occupier/Management Company will be required to produce, maintain and manage their own TP, subordinate to this FTP.

Marketing and Promotion

5.7 In order to properly promote and market the sustainable travel options of the Site, it is key that residents will be provided with all the relevant information prior to and upon occupation of the Site.

Sales Promotion

5.8 The accessibility of the Site by walking and cycling will be marketed to potential future residents and employees from the outset, sales and management staff will be made aware of their TP and the information contained within it.

Travel Pack

5.9 All new residents and employees (first occupants only) will be provided with Travel Packs as a part of, or alongside, their welcome pack. The packs will be used to raise awareness of sustainable initiatives being implemented throughout the lifecycle of the TP including the promotion of key services and facilities, online shopping, car share databases and promotion of membership to local cycling clubs and campaigns.

5.10 The Travel Pack will also provide information regarding the availability and support for ULEV and ULEV infrastructure, such as local dealerships and garages for servicing and maintenance, and the locations and availability of off-Site charging infrastructure.

5.11 The composition of the Travel Packs could include the following:

- An overview of the overarching aims and objectives of the relevant TP, and why it is in place;
- The benefits of the TP to residents and the wider community;
- Incentives being offered to residents and employees to encourage them to use sustainable and active forms of Travel;
- Local public transport timetables;
- Local walking and cycling routes;
- Information on local car share and car club databases;
- Information on local ULEV infrastructure;
- Contact details for local taxi companies;
- Information on bike purchase schemes and bike maintenance;
- TPC Details; and
- Local services and facilities within walking / cycling distance of the Proposed Development.

Measures to Promote Public Transport Use

5.12 The FTP recognises the importance of promoting public transport use to residents and employees, in order for it to be recognised as a viable alternative to private car use.

5.13 Residents and businesses will be provided with timetable, route and fare information for local bus and rail services so that they are able to consider these options for both commuter and leisure journeys. This information will be distributed within the TPs to residents with reference to the respective service providers' websites as appropriate.

5.14 The TPC will also investigate the Residential MetroCard scheme, which is a joint initiative between the West Yorkshire Combined Authority and West Yorkshire Ticketing Company, which allows developers to purchase MetroCard bus and train tickets at a 50% discount usually through a Section 106 agreement.

Measures to Promote Walking and Cycling

5.15 To maximise the attractiveness of walking and cycling to future residents of the Proposed Development, the following measures will be considered:

- **Walking and Cycling Route Maps** – these will be provided within the TPs, and will be provided to all new occupants with all of the relevant information on local walking and cycling routes and distances to key services and facilities;
- **Personalised Journey/Travel Planning –** The TPC will provide personalised travel planning advice to all residents at the Proposed Development. This could include information on the fastest route for accessing public transport services and stations;
- **Facilities for accessibility –** The above service will also provide specific journey planning requirements to accommodate access for everyone living or working on the Site; and
- **Cycle Parking** – cycle parking will be provided in accordance with the relevant standards.

Measures to Promote Electric Vehicles

5.16 Where private car usage does occur, it is important to consider how any emissions generated by private vehicles can be reduced as much as possible through the promotion and eventual use of Electrical Vehicles (EVs) and Ultra Low Emission Vehicles (ULEVs). Measures intended to promote the use of these vehicles include the following:

- **Infrastructure** – the TPs will provide information regarding the availability and support for EVs and ULEVs, such as local dealerships and garages for servicing and maintenance, and the locations and availability of off-site charging infrastructure; and
- **Benefits**– the TPC will ensure that residents of the Proposed Development are aware of the environmental benefits and financial incentives of ownership and use of EVs and ULEVs.

5.17 In conjunction with promoting existing services and charging facilities in the local area the TPC will investigate the possibility of incorporating Electric Vehicle (EV) charge infrastructure into the Proposed Development's business and residential properties.

5.18 The strategy sets out the key aims and objectives to achieve this goal, in relation to the Proposed Development at Chidswell the following targets are appropriate:

- Ensure new developments provide EV charging points where practical;
- Promote & support low & ultra-low emission vehicles.

5.19 The Proposed Development at Chidswell will aim to both promote EV and ULEV and investigate the possibility of implementing new infrastructure, thus supporting the aim to improve cleaner air for all in West Yorkshire.

General Measure to Reduce Unnecessary Travel

5.20 **Provision of Broadband Access –** all residential units will be broadband enabled prior to occupation, providing residents with the opportunity to sign up to an internet service provider. The TPC will make reasonable endeavours to negotiate discounted broadband contracts with internet service providers to ensure that residents have an added incentive to consider working from home and web-based shopping.

Newsletter/ Email

5.21 The TPC will produce a biannual newsletter during the active phase of the TP, which will detail the progress towards targets and results of the TP monitoring. The newsletter will be provided in either a leaflet form or electronically.

5.22 The newsletter will act as a promotion tool for the TP by publicising any new measures, national sustainable travel campaigns and improvements to sustainable travel facilities in the local area.

Travel Website

5.23 The TPC will investigate the possibility of creating a Site wide travel website that could outline travel information relating to the Site, and events to encourage sustainable and active trips to the Site. It is likely that all Site wide communications will be branded the same to provide a consistent approach to promoting sustainable and active travel. A link to the website will be included on all Site wide communications. The website may include the following:

- Local amenities map;
- Travel map;
- Information on public transport and active travel options;
- Information and promotion of incentives;
- Information and promotion of measures;

- On-going promotion of sustainable travel events;
- PDF version of the TP for download and circulation.

5.24 As different incentives and measures will be put in place for residents and business, specific sections of the travel website will be provided which will break down what is available for each group.

5.25 The travel website will be the responsibility of the TPC, they will ensure that the information contained on the website is relevant and up to date.

WYCA Travel Plan Network

5.26 The West Yorkshire Combined Authority Travel Plan Network (WYCA TPN) is a scheme set up to co-ordinate businesses' efforts to encourage sustainable travel amongst employees. It has over 350 members.

5.27 The TPC will investigate applying for membership of the WYCA TPN for the commercial occupiers of the site.

5.28 Membership is free for businesses, and benefits for employees includes discounts on corporate travel and on travel passes in the region, further promotion of sustainable travel modes, information on car-sharing, and more.

5.29 Membership requires of businesses their participation in the Annual Travel to Work Survey. In the case of the Proposed Development, participation could potentially be combined with the annual monitoring survey to which this Travel Plan commits in Chapter 7.

6. Travel Plan Management

Overall Responsibility

6.1 All Site developers and (for the commercial elements) occupiers will be required to be covered by a relevant TP created in accordance with (and subordinate to) this FTP (or later approved updates). This requirement will be secured by planning condition for the Site as a whole, enforceable against all future freeholders.

6.2 For the commercial elements, freeholders may create a relevant TP themselves (e.g. in the case of a large commercial space) and/or may delegate responsibility to an appointed Management Company, such as where a parcel of Proposed Development land (e.g. multiple houses) is brought forward as one unit, where there are tenant occupier(s), or where there are multiple small commercial spaces.

6.3 Residential elements of the Proposed Development will be covered by a TP created by an appointed Management Company relevant to the parcel of Proposed Development land being taken forward; i.e. this may be Site-wide or phased, and produced/maintained by one or more Management Companies, depending on the programme of delivery of the residential elements of the Proposed Development.

6.4 Other elements of the Proposed Development, such as the Primary School, will also be required to maintain TPs. The Primary School will be expected to maintain a separate, specific School Travel Plan and targets, which will be under the responsibility of the school transport team. Measures would include membership of Modeshift Stars scheme, and its commencement at the earliest reasonable opportunity.

6.5 All TPs will be implemented in consultation with the Local Highway Authority, as outlined in Chapter 8 of this FTP.

Travel Plan Co-ordinator

6.6 It is recommended that a Travel Plan Co-ordinator (TPC) is appointed to take responsibility for that part of the Proposed Development covered by a given TP to manage the plan and ensure its delivery. The TPC role will be fulfilled by an appointed consultant, or a member of the relevant Management Company. It will be the responsibility of the Developer to ensure that a TPC is appointed prior to the first occupation of the Site. The roles and responsibilities of the TPC are set out below:

- Implementation and management of the TP;
- Awareness-building and engagement with stakeholders;
- Marketing and communications;
- Measuring success and monitoring change;
- Providing a ‘face’ for the TP, that can explain its purpose and the opportunities on offer. This may include offering services such as personal travel planning advice; and
- Helping establish and promote individual measures within the TP.

6.7 The TPC will also be responsible for the day-to-day management of the TP and will provide the main point of contact for residents and businesses of the Proposed Development.

6.8 The TPC will report on progress in delivering the TP against the agreed targets in a manner to be agreed with KC.

7. Targets and Monitoring

Monitoring Plan

7.1 Due to the full Site build-out expected to last several years, it is important to ensure that the Travel Plan is implemented in a gradual and phased manner. If baseline travel surveys that inform subsequent targets and monitoring are carried out too soon without subsequent follow-up, there will be insufficient new residents and occupants within the site for the results to be considered reflective of travel patterns across the Site as a whole, whilst starting baseline travel surveys too late will reduce the opportunity to encourage the earliest occupiers into the sustainable travel mindset.

7.2 Travel Plan measures will begin to be implemented within one month of first occupation of the Site and remaining measures will be implemented gradually as more of the Site is built-out and occupied.

7.3 With regards to the baseline travel survey, the TPC will arrange an initial multi-modal travel survey to be undertaken within one month of 75% occupation of the first phase of the residential portion of the Site. Further, the full multi-modal travel surveys will then be undertaken on or around the first anniversary of the initial survey and annually thereafter (for up to 5 years from the date of the baseline survey). These subsequent surveys will include the additional residents that have moved into the site in the meantime. Therefore, the survey sample will increase year-on-year and in turn remain representative of the site population as a whole.

7.4 Individual business surveys will be conducted within 3 months of occupation. The survey will take a similar form as the resident survey but weighted towards commuter travel. The travel surveys will be undertaken by the TPC and will inform the individual employees travel targets.

7.5 The specification of the multi-modal surveys will be agreed with KC prior to being undertaken, however it is envisaged that they will ultimately be incorporated into the TRICS database (or as agreed with the Local Authority). The surveys are likely to comprise the following components:

- Questionnaire surveys– to identify the mode share of the Proposed Development; focusing on reasons for car use and barriers / constraints to using sustainable travel modes, travel locations, awareness;
- Cycle parking utilisation survey; and
- Car parking utilisation survey.

Reporting

7.6 The TPC will report the monitoring survey results to KC after each survey period. As appropriate, key survey and/or monitoring findings and associated sustainability messages will also be disseminated amongst residents.

Travel Plan Targets

7.7 Targets are measurable goals by which the progress of the Plan will be assessed. Targets are essential for monitoring the progress and success of the Plan and have been designed to be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound).

> ***Specific –*** *the targets will aim to specifically promote walking and cycling to those residents working within a reasonable distance of the Site. Those that can combine public transport travel will be actively encouraged. The targets will be set using the travel mode results from the Baseline Travel Survey.*
>
> ***Measurable –*** *the targets would be measurable, based on the results of the Baseline Travel Survey and review surveys thereafter, to be carried out at key milestones over the lifecycle of the TP.*

Achievable and Realistic – *the targets should be achievable and not unrealistic, they should be set in relation to the results of the Baseline Travel Survey.*

Time-bound *– The lifetime of the TP will be continuous through the construction and completion of the Proposed Development, with monitoring expected on a biennial basis for 5 years.*

7.8 Targets come in two forms – 'Action' and 'Aim' targets. Action targets are non-quantifiable actions that need to be achieved by a certain milestone, whereas Aim targets are quantifiable and generally relate to the degree of modal shift the TP seeks to achieve.

Action Targets

7.9 The key Action targets for the TP are set out below:

- To appoint the TPC;
- To install physical TP measures (that form part of the Proposed Development e.g. cycle parking) in advance of initial occupation;
- To agree the scope of the multi-modal Site wide Baseline Travel Survey with KC;
- Undertake Baseline Travel Survey of each part of the Site within six months of first occupation of the Proposed Development, or within one month of 75% occupation (whichever comes first);
- To undertake monitoring surveys on or around the anniversary of the Baseline Travel Survey at one, three and five years after that initial baseline survey; and
- To collate and submit monitoring survey results to KC, within two months of survey date, for review and consideration.

Aim Targets

7.10 The specific targets for measuring the progress of the plan will be set in agreement with KC once the Baseline Survey has been undertaken. However, the provisional Aim targets for the Site will be as follows:

- Reduce the level of car driver trips;
- To promote and increase the use of Ultra Low Emission Vehicles (ULEVs);
- To ensure minimal negative impact on air quality or congestion occurs as a result of the Proposed Development;
- To increase the number of people walking or cycling; and
- To increase the number of people using public transport.

7.11 Targets will be monitored through the travel questionnaire as part of the TP monitoring process, one, three and five years after Baseline Travel Surveys.

7.12 As the aim is to have multiple businesses and companies occupy the range of units so different targets for each company type are needed. This will allow targets to be realistic to each company rather than applying the same targets to all companies and as a result some fall short because of the nature of their business.

8. Implementation and Funding

8.1 A series of measures to be provided across the Proposed Development were outlined in Chapter 5 of this FTP. These measures will be provided either prior to or at occupation of the Proposed Development and will be provided in order to maximise the early uptake of sustainable travel options from the outset.

8.2 The relevant TPC will be responsible for ensuring the delivery of each measure within a suitable timeframe. A TP Action Plan, summarising the implementation timeline for the delivery of each measure, is provided in **Table 8-1**.

Table 8-1 Action Plan Timetable

General Site Actions					
Action	**Target Values**	**Target Date**	**Funding**	**Indicator**	**Responsibility**
Appointment of Travel Plan Coordinator (TPC)	N/A	TPC appointed at least 1 month prior to first occupation	Developer	Appointment of TPC on or before target date	Developer
Provision of Cycle Parking	Cycle Parking Spaces	Prior to occupation	Developer	Provision of all cycle parking spaces for appropriate phase/unit	Developer
Electric Vehicle Charging Infrastructure	EV charging infrastructure to be incorporated into a proportion of the residential units and business units	Prior to occupation	Developer	Installation of charging infrastructure	Developer
Provision of broadband in homes	All homes and businesses to be broadband enabled	Prior to occupation	Developer	Site wide travel survey / questionnaire	Developer
Production of Travel Packs	Produce Travel Pack prior to first occupation and distributed upon occupation	Prior to occupation	Developer	Site Wide travel survey / questionnaire	Developer & TPC
Walking / Cycling / Public Transport Promotion	Ensure that relevant walking, cycling and public transport promotion campaigns are promoted to residents	Ongoing	Relevant TPC's Budget	TPC to monitor whether campaigns are effective	TPC

Personalised Travel Planning Sessions	TPC to offer planning services for new residents and businesses	Ongoing	Relevant TPC's Budget	TPC to keep record of which resident/ employee have utilised the service	TPC
Undertake baseline multi-modal travel surveys	N/A	Within either six months of first occupation or within one month of 75% occupation	Relevant TPC's Budget	Receipt of travel survey results	TPC
Agree target values for car driver mode split with KC Travel Plan Officers	Targets subject to negotiation with KC following baseline travel survey results	After baseline travel survey results being received	Relevant TPC's Budget	Receipt of written agreement of targets from KC	TPC

Funding

8.3 The relevant developer or thereafter occupier/freeholders will be responsible for the appropriate funding of all measures outlined within this TP for the duration of the plan through a service charge, as well as for the implementation of the plan itself.

9. Summary

9.1 This Framework Travel Plan (FTP) has been created to support the planning application for a mixed used Proposed Development off Leeds Road, Dewsbury.

9.2 The Site is split into two Proposed Development parcels, referred to 'Site A' and Site B', both applications are subject to separate planning applications, but this document will act as FTP for both applications. The Proposed Development is for up to 1,535 residential units (C3 Use Class) shared across Site A (181 units) and Site B (1,354), together with up to 35 hectares of employments land within Site B. Site B will also include a new local centre/ community hub and a new 2 form-entry primary school.

9.3 This FTP sets out the strategy, aims and objectives for the continual improvement of the sustainability of travel to/from and within the Proposed Development. It sets the framework under which subordinate Travel Plans (TPs) will be created to implement the aims of the FTP at the occupier/freeholder level.

9.4 Resident and employee surveys will be undertaken within 6 months of occupation to determine Site wide targets.

9.5 This FTP provides a Site-specific package of measures which can be used to promote access using sustainable modes to/from the Proposed Development.

9.6 Management and monitoring processes have been proposed through a Travel Plan Coordinator.

9.7 An action plan has been proposed to highlight the timescales and responsibility for all incentives and measures proposed in this FTP.