

**Providence Street, Earlsheaton
Proposed Residential Development
Residential Travel Plan**

September 2024 (Initial Issue)

**Prepared on behalf of
Precious Holdings**

Quality Management

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Content page

1. Introduction.....	1
2. Existing Site and Proposed Development.....	3
3. Vision, Objectives and Targets.....	6
4. Roles and Responsibilities	9
5. Monitoring and Review	10
6. Walking	12
7. Cycling.....	16
8. Public Transport.....	19
9. Other Measures.....	23
10. Action Plan.....	26

IMAGES

Image 1.1 Site Location - Strategic.....	1
Image 2.1 Site Location - Local.....	3
Image 2.2 Extract of Masterplan.....	4
Image 3.1 Kirklees 018 MSOA	7
Image 6.2 Pedestrian Accessibility – Up to 2km	13
Image 7.1 Cycle Accessibility – Up to 8km	16
Image 8.1 West Yorkshire PlusBus Zone	21

TABLES

Table 3.1 Method of Travel to Work – Kirklees 018 MSOA	8
Table 4.1 TPC Contact Details.....	9
Table 4.2 Travel Plan Measure 1 – Appoint Travel Plan Coordinator	9
Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys.....	10
Table 5.2 Travel Plan Measure 3 – Monitoring and Review	11
Table 6.1 Local Facilities within 2.0km of Site.....	14
Table 6.2 Travel Plan Measure 4a – Travel Information Leaflet (Pedestrians).....	14
Table 6.3 Useful Links – Walking.....	15
Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet (Cycling)	17
Table 7.2 Travel Plan Measure 5 - Cycle Storage	17
Table 7.3 Useful Links – Cycling.....	18
Table 8.1 Summary of Nearest Bus Stops – Town Street.....	19
Table 8.2 Summary of Bus Services – Town Street	20
Table 8.3 Total Journey Times to Dewsbury Train Station.....	21
Table 8.4 Travel Plan Measure 4c – Travel Information Leaflet (Public Transport).....	22
Table 8.5 Useful Links – Public Transport	22
Table 9.1 Travel Plan Measure 6 – Car Share.....	23
Table 9.2 Travel Plan Measure 7 – Car Club.....	23
Table 9.3 Travel Plan Measure 8 – Encourage Use of Electric Vehicles.....	23
Table 9.4 Travel Plan Measure 9 - Home Delivery Services	24
Table 9.5 Travel Plan Measure 10 – Working from Home	24
Table 9.6 Travel Plan Measure 11 – Personalised Journey Planning	24
Table 10.1 Initial Action Plan.....	26



FIGURES

Figure 1 Site Location Plan – Local

Figure 2 Site Location Plan – Strategic

Figure 3 Pedestrian Accessibility Plan

Figure 4 Cycle Accessibility Plan

APPENDICES

Appendix A Proposed Sketch Masterplan (JRP Drawing No. 24 5721 SK02)



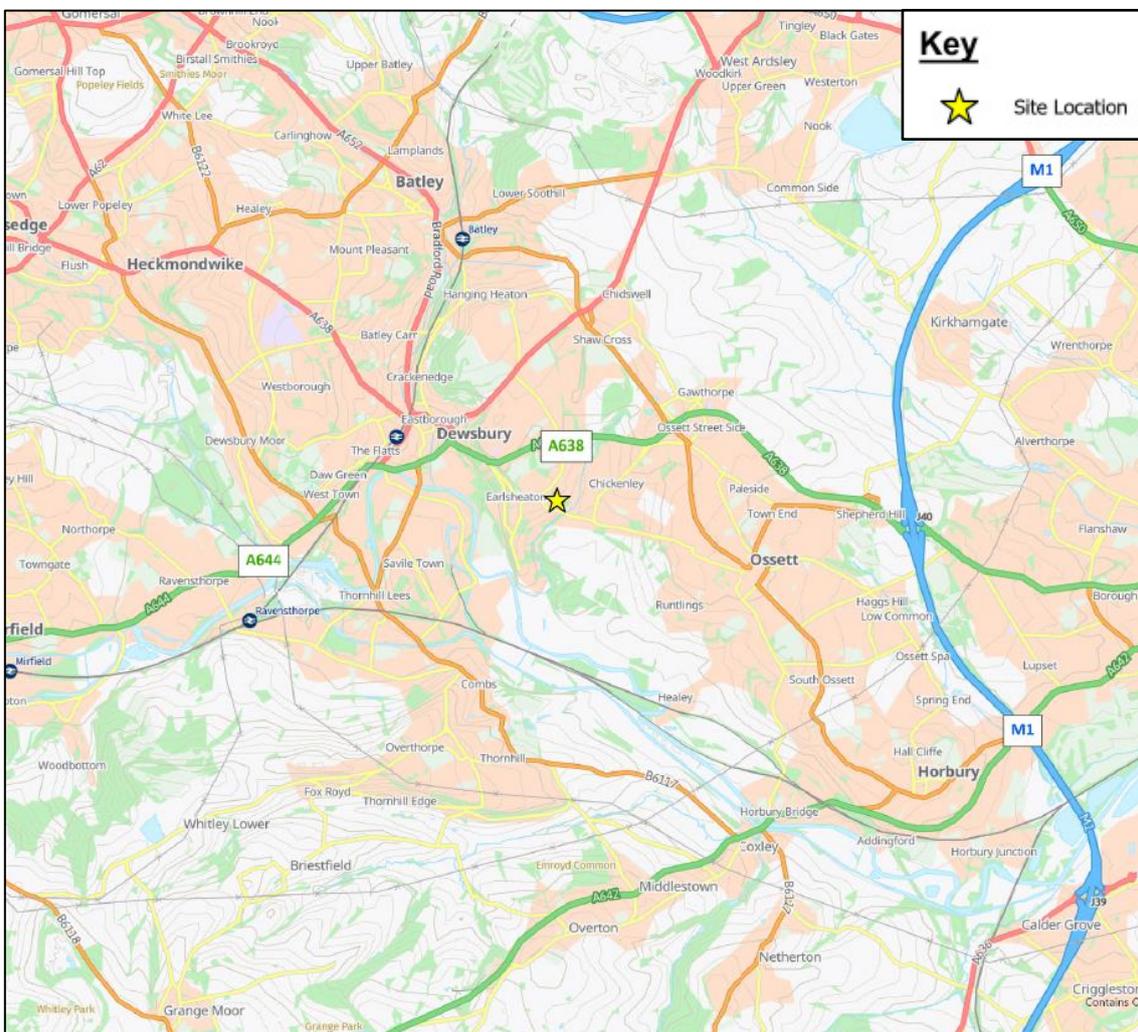
1. Introduction

1.1.1 Optima have been appointed by Precious Holdings to produce a Travel Plan (TP) in support of an outline planning application to secure approval for the development of land to the south of Providence Street, Earsheaton ('the Site'). The proposal comprises a residential development of up to 30 dwellings.

1.1.2 The Site, which covers 1.6 hectares of land and is located in Earsheaton, an area to the east of Dewsbury Town Centre. The Site is bound by Providence Street to the north, Ossett Lane to the south and residential dwellings to the west and east. The Site is allocated by the Council for residential development within the Local Plan.

1.1.3 The location of the Site in relation to the strategic transport network is shown on Figure 1 with an extract provided in Image 1.1 below.

Image 1.1 Site Location - Strategic



1.1.4 The site is located within Kirklees, which as a unitary Council, is responsible for both planning and highways.



1.2 SCOPE OF REPORT

1.2.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on taking journeys in single occupancy vehicles. It involves the creation 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 and visitors.

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

1.2.3 This report should be read in conjunction with the separate Transport Assessment (TA) document that also supports the proposed planning application and sets out the transport matters relating to the development proposals and identifies what measures will be provided to accommodate the anticipated transport impacts. The TA considers the sustainability of the overall site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas.

1.3 REPORT STRUCTURE

1.3.1 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development proposals;
- Chapter 3 – defines the Travel Plan objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



2. Existing Site and Proposed Development

2.1 EXISTING SITE

2.1.1 The Site is situated on land to the south of Providence Street, Earlsheaton towards the east of Dewsbury Town Centre. The Site is bound by Providence Street to the north, Ossett Lane to the south and residential dwellings to the west and east.

2.1.2 The location of the Site in relation to the local transport network is shown on Figure 2 with an extract provided in Image 2.1 below.

Image 2.1 Site Location - Local



2.2 PROPOSED DEVELOPMENT

2.2.1 The development proposals are for the erection of up to 30 residential dwellings on land to the south of Providence Street. A copy of the proposed masterplan is provided at **Appendix A**, an extract of which is provided in Image 2.2.



Image 2.2 Extract of Masterplan



2.3 PROPOSED ACCESS STRATEGY

Vehicular Access

2.3.1 Due to the Site's elevation change, vehicular access is sought to be provided via two access points from Providence Street. These accesses will serve up to 15 dwellings each and will therefore be a Type C street (shared surface).

2.3.2 The internal access roads will be designed to achieve low vehicle speeds, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the Site.

Pedestrian/Cycle Access

2.3.3 Pedestrian/cycle access will be provided from Providence Street via the Site accesses, in addition, a dedicated pedestrian/cycle link is sought to be provided from Town Street.



2.3.4 A pedestrian link is also proposed through the Site in the form of a footpath running through the existing woodland area within the south of the Site. This footpath will run from the pedestrian/cycle access from Town Street towards the southern end of Providence Street.

2.3.5 The proposed Site accesses will be accompanied by the provision of a 2.0m footway along the Site frontage. The proposed 2.0m footway will extend from the existing footway to the north and run along the southern flank of Providence Street to just south of Providence Street/The Laurels junction.

2.4 PARKING PROVISION

Cycle Parking

2.4.1 KC's Highway Design Guide SPD recommends that new development should provide a generous amount of accessible, secure, and convenient cycle parking which can be located to the rear of a dwelling. With this in mind, this development will provide at least one cycle storage space per dwelling which will be positioned within the rear curtilage of the property.



3. Vision, Objectives and Targets

3.1 THE TRAVEL PLAN VISION

3.1.1 The vision for this TP is:

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

3.2 TRAVEL PLAN OBJECTIVES

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

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

3.2.2 The objectives of the TP are therefore:

- 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 BENEFITS

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

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of walking, cycling and public transport for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

3.4 TRAVEL PLAN TARGETS

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

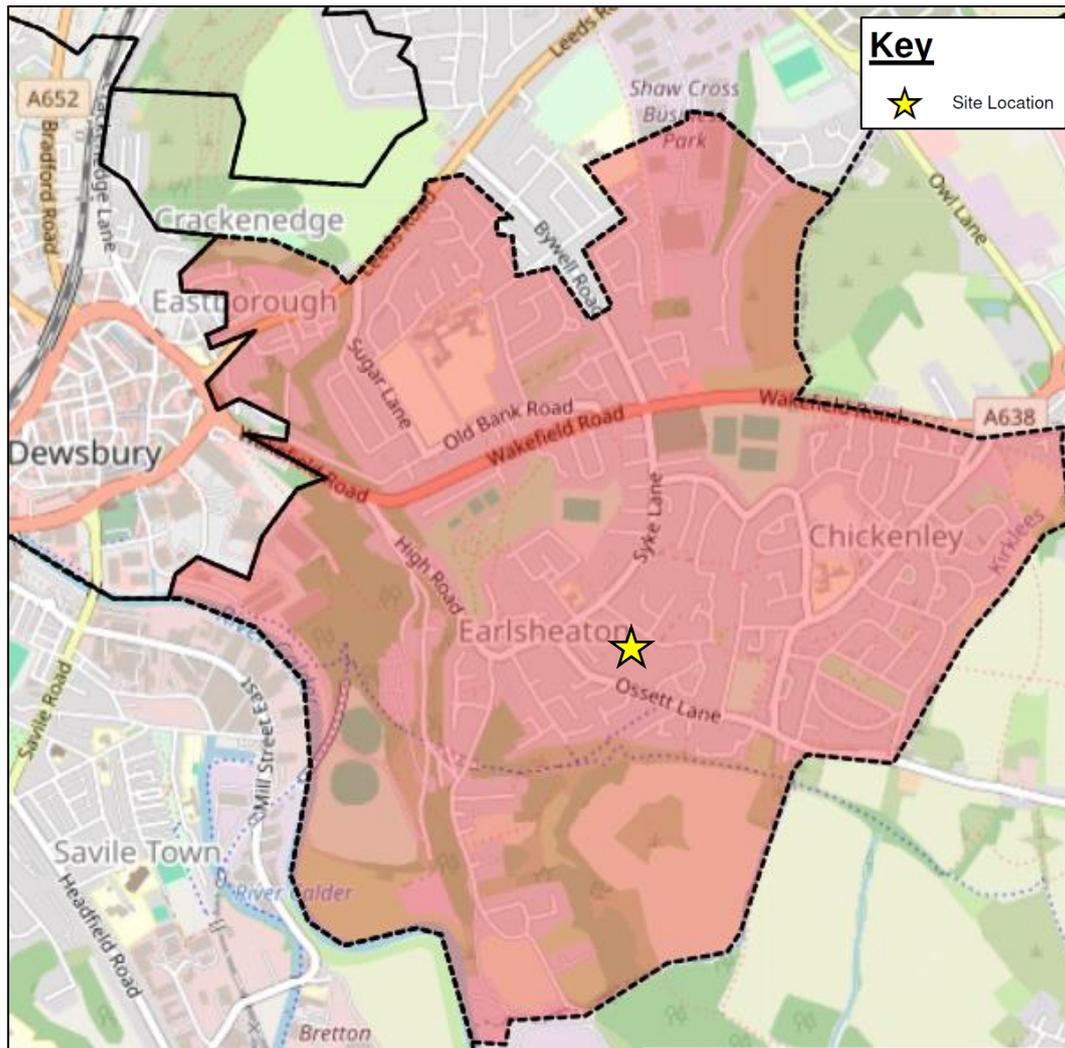
- **S**ite-specific;
- **M**easurable;



- Achievable;
- Realistic; and
- Time related.

3.4.2 National Statistics census data (Dataset WU03EW – Method of Travel to Work (MSOA level)) provides an indication of existing journey to work mode split data for the closest and most representative area, which includes the Site, is the Census Output Area Kirklees 018 - as shown in Image 3.1.

Image 3.1 Kirklees 018 MSOA



Source: www.nomisweb.co.uk



3.4.3 Journey to work mode split data has been obtained for the Kirklees 018 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Kirklees 018 MSOA

Method of Travel to Work	Percentage
Work Mainly at or From Home	0%
Train	2%
Bus, Minibus or Coach	10%
Taxi	2%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	65%
Passenger in a Car or Van	8%
Bicycle	1%
On Foot	10%
Other	0%
Total	100%

3.4.4 The 2011 Census mode split indicates that 65% of residents in the Kirklees 018 MSOA drive in a car or van for their journey to work with a further 8% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle, this equates to 60.8% single occupancy cars and vans.

3.4.5 The initial targets are set out below and these are to be met within 5 years from first occupation:

- 10% reduction in 61% driving in a car without any passengers = **54.9%**
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.

3.4.6 The above interim targets will be reviewed and confirmed within 3 months following the initial travel surveys.

3.4.7 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Coordinator without prior consultation with KC.



4. Roles and Responsibilities

4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN COORDINATOR

4.2.1 The developer will appoint a Travel Plan Coordinator (TPC) prior to first occupation of the development. Once appointed the TPC will inform KC of the date that this work commenced and provide a contact name and details. In the interim, Optima will act as TPC and the contact details are as shown in Table 4.1.

Table 4.1 TPC Contact Details

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

4.2.2 The duties of the TPC will include:

- Implementation of the TP;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the Site via sustainable modes;
- Undertaking regular monitoring and review and reporting the outcomes to KC; and
- Liaison with KC and other key stakeholders such as public transport operators.

Table 4.2 Travel Plan Measure 1 – Appoint Travel Plan Coordinator

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



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful TP must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

5.2 TRAVEL SURVEY

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

5.2.2 A full travel survey of residents will take place within one year of first occupation and annually thereafter. A minimum response rate of 35% will be targeted and a prize draw will be offered to assist in meeting this target for responses.

5.2.3 The results of the survey will be provided to KC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

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

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	Within 12 months of first occupancy and annually thereafter.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The TP will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents. Within 3 months of the annual review the TPC shall agree the following TP items with KC:

- Any revised site specific measures to reduce the numbers of single occupancy car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.3.2 The annual monitoring report will also 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 TPC to the relevant external organisations including KC, West Yorkshire Combined Authority (WYCA) and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the TP will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the TP to meet objectives and targets. The monitoring reports will be submitted for the period of TPC appointment.



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

- Arrange for a local cycle store to provide a troubleshooting/maintenance day. 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; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

Table 5.2 Travel Plan Measure 3 – Monitoring and Review

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

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to ensure that interest is maintained in the TP there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented are realistic and work, this will maintain confidence in the TP;
- Ensure that there is regular communication to keep the TP issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



6. Walking

6.1 EXISTING PEDESTRIAN FACILITIES

Public Rights of Way

6.1.1 The nearest footpath to the Site is DEW/140/20 which runs adjacent to the eastern Site boundary. Footpath DEW/140/20 has a length of circa 73m and provides a pedestrian connection between Jilling Ing Gardens and Mill Lane.

6.1.2 Adjacent to Footpath DEW/140/20 is Footpath DEW 140/10 which has a length of circa 123m and runs between Mill Lane and Walnut Lane.

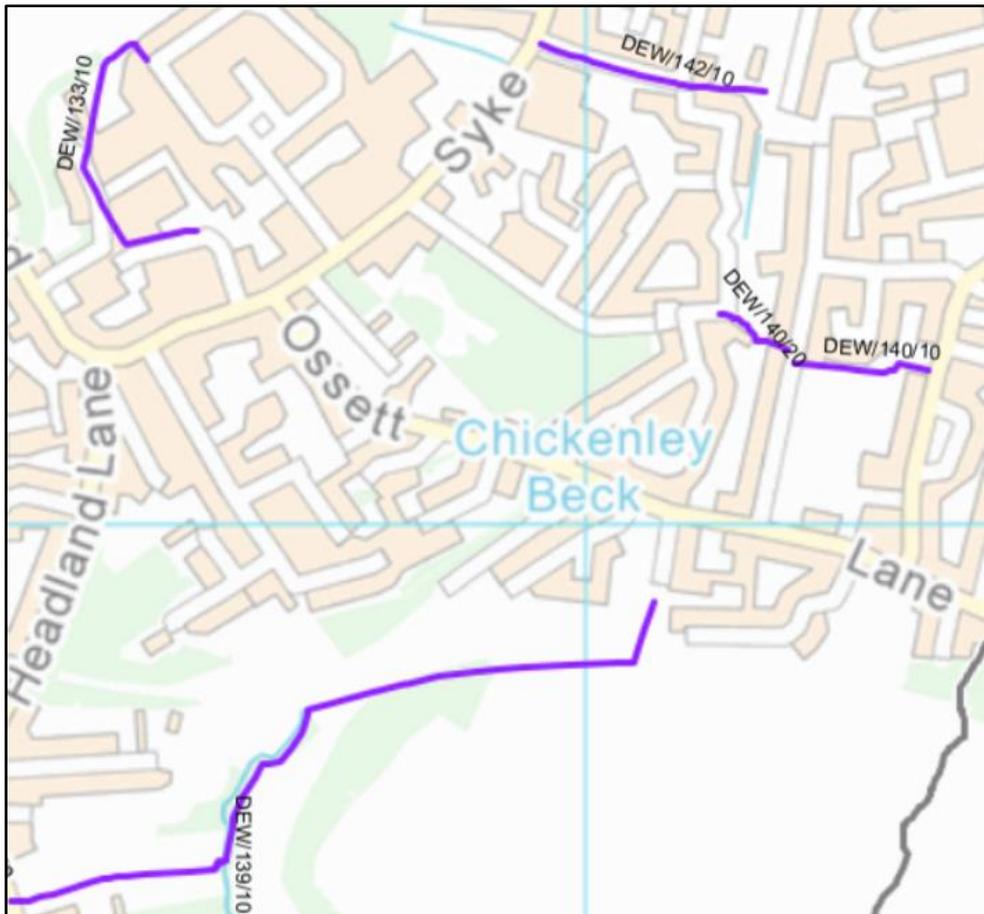
6.1.3 Footpath DEW/142/10 which has a west to east alignment located northeast of the site and has a length of circa 207m, running between Syke Lane and terminating near Syke Ing Close.

6.1.4 Footpath DEW/133/10 has a length of circa 289m is located northwest of the site and allows pedestrian connection from New Street Road to Frances Road.

6.1.5 Footpath DEW/139/10 has a length of circa 712m and runs from near Boldgrove Street and terminates at Long Lane.

6.1.6 An extract of the Kirklees Council definitive public right of way map is provided in Image 6.1 which displays the aforementioned footpaths within the vicinity of the Site.

Image 6.1 Public Rights of Way Map Extract



Source: mapping.kirklees.gov.uk



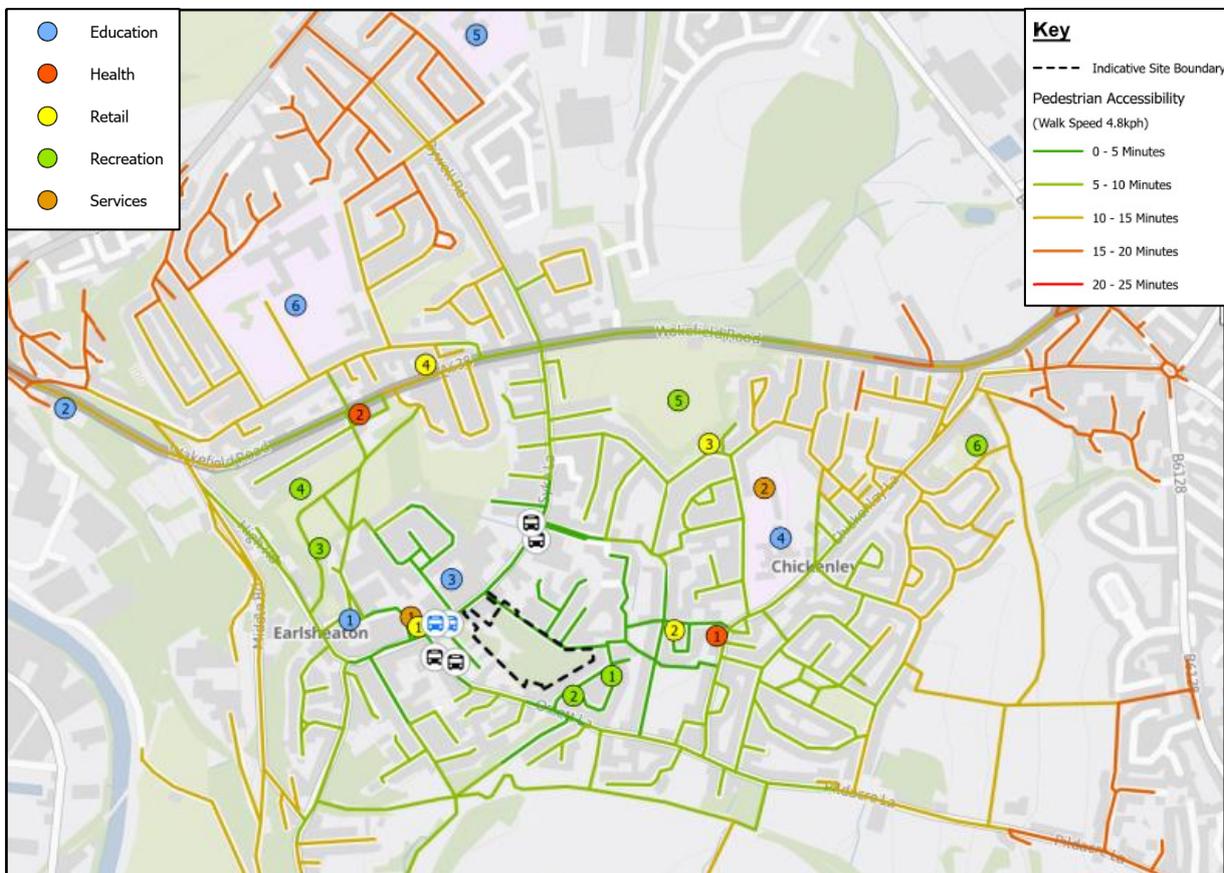
6.2 ACCESSIBILITY ON FOOT

6.2.1 The residential design guide ‘Manual for Streets’ (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km, for commuting purposes, (an approximate 25 minutes’ walk time) is also supported in the Chartered Institution of Highways and Transportation (CIHT) document ‘Providing for Journeys on Foot’, 2000.

6.2.2 The Department for Education (DfE) statutory guidance document, ‘Home to School Travel and Transport’, July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

6.2.3 Using GIS Network Analyst software, the facilities within a 2km walk distance are shown in Figure 3 and in Image 6.2.

Image 6.2 Pedestrian Accessibility – Up to 2km



6.2.4 Based on the ‘upper limit’ 2km distance determined from national policy guidance, a number of local facilities and employment opportunities can be considered to be within an acceptable walking distance. These are summarised in Table 6.1



Table 6.1 Local Facilities within 2.0km of Site

Facility / Destination	Name / Comment
Education	<ol style="list-style-type: none"> 1. Eversleigh Private Day Nursery 2. Future Childcare Nursery 3. Earlsheaton Infant School 4. Orchard Primary School 5. Bywell Church of England Junior School 6. Earlsheaton Technology College
Health	<ol style="list-style-type: none"> 1. Chickenley Medical Centre & Pharmacy 2. Earlsheaton Medical Centre & Pharmacy
Recreation	<ol style="list-style-type: none"> 1. Jilling Ing Park Playground 2. Jilling Gardens Playground 3. Earlsheaton Park 4. Earlsheaton Crown Green Bowls Club 5. Wakefield Road Recreation Ground 6. Hazel Crescent Park
Retail	<ol style="list-style-type: none"> 1. Nisa Convenience Store 2. Premier Convenience Store 3. Duncan Stores 4. Tesco Express
Services	<ol style="list-style-type: none"> 1. Earlsheaton Post Office 2. Chickenley Community Centre

6.2.5 Generally, the area is conducive to walking with the surrounding footways being well surfaced and street-lit with the topography of Earlsheaton and adjacent areas not considered to be a barrier to pedestrian trips.

6.3 WALKING MEASURES

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

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



6.4 USEFUL LINKS

Table 6.3 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx
Walking journey planners	www.kirklees.gov.uk/beta/food-exercise-and-sport/walking.aspx www.google.com/maps www.walkingforhealth.org.uk/walkfinder/kirklees-walking
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk/huddersfield www.facebook.com/groups/311883475577640 (Huddersfield Ramblers)



7. Cycling

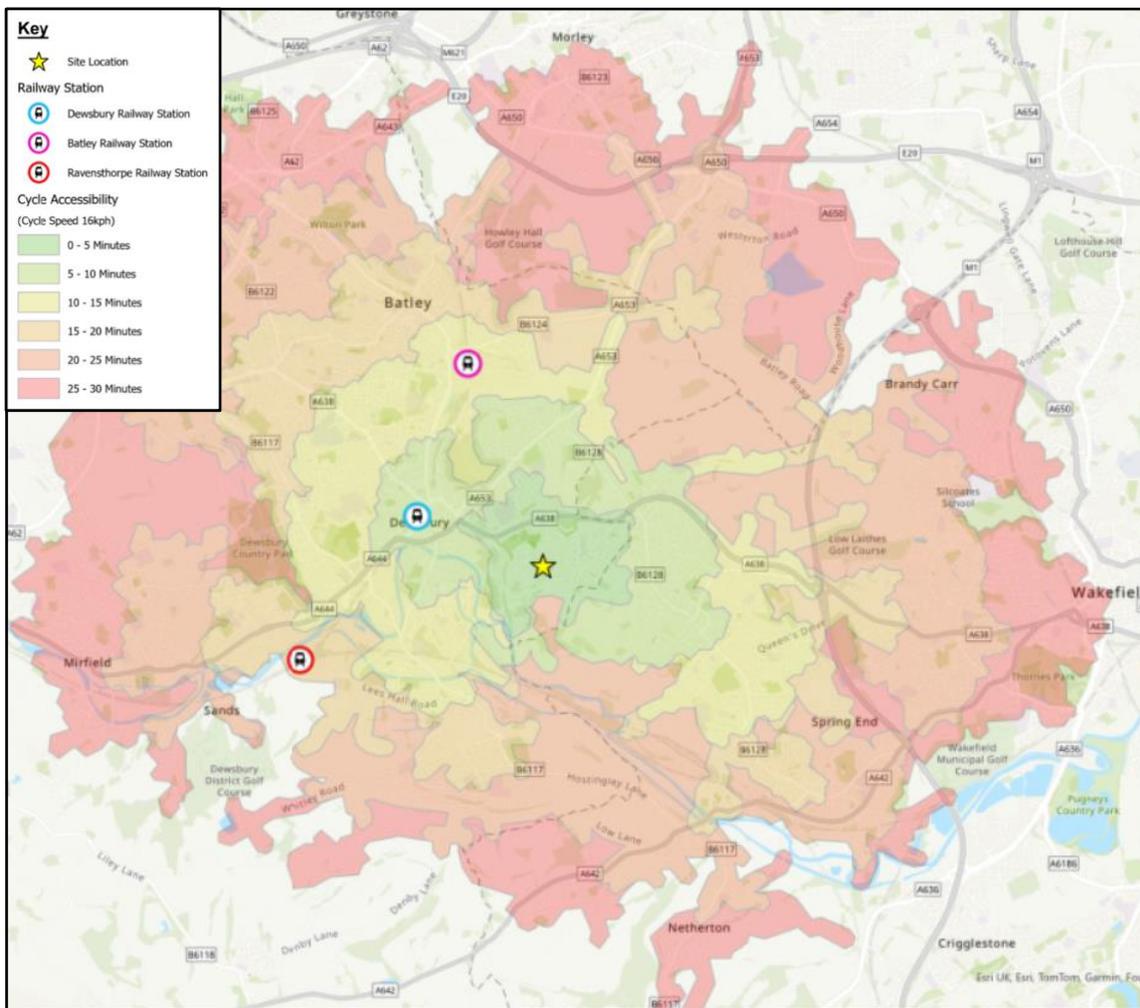
7.1 CYCLE ACCESSIBILITY

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

7.1.2 Whilst LTN 1/20, Cycle Infrastructure Design (July 2020) has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

7.1.3 Using GIS Network Analyst software typical cycle times from the Site are shown in Figure 4 and an extract is provided in Image 7.1.

Image 7.1 Cycle Accessibility – Up to 8km



7.1.4 Figure 4 (Image 7.2) demonstrates that:

- A number of retail, health, and recreational facilities in Earlsheaton and Dewsbury can be reached within 10 minutes of the Site by bicycle;
- Dewsbury Railway Station can be reached within a 10 – minute cycle northeast to the site. Alternatively, Batley Railway Station is accessible within 15 minutes’ cycle ride from the Site. Ravensthorpe Railway Station is also located within a 20-minute cycle from the site;
- A wide variety of educational, retail, health, recreation and transport facilities are located in Dewsbury Town Centre which can be reached within a 10 -minute cycle ride; and
- Areas such as Dewsbury, Batley and Wakefield can be accessible within 30 minutes’ cycle ride from the Site.

7.1.5 It is considered that the Site’s proximity to surrounding local centres and facilities along with the available cycle infrastructure provides appropriate accessibility by cycle for residents.

7.2 CYCLE MEASURES

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

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

Table 7.2 Travel Plan Measure 5 - Cycle Storage

Travel Plan Measure – TPM5	
Summary	Secure cycle storage areas to be provided for every dwelling either within an integral garage or garden shed.
Guideline Timescale	Prior to occupation.
Notes	To encourage cycling.
Responsibility	The developer.



7.3 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx with links to cycle routes and maps, cycle shops, clubs, learning to cycle and other matters relating to cycling
Local Cycle Routes	www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx www.fourpointmapping.sustrans.org.uk/westyorkshirecyclemap/westyorkshire.html
Sustrans On-line Mapping	www.sustrans.org.uk/national-cycle-network click on link to the National Cycle Network map which is based on OS mapping.
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk



8. Public Transport

8.1 ACCESSIBILITY BY BUS

8.1.1 The Institute of Highways and Transportation (IHT) published the ‘Guidelines for Planning for Public Transport in Developments’ in 1999 which outlines requirements for distances between bus stops and developments. The IHT state in paragraph 6.20 that “the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m”. However, it’s stressed that these distances are guidelines and “should not be followed slavishly”.

8.1.2 On the contrary, the IHT document, ‘Guidelines for Providing for Journeys on Foot’, does provide some empirical evidence stating that on average people are prepared to walk 1.0km (paragraph 3.30) and that this figure differs little by age or sex, remaining constant since 1975. In the same section of the document Table 3.2 goes on to suggest that the same 1.0km distance is an acceptable walking distance for commuters.

8.1.3 This 1km distance is backed up by an interrogation of data obtained from the National Travel Survey (NTS) and as described in the WYG report titled ‘Accessibility – How far do People Walk and Cycle’. The WYG report concludes from the NTS data that “50% of people will walk 640m to a bus stop and the 85th percentile distance is 970m”. These average and 85th percentile values exceed the often quoted desirable 400m figure by 240m and 570m respectively.

8.2 BUS SERVICES

8.2.1 The nearest bus stops to the Site are provided on Town Street to the northwest of the Site and served by services operated by Arriva Yorkshire. A summary of the stops on Town Street is provided in Table 8.1.

Table 8.1 Summary of Nearest Bus Stops – Town Street

Bus Stop Reference	Location	Direction	Distance from Centre of Site	Facilities	Buses towards	Services
45016103	Town Street/Ossett Lane Top	Westbound	125m	Bus stop flag, bus stop shelter and timetable information	Dewsbury	126
45016102	Town Street/Ossett Lane Top	Eastbound	150m	Bus stop flag, bus stop shelter and timetable information	Wakefield City Centre	126

8.2.2 The bus stops within the vicinity of the Site on Town Street are provided with real-time bus information and both lie within the desirable 400m figure suggested by IHT. A summary of the bus services that serve these bus stops is given in Table 8.2.



Table 8.2 Summary of Bus Services – Town Street

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
126	Wakefield – Dewsbury <i>Stop ID: 45016103</i>	Monday – Friday	3 per hour	04:58 – 23:28
		Saturday	3 per hour	05:58 – 23:28
		Sunday	1 per hour	08:28 – 23:28
	Dewsbury – Wakefield <i>Stop ID: 45016102</i>	Monday – Friday	3 per hour	05:06 – 23:06
		Saturday	3 per hour	05:41 – 23:06
		Sunday	1 per hour	08:36 – 23:06

8.2.3 The 126 service, operated by Arriva Yorkshire, serves the bus stops located adjacent to the north of the site. This service operates between Wakefield City Centre and Dewsbury and provides 3 buses per hour from 04:58 to 23:28 on Monday – Friday to Dewsbury and 3 per hour to Wakefield City Centre from 05:06 to 23:06. Both bus stops provide 3 buses per hour in either direction between 05:41 & 23:28 on a Saturday. However, on a Sunday, both bus stops provide 1 bus per hour in either direction from 08:28 to 23:28.

8.2.4 The bus services that serve Town Street provide the following journey times to key local facilities and destinations:

- Dewsbury - approximately 5 minutes;
- Horbury High Street – approximately 25 minutes; and
- Wakefield City Centre – approximately 42 minutes.

8.2.5 Ossett Lane, located south-west of the site, provides the school bus service: AL3, which is operated by A Lyles & Son, a family-owned business, Monday to Friday. The pick-up service is at 8:31am and drop off service is at 3:39pm.

8.2.6 A multitude of day, multi-day and weekly savers are available which offer unlimited travel across West Yorkshire. Some services also benefit from the maximum £2 bus fare for a single journey in accordance with the government's cap on bus fares due to run until 31st December 2024.

8.2.7 West Yorkshire PlusBus is available for unlimited travel throughout the county of West Yorkshire with ticket prices as follows: Daily - £4.00, Weekly - £17.80, Monthly - £65.60, Quarterly - £193, Annually - £685. A plan showing the West Yorkshire PlusBus zone is provided in Image 8.1.



Image 8.1 West Yorkshire PlusBus Zone



8.3 ACCESSIBILITY BY RAIL

8.3.1 The nearest railway station is in Dewsbury located circa 1.64km to the north-west of the Site. The station can be accessed via multiple modes of non-car transport, and these are summarised in Table 8.3 with their associated estimated journey times.

Table 8.3 Total Journey Times to Dewsbury Train Station

Mode of Transport	Total Approx Journey Time
Cycle	10 minutes
Bus	14 minutes
Walk	25 minutes

8.3.2 Dewsbury Railway Station is managed by TransPennine Express, who provides commuter services to key destinations such as Leeds, Huddersfield, Manchester, York, Hull and Redcar Central.

8.3.3 Northern Trains are also served at Dewsbury Railway Station along the Calder Valley Line, providing accessibility to destinations such as Halifax and Leeds.

8.3.4 The stations’ ticket office is staffed between 06:15 to 19:30 on Monday- Saturday and 07:30 to 19:30 on Sundays. The station also offers ticket machines.

8.3.5 For bicycles, 70 spaces are available which are sheltered and covered by CCTV. A secure cycle hub storage facility can be accessed from Platform 2 and cycle racks are also available on Platform 1.



8.3.6 Refreshment facilities, shops, a café, seating areas and post boxes are amongst the facilities available within the station. Toilets are located on the platform 2, which can be accessed using the intercom.

8.3.7 Dewsbury Railway Station car park is situated adjacent to southwest of the railway station, providing 80 spaces and 8 accessible spaces. The car park is operated by Kirklees Council and provides short stay parking. The car park operates from Monday – Sunday, however charging hours are Monday – Saturday from 8am to 6pm. Wellington Road car park charges 50p for an hour and £4 a day.

8.3.8 Batley Railway Station and Ravensthorpe Railway Station are also both accessible within a 30-minute cycle from the site. Batley Railway Station is located circa 3.8km from the site and can be reached within a 15-minute cycle from the site. Alternatively, Ravensthorpe Railway Station located circa 3.3km to the southwest of the site and can be accessed within a 20-minute cycle. Both stations provide similar services.

8.4 PUBLIC TRANSPORT MEASURES

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

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

8.5 USEFUL LINKS

Table 8.5 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticketing and real time information	www.wymetro.com www.m-card.co.uk
Rail times and journey planner	www.nationalrail.co.uk
Coach information	www.nationalexpress.com www.megabus.com
Personalised journey planning	www.wymetro.com/plan-a-journey
School travel	www.generationm.co.uk www.wymetro.com/TicketsAndPasses/YoungPeople/StudentPlusMetroCard.htm



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 6 – Car Share

Travel Plan Measure – TPM6	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk or www.WYcarshare.com
Guideline Timescale	Upon occupation.
Notes	To encourage car sharing particularly for commuter journeys.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.2 CAR CLUB

Table 9.2 Travel Plan Measure 7 – Car Club

Travel Plan Measure – TPM7	
Summary	The Enterprise Car Club will be promoted by the TPC www.enterprisecarclub.co.uk Whilst there are no local car clubs, the TPC will encourage business trips within City Centres to be by car club vehicle to allow commuting trips by other modes.
Guideline Timescale	Upon occupation.
Notes	To encourage car club use as an alternative to owning / using a car for commuter trips.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.3 USE OF ELECTRIC VEHICLES

Table 9.3 Travel Plan Measure 8 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM8	
Summary	The TPC will encourage the use of electric vehicles and 1 EVCP will be provided for each dwelling.
Guideline Timescale	Upon occupation.
Notes	To encourage more sustainable driving practices.
Responsibility	The developer.



9.1 HOME DELIVERY SERVICES

Table 9.4 Travel Plan Measure 9 - Home Delivery Services

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

9.2 WORKING FROM HOME

Table 9.5 Travel Plan Measure 10 – Working from Home

Travel Plan Measure 10	
Ref	Promote working from home.
Summary	Upon occupation.
Notes	To reduce the need to travel.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.3 PERSONALISED JOURNEY PLANNING

Table 9.6 Travel Plan Measure 11 – Personalised Journey Planning

Travel Plan Measure 11	
Ref	Personalised Journey Planning
Summary	Upon occupation.
Notes	Every resident will be able to contact the TPC to ask for help with personalised journey planning. This will be promoted within the Travel Leaflet and any other means of communication.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.4 COMMUNICATION

9.4.1 When raising awareness of the TPC, 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.

9.4.2 Publicity material could include the following:

- Details of the Site’s accessibility by sustainable modes on the development sales website;
- Providing details of the Site’s accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the TP is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and



- A TP email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.4.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



10. Action Plan

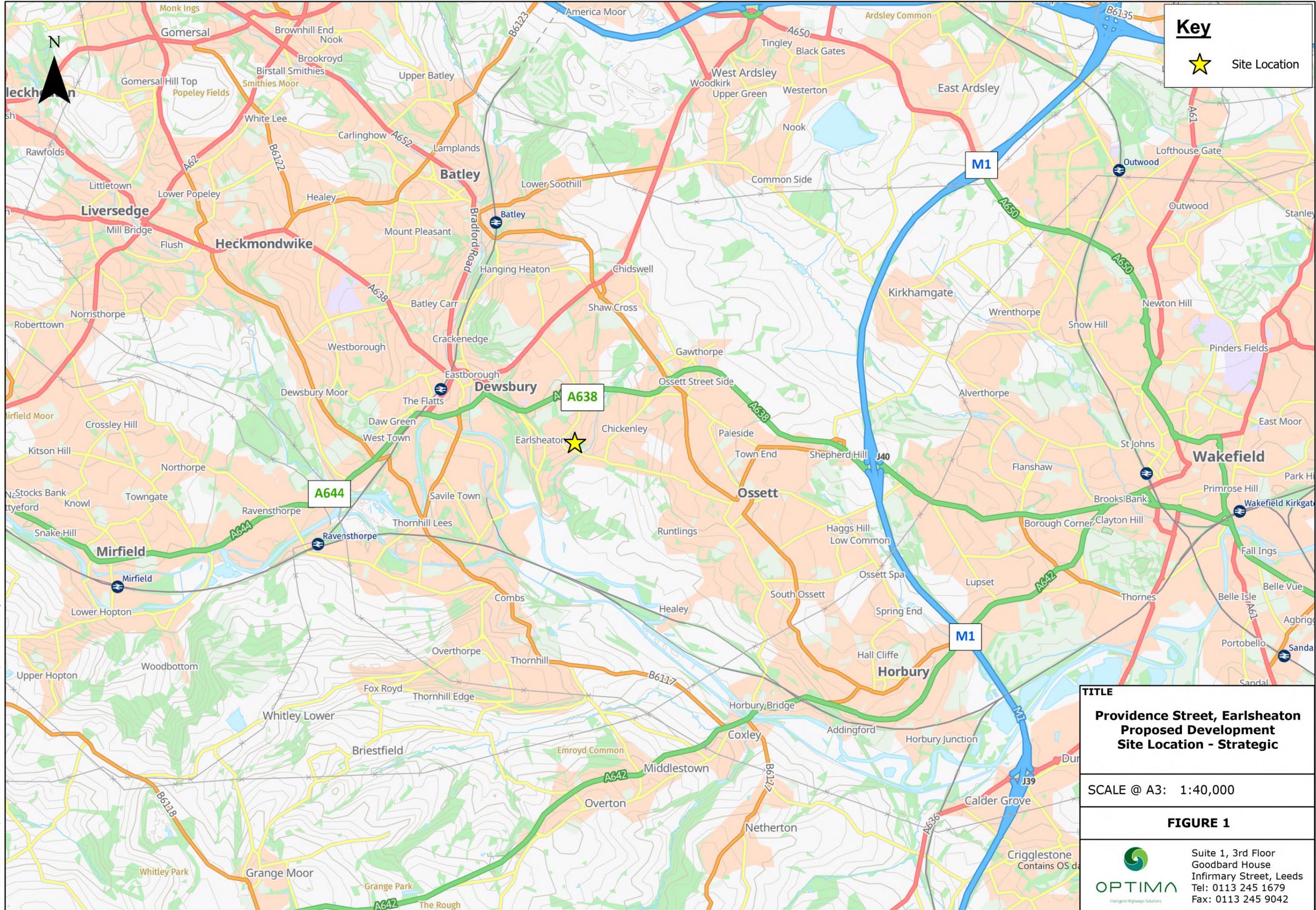
Table 10.1 Initial Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	6 months prior to first occupation and retained for 5 years after full occupation	The developer
TPM2	Undertake resident travel surveys	To gather baseline travel information and inform measures	Within 12 months of first occupation and annually thereafter	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance.	Annually during TPC role	Travel Plan Coordinator
TPM4/4a/4b	Provide travel information leaflets for residents and visitors both printed and on the developers website	To encourage sustainable travel	Prior to occupation	Travel Plan Coordinator
TPM5	Cycle Storage	To encourage trips by cycle.	Prior to occupation	The developer
TPM6	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM7	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM8	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	The developer
TPM9	Promote home delivery services	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM10	Promote working from home	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM11	Personalised Journey Planning	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator



Figures





Key

★ Site Location

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx

TITLE

**Providence Street, Earlsheaton
Proposed Development
Site Location - Strategic**

SCALE @ A3: 1:40,000

FIGURE 1



OPTIMA
Intelligent Highway Solutions

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



Key

— Indicative Site Boundary

TITLE

**Providence Street, Earlsheaton
Proposed Development
Site Location - Local**

SCALE @ A3: 1:2,500

FIGURE 2



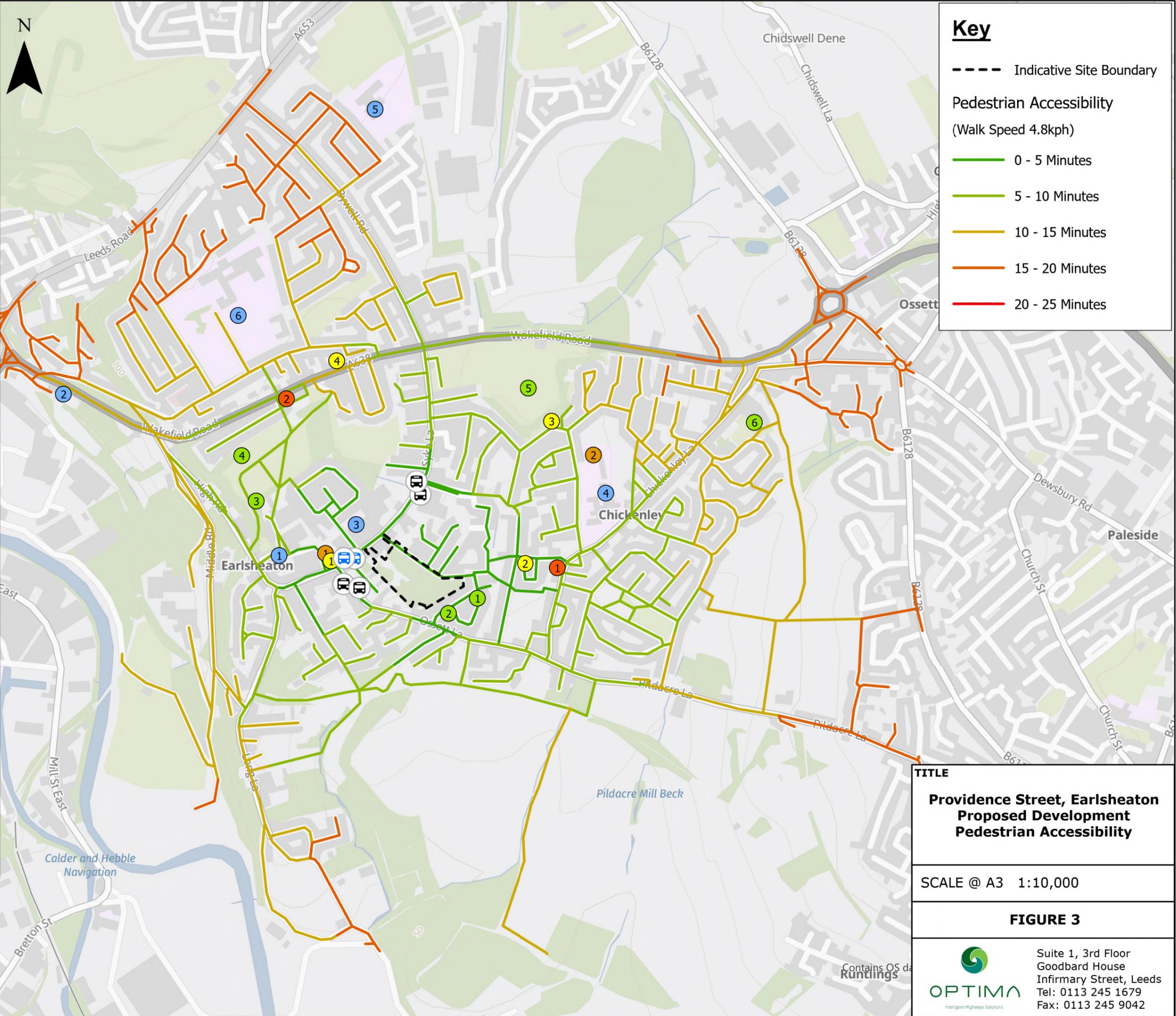
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnic

Facilities

-  Nearest Bus Stops
-  Other Bus Stops
- Education**
-  Eversleigh Private Day Nursery
-  Future Childcare Nursery
-  Earlsheaton Infant School
-  Orchard Primary School
-  Bywell Church of England Junior School
-  Earlsheaton Technology College
- Health**
-  Chickenley Medical Centre & Pharmacy
-  Earlsheaton Medical Centre & Pharmacy
- Recreation**
-  Jilling Ing Park Playground
-  Jilling Gardens Playground
-  Earlsheaton Park
-  Earlsheaton Crown Green Bowls Club
-  Wakefield Road Recreation Ground
-  Hazel Crescent Park
- Retail**
-  Nisa Convenience Store
-  Premier Convenience Store
-  Duncan Stores
-  Tesco Express
- Services**
-  Earlsheaton Post Office
-  Chickenley Community Centre



Key

-  Indicative Site Boundary
- Pedestrian Accessibility**
(Walk Speed 4.8kph)
-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes

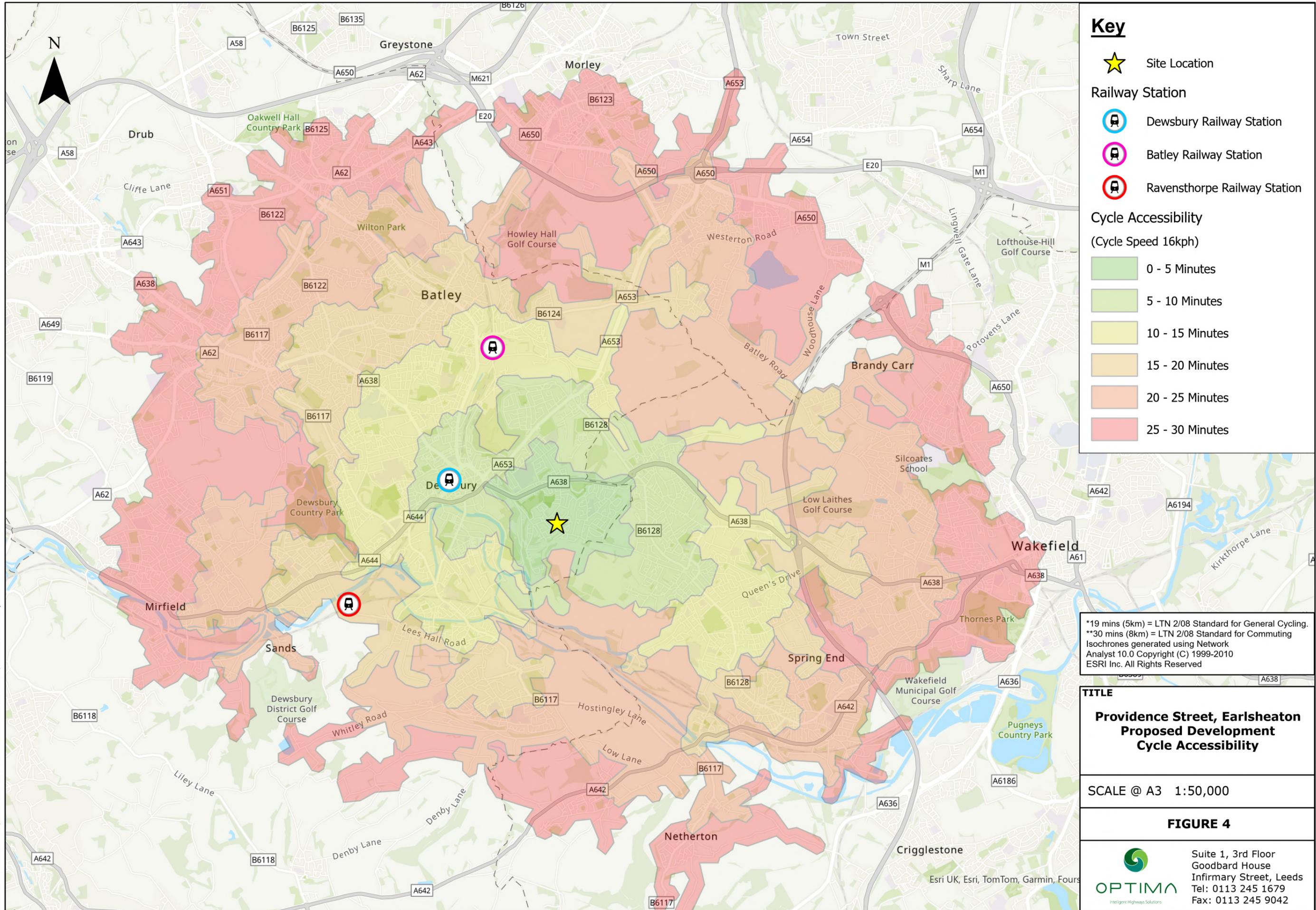
TITLE
Providence Street, Earlsheaton
Proposed Development
Pedestrian Accessibility

SCALE @ A3 1:10,000

FIGURE 3

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

Path: O:\Providence Street, Earlsheaton\DRAWINGS\GIS\Providence Street, Earlsheaton GIS.aprx



Key

-  Site Location
- Railway Station**
-  Dewsbury Railway Station
-  Batley Railway Station
-  Ravensthorpe Railway Station

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
 Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

TITLE
**Providence Street, Earlsheaton
 Proposed Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4

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

Appendices



Appendix A Proposed Sketch Masterplan (JRP Drawing No. 24 5721 SK02)



PEDESTAL/CYCLE LINK
TO TOWN STREET

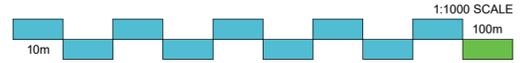
RETAINED &
CONVERTED
BUILDING

MAJORITY OF TREES
& WOODLAND AREAS
RETAINED

POTENTIAL FOOTPATH
ROUTES TO PROVIDE
ACCESS THROUGH
WOODLAND

GROSS AREA = 1.98 HECTARES
DEVELOPABLE AREA = 0.73 HECTARES
APPROXIMATELY 22 DWELLINGS AT 30 DWELLINGS/HECTARE

SK02 / SKETCH MASTERPLAN OPTION 1



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CLIENT:
PRECIOUS HOLDINGS

DRAWING NUMBER:
24 5721 SK02

PROJECT:
PROVIDENCE STREET
EARLSHEATON

SCALE @ A2:
1:1000

DRAWING:
SKETCH MASTERPLAN
OPTION 1

DRAWN: LB
CHECKED: VS
DATE: JUNE 24
DATE: JUNE 24