

A & K Properties

Bretton Street,
Dewsbury, WF12 9BS

Travel Plan



Control Sheet

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Acknowledgements

Google Map, Google MyMaps, OpenRouteService and OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

A table included in Providing for Journeys on Foot (2000) produced by the Chartered Institution of Highways and Transportation (CIHT) has been included in this report.

Public transport information has been obtained from West Yorkshire Metro at <https://www.wymetro.com/>
Census 2011 dataset 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)' has been used to establish the travel to work patterns for the Kirklees 024 MSOA

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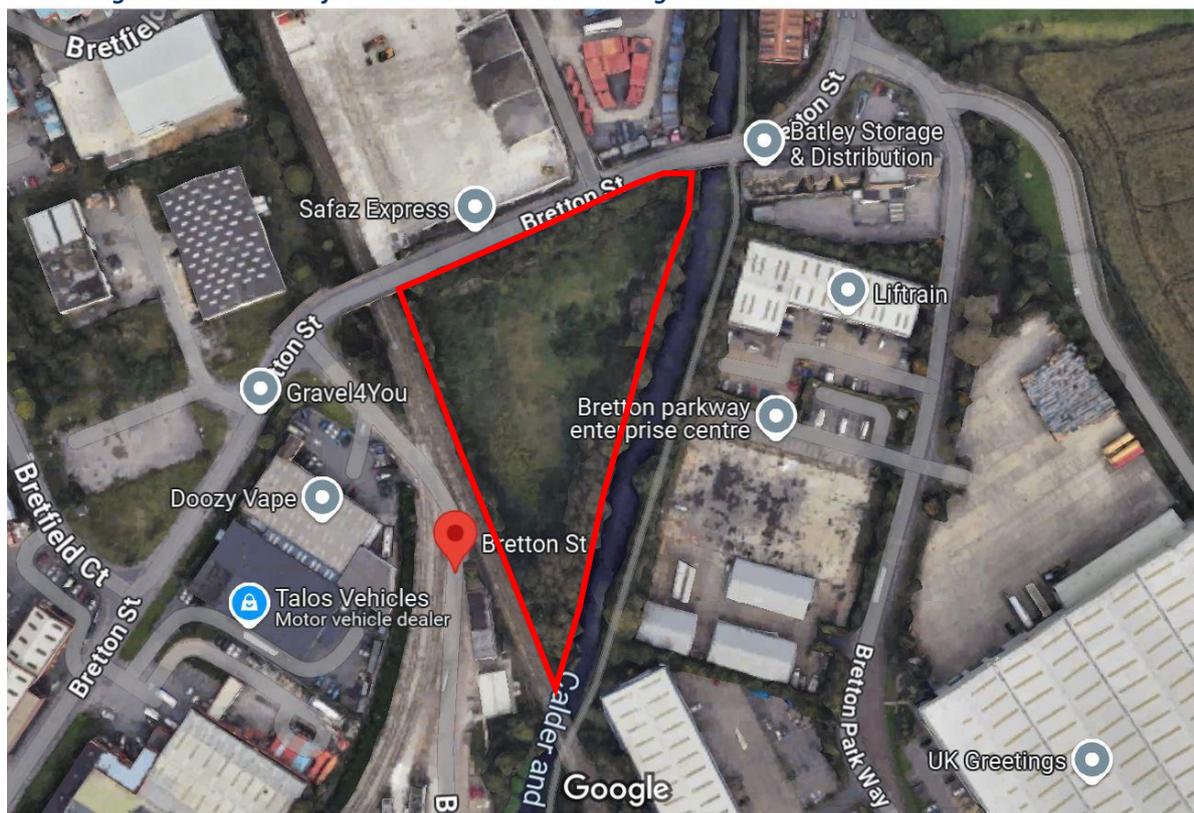
Appendix A

Site Layout Plan

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by A & K Properties to prepare a Travel Plan in support of development proposals relating to a single industrial / warehouse unit on a plot of land to the south of Bretton Street, Dewsbury WF12 9BS. The location of the site in relation to the surrounding area is shown indicatively at **Figure 1**.

Figure 1 – Location of site in relation to surrounding area



- 1.2 The National Planning Policy Framework (NPPF) paragraph 118 states that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

- 1.3 Planning Policy LP20 relates to Sustainable Travel and states that:

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans 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.

- 1.4 Sanderson Associates Consulting Engineers have produced a Transport Statement report for the development proposals, reference 165905-001-02, which assesses the likely transport impacts of the proposal.

-
- 1.5 This Travel plan sets out measures to encourage the uptake of sustainable modes and to reduce the number of single occupancy vehicle trips generated by the development. The Travel Plan establishes the sustainable travel credentials of the site for walking, cycling, public transport and greener car use.
- 1.6 An effective Travel Plan can:
- Reduce traffic congestion;
 - Increase accessibility by all transport modes to services, jobs and education;
 - Reduce energy consumption;
 - Reduce carbon emissions and air pollution
 - Encourage active and healthy lifestyles;
 - Better manage car parking pressures;
 - Improve road safety;
 - Reduce the need for new development to increase existing road capacity or provide new roads; and,
 - Switch investment from parking and roads infrastructure to economic growth and the environment.

2. Development Proposals

2.1 Overview

2.1.1 The proposed unit has a building footprint of 2,450sqm with a small first floor office area of 60 sqm. The total floor area is 2,510 sqm. The site layout includes 18 parking spaces inclusive of 1 mobility space. Two spaces for lorry parking are also shown. Cycle parking for 6 cycles is also shown together with a bin store. The proposed ground floor plan and proposed site plan are included in **Appendix A**.

2.2 Access

2.2.1 A new all-purpose access is proposed from Bretton Street approximately 43m west of the canal bridge.

2.3 Car Parking

2.3.1 Car parking at the site is proposed at 18 spaces which is inclusive of accessible spaces. EV charging bays will also be provided in accordance with Building Regulations.

2.4 Cycle parking

2.4.1 The development will provide Cycle parking for 6 cycles.

2.5 Servicing

2.5.1 The largest service vehicle for the development is a refuse collection vehicle. There is sufficient space within the service yard for the unit for a refuse collection vehicle to turn within the site allowing access and egress to the site in forward gear.

3. Travel Plan Objectives and Targets

3.1 Travel Plan Objectives

3.1.1 Travel plans exist to influence behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.

3.1.2 National Planning Practice Guidance defines a travel plan as:

‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’ (DCLG 2014)

3.1.3 The main objectives of this Travel Plan are as follows:

- To maximise the accessibility of the site by means other than the private car / single person car journeys;
- To encourage staff and visitors to travel to and from the site via alternative means other than the private car/ single person car journey;
- To make users of the site aware of the benefits from the Travel Plan;
- To minimise the level of vehicular traffic generated by the site; and,
- Improve the local environment (including air quality and climate change).

3.2 Travel Plan Targets

3.2.1 The Travel Plan shall aim to reduce staff single occupancy vehicle trips by 10% over a five-year period, following initial occupation, as detailed at **Table 1**.

Table 1 – Travel Plan 5 Year Target

Objective	Target	% Change
To reduce the frequency and impact of car travel	Reduction in the proportion of singly occupied car trips by staff	-10%
To increase site accessibility	Increase in the overall proportion of sustainable/ active travel	+10%

3.2.2 To estimate the proportion of people travelling to and from the site by single occupancy vehicles the 2011 Census data, dataset WU03EW – ‘Location of usual residence and place of work by method of travel to work (MSOA level)’ has been obtained for people travelling to work. In this scenario Yorkshire and Humber as a whole has been used for usual residence and as the site lies in Kirklees 024 this has been used for the place of work, this area is shown in **Figure 2** and the data obtained summarised in **Table 2**.

Figure 2 – Kirklees 024 MSOA [NOMIS]

Map of E02002294 : Kirklees 024

Close

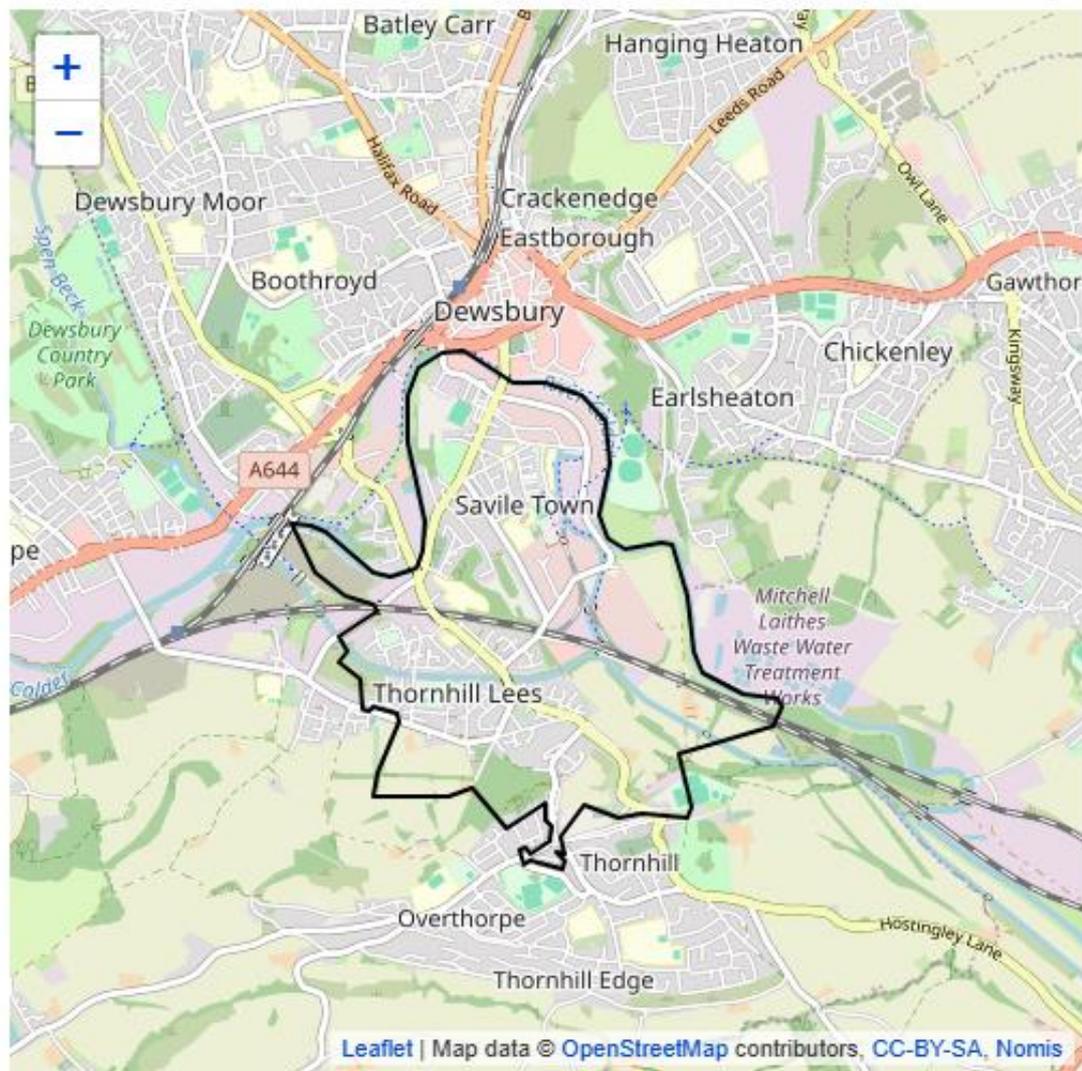


Table 2 – Modal Split of Method of Travel to Work in Kirklees 009 MSA

Method of Travel to Work	% of Journeys
Underground, metro, light rail, tram	0.0%
Train	1.4%
Bus, minibus, coach	8.0%
Taxi	1.3%
Motorcycle, scooter or moped	0.5%
Driving a car or van	66.5%
Passenger in a car or van	8.8%
Bicycle	1.1%
On foot	12.1%
Other method of travel to work	0.3%

- 3.2.3 The Census data indicates that 66.5% of people travel to Kirklees 024 MSOA area by car or van, with 57.7% by single occupancy vehicles (66.5% - 8.8%). Travel to work by sustainable modes (walking, cycling and public transport) accounts for 22.6%.
- 3.2.4 The target of 10% reduction in single occupancy vehicles has been set against local Census data. This equates to a maximum 51.9% (57.7% x 0.9) of staff travelling to work by this mode, with a resultant increase in sustainable alternatives within 5 years following initial occupation.
- 3.2.5 The targets will be reviewed in conjunction with Kirklees Council when the initial travel surveys are carried out following occupation of the development.
- 3.2.6 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. Travel Plan SMART targets to achieve the reduction target for single occupancy vehicle journeys are set out at **Table 3**.

Table 3 – Travel Plan Smart Targets

Monitor and Review Cycle Parking Provision	
Specific	Cycle parking will be monitored and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds 90% provision.
Measurable	The monitoring and review of on-site cycle parking is recorded by the TPC.
Achievable	TPC to action.
Realistic	Yes. If provision needs to be varied then the TPC will consider increasing provision with the developer.
Time bound	Ongoing monitoring and review.
Provision of Current Travel Information to Staff	
Specific	The TPC will provide staff with a sustainable travel pack and will maintain notice boards with current information on travel options.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. The travel information provided on notice boards will be the responsibility of the TPC.
Realistic	Yes. The notice boards will be located in the building communal areas frequently used by staff.
Time bound	Ongoing.
Full Travel Plan Availability to all Staff	
Specific	This Travel Plan will be communicated to staff. An up-to-date copy of the Travel Plan will always be available to staff on request.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. It will be the responsibility of the TPC to ensure that all staff have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.

Increase Proportion of Staff travelling by active travel modes	
Specific	Increase proportion of staff travelling by active sustainable modes such as walking and cycling.
Measurable	This will be verified through the travel surveys.
Achievable	TPC to action. All staff will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.
Increase Proportion of Staff travelling by public transport	
Specific	Increase proportion of staff travelling by public transport modes including bus and train travel.
Measurable	This will be verified through the travel surveys.
Achievable	TPC to action. All staff will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.
Increase Proportion of Staff travelling by lift share	
Specific	Increase proportion of staff travelling by lift modes
Measurable	This will be verified through the travel surveys.
Achievable	TPC to action. All staff will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.

4. Travel Plan Co-ordinator

- 4.1 It is generally accepted that the success of a travel plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with staff, the Local Authority and Local Transport Operators.
- 4.2 The Travel Plan Coordinator will be funded by the site operator and retained for a minimum of 5 years following occupation. As soon as the appointment is made, details of the Travel Plan Coordinator will be forwarded to Kirklees Council.
- 4.3 The Travel Plan Coordinator will be in post when the development is first marketed, to ensure that sustainable travel information and travel plan requirements are communicated to staff at the point of occupation.
- 4.4 The role of the Travel Plan Coordinator includes, but is not limited to:
- Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting into its formation;
 - Representing the ‘human face’ of the Travel Plan – explaining its purpose and the opportunities on offer. The Travel Plan Coordinator will also play a central role in liaison with staff steering groups and management;
 - Providing personalised travel planning tailored to staff needs (or procuring this service from others);
 - Promoting the individual measures in the travel plan (e.g. a car sharing);
 - Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback staff opinions to the operators;
 - Ensuring the Travel Plan and its component parts are being actioned;
 - Monitoring the Travel Plan implementation;
 - Taking a key role in review of the Travel Plan.
- 4.5 **Table 4** provides an overview of the Travel Plan Coordinator’s responsibilities.

Table 4 – Travel Plan Coordinator Responsibilities

Responsibility	
1	Liaise with the Council and other relevant bodies as necessary on a regular basis.
2	Decide on most appropriate Travel Plan measures to meet the Travel Plan targets and discuss measures with the Council and other relevant bodies as necessary.
3	Access funding for each suggested measure through liaison with the site operator.
4	Provide staff with (or access to) travel information packs containing information on public transport and sustainable transport links to the site.
5	Provide staff with a travel survey questionnaire to be completed upon first occupation.
6	Coordinate travel surveys in Year 1 and Year 3 following the anniversary of the initial travel survey. Review the Travel Plan. The results should be collated and provided to the Council within 3 months of the completion of the surveys.
7	Produce an annual Action Plan detailing measures to be undertaken for each 12-month period over the life span of the Travel Plan. The measures should be designed to meet with the travel plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required.

4.6 **Table 5** provides a summary of travel plan measures and timescales.

Table 5 – Measures, Timescales and Responsibilities

Measures	Timescales	Responsibility
Appoint a Travel Plan Coordinator	When development is first marketed and prior to first occupation	Site Operator
Produce a Travel Information Pack	Prior to occupation	Travel Plan Coordinator
Distribute Travel Information Pack to staff	At the point of occupation	Travel Plan Coordinator
Provide staff with a Travel Survey	Upon first occupation (questionnaires to be provided with travel information pack)	Travel Plan Coordinator
Supply results of the travel survey to Kirklees Council	Within 3 months of undertaking the questionnaire	Travel Plan Coordinator
Measures and Incentives to be agreed with the Council	Annually	Travel Plan Coordinator
Review the Travel Plan and Monitoring	Years 1 and 3 following the anniversary of the first baseline Travel Survey	Travel Plan Coordinator
Supply travel survey results and review to Kirklees Council	Within 3 months of undertaking review	Travel Plan Coordinator
Re supply staff providing an update to the Travel Information Pack and travel survey	Annually and on re-occupation	Travel Plan Coordinator

5. Accessibility by Sustainable Travel

5.1 Accessibility by Walking

5.1.1 Walking is a sustainable mode of transport that can replace certain local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.

5.1.2 The length of a journey a person considers to be ‘walkable’ often depends on the purpose of that journey. The CIHT publication *Providing for Journeys on Foot* has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Figure 3**.

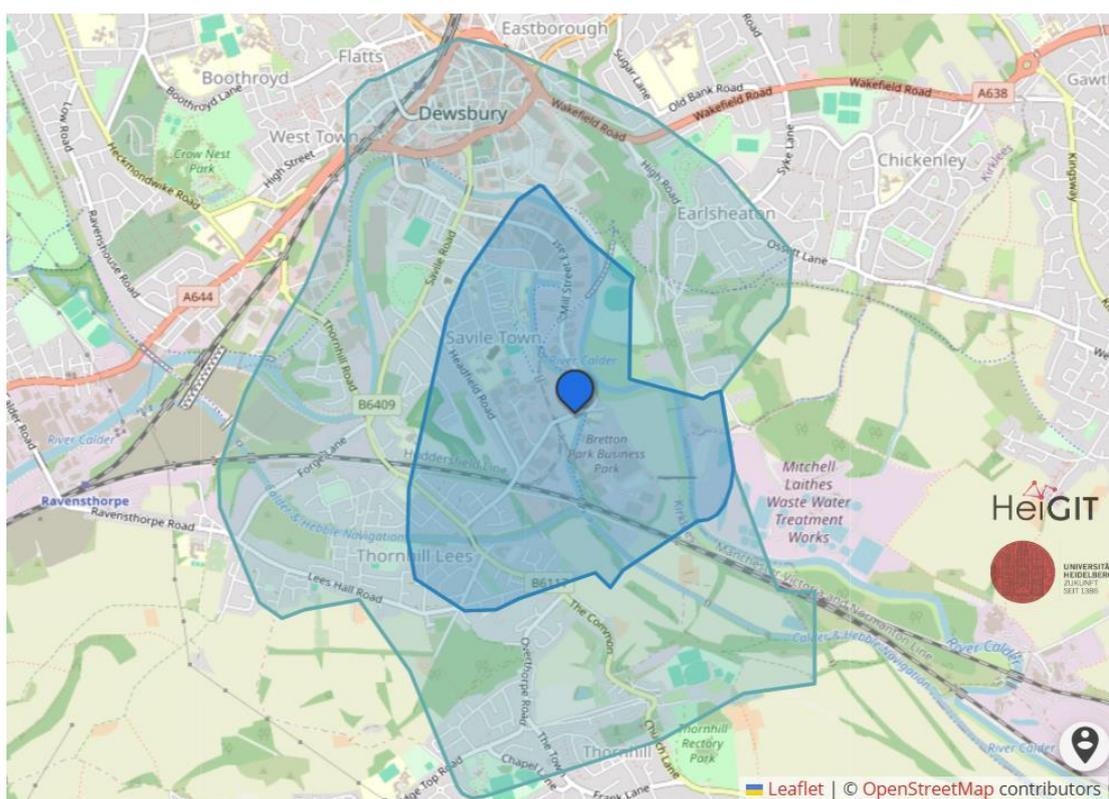
Figure 3 – Extract from *Providing for Journeys on Foot, Walking Distances* [CIHT]

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.1.3 **Figure 4** identifies 1000m and 2000m walking isochrones centred on the site, providing an illustration of the areas that potential staff of the development may consider to be within walking distance, in line with the ‘preferred maximum’ walking distances for commuting, school and sight-seeing.

Figure 4 – Indicative Walking Isochrone (1000m and 2000m) [OpenRouteService]



- 5.1.4 The site is considered to be in a walkable location, with the areas of Savile Town, Thornhill Lees, Earlsheaton and central Dewsbury being located within a 2000m walking catchment of the site, making walking a suitable mode of transport for customers and staff living in these areas.
- 5.1.5 Facilities and amenities located within a 1000m walk of the site include:
- Bretton Park Business Park
 - Paradise Primary School
 - Pentland Infant and Nursery School
 - Savile Town CofE Voluntary Controlled Infant and Nursery School
 - Madni Academy
 - Mullaco supermarket
 - Savile Town Post Office
- 5.1.6 While there are many local facilities and amenities sitting within walking distance of the site, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.
- 5.1.7 Footways are present on both sides of Bretton Street. The street has street lighting available, and dropped kerbs are present at crossing points to allow for easier crossing.

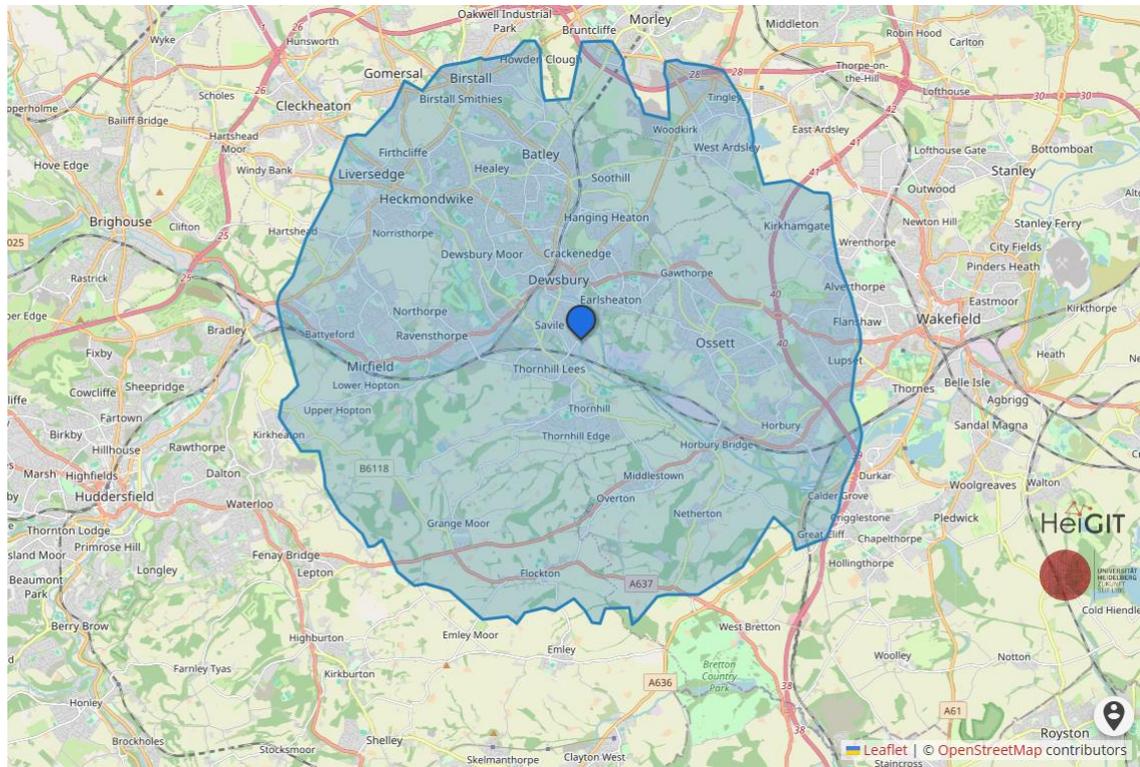
5.2 Accessibility by Cycling

- 5.2.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.
- 5.2.2 CIHT's *Planning for Cycling* (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.2.3 A 5-mile (~8000m) journey by cycle is considered to be achievable by many people. **Figure 5** identifies destinations that lie within 8000m of the site access.

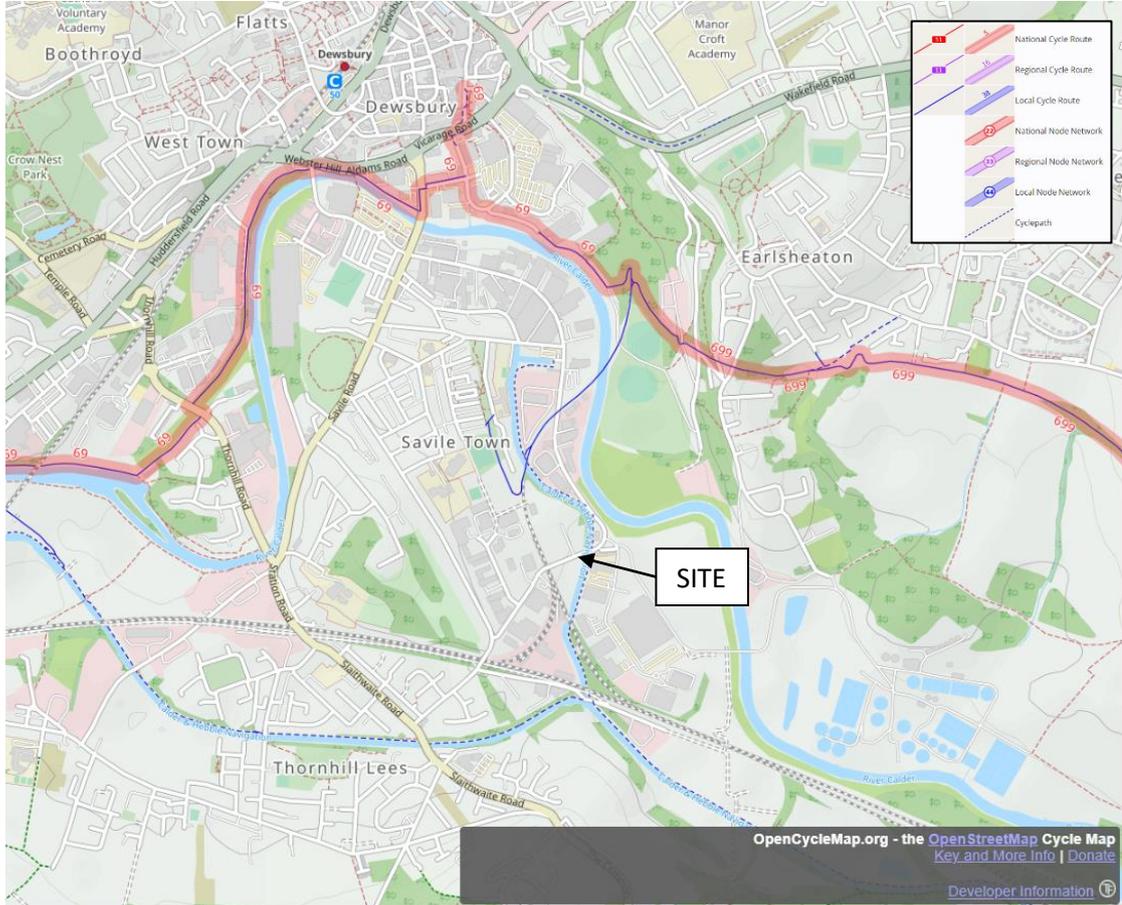
Figure 5 – Indicative Cycling Isochrone (8000m) [OpenRouteService]



5.2.4 The areas of Dewsbury, Mirfield, Ossett, Batley, Heckmondwike and Liversedge are all located within an 8000m cycle catchment of the site, making cycle an appropriate mode of transport for customers and staff travelling from these areas.

5.2.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 6** shows a map detailing the cycling infrastructure available near the site.

Figure 6 – Cycle Infrastructure available near site [OpenCycleMap]



5.2.6 Access to the National Cycle Network (NCN) Route 69 can be made off Savile Road to the north of the site, approximately 1500m away. Local roads are generally seen as appropriate for road cycling.

5.3 Accessibility by Bus

5.3.1 The nearest bus stops to the site are located on Headfield Road to the west, within 445m of the site. The locations of these nearby bus stops are shown on **Figure 7**, and an overview of each bus stop is given in **Table 6**.

Figure 7 – Location of nearby bus stops

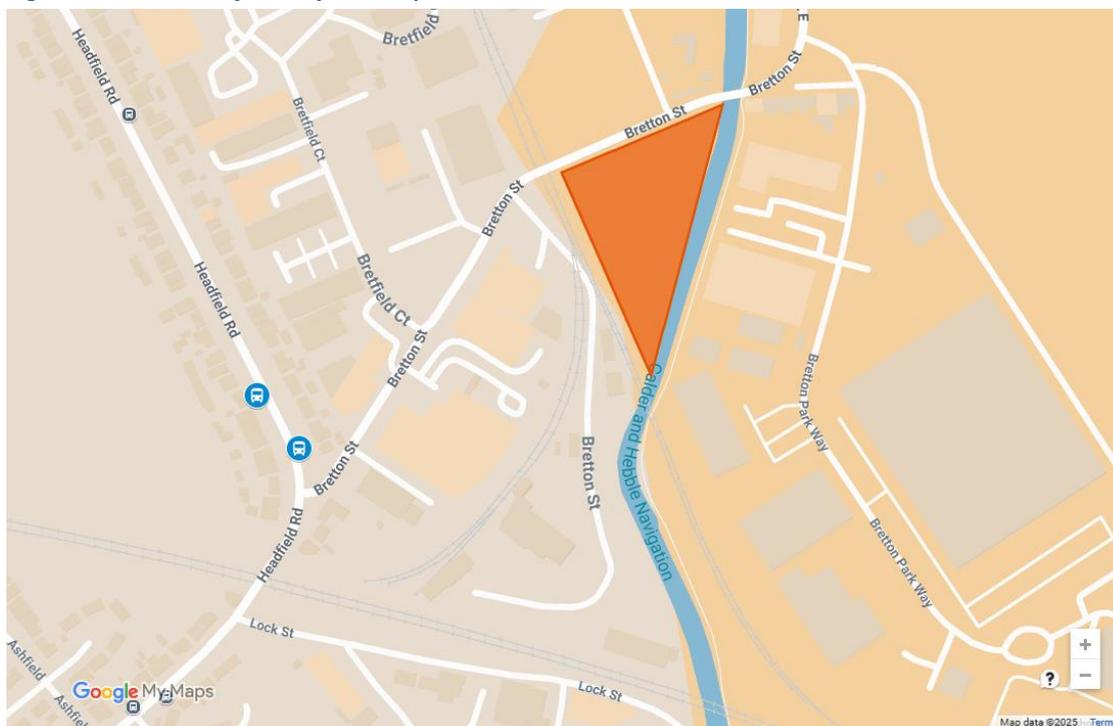


Table 6 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Headfield Road Bretton Street, opp.	Reference	→	45015276
	Direction of travel	→	North-west
	Distance from site	→	Approx. 455m walking distance
	Facilities	→	Pole with flag and service information
	Services	→	230A
Headfield Road Bretton Street, adj.	Reference	→	45015275
	Direction of travel	→	South
	Distance from site	→	Approx. 415m walking distance
	Facilities	→	Pole with flag and service information
	Services	→	230A

5.3.2 A summary of the service available from the nearby bus stops is given in **Table 7**.

Table 7 – Summary of bus service available from nearby bus stops

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
230A	Dewsbury – Grange Moor	60 mins	No service	No service

5.3.3 The site is served by an hourly service between Dewsbury and Grange Moor. The service provides a bus connection to Dewsbury Bus Station where connecting travel is possible.

5.4 Accessibility by Rail

5.4.1 The closest train station is Dewsbury railway station, which is located an approximate 2300m walking distance from the site.

5.4.2 Dewsbury railway station has step-free access onto both platforms and accessible ticket machines. Staff are present between 06:30 – 19:45 on weekdays and Saturdays, and between 07:00 – 19:45 on Sundays. Outside of staffed hours, a 24-hour helpline is available.

5.4.3 A secure cycle storage hub and cycle racks are available at the station, providing a total of 70 sheltered cycle spaces. CCTV is also present for additional security.

5.4.4 Dewsbury railway station is served by 4 trains per hour to Leeds, 2 trains per hour to Huddersfield and an hourly train to Halifax.

5.5 Accessibility Summary

5.5.1 The site is accessible by both active and public transport, providing staff and visitors with the opportunity to travel by sustainable modes and reducing reliance on the private car.

6. Measures to Encourage Sustainable Travel

6.1 Overview

6.1.1 This section outlines measures to encourage staff and visitors to use the following sustainable modes of transport:

- Walking
- Cycling
- Public Transport
- Taxi
- Car Share and Car Clubs
- Motorcycling and Mopeds
- Greener Car Use
- Reducing the Need to Travel

6.2 Measures to Encourage Walking

6.2.1 Pedestrian links will be provided within the site and these will connect with the existing infrastructure, providing direct and convenient routes to / from the development.

6.2.2 The Travel Plan Co-ordinator (TPC) will promote the benefits of walking in relation to general health and well-being and will promote walking to staff. There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active people take 27% fewer days off work and a 20 minute-walk per day could cut the risk of premature death by a third. Walking can also;

- Improve an individual's mood;
- Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
- Reduces the pollution that would be generated by driving or using public transport; and,
- It's free! Therefore, considerably cheaper than driving.

6.2.3 Further details on the benefits of walking can be found at:

<https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/>.

6.2.4 Information on walking routes within Kirklees can be found at:

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

6.2.5 The TPC will be responsible for promoting the health benefits of walking and planning tools. Information on national and local walking schemes and the health benefits of walking can be found at:

www.walkingforhealth.org.uk.

Walking journey planning is available at:

<https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner>.

- 6.2.6 The TPC will inform staff of the facilities that are accessible on foot in order to discourage unnecessary vehicle traffic around the area.
- 6.2.7 The TPC will encourage staff to sign up to a 'WalkBUDI' scheme to offer journey matching services, particularly for those who may feel vulnerable travelling alone.
- 6.2.8 Ensure footpaths on site are lit and well maintained and that any defects on local streets are reported to the Highways Authority.
- 6.2.9 The TPC will review the level of staff walking to the site and consult with users to establish measures to encourage this activity.

6.3 Measures to Encourage Cycling

- 6.3.1 The benefits to health and wellbeing that can be gained from cycling will be promoted to staff. Nationwide events such as 'national bike week' and 'Cycle to Work Day' will be promoted. Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device.
- 6.3.2 Additional cycle information and guidance will be offered to staff via the Travel Information Pack and personalised travel planning, provided by the TPC.
- 6.3.3 The TPC will investigate the potential to set up a 'BikeBUDI' scheme which offers a journey matching service, particularly for those who do not feel confident travelling alone.
- 6.3.4 The Government operates a cycle to work scheme which is a tax exemption scheme introduced to promote healthier journeys to work. Further details of the cycle to work scheme can be found at:

<https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

- 6.3.5 Cycling journey planners will be promoted to staff such as cycle streets.

<https://m.cyclestreets.net/#>

- 6.3.6 Information on cycle routes is also provided by Kirklees council at:

<https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>

6.4 Measures to Encourage Bus Use

6.4.1 The Travel Plan Coordinator will advise staff that information is available via the internet and up to date bus timetables can be found at www.wymetro.com with journey planners available at:

<https://www.traveline.info/> and <http://www.wymetro.com/howtogetto>

6.4.2 Further information can be found on the operators' websites:

<https://www.arrivabus.co.uk/yorkshire> and <https://www.tlctravelltd.co.uk/>.

6.4.3 The local bus service information will be provided as part of the Travel Information Packs to the staff upon occupation.

6.4.4 The "Your next Bus" service tracks buses and provides the departure times of your next bus at any bus stop in West Yorkshire. This enables users to find out the scheduled or real time for any bus, at any stop, in West Yorkshire. Details are available at:

<https://www.wymetro.com/ynb>.

6.4.5 The Travel Plan Co-ordinator will promote bus travel to staff. Details about bus passes is available at:

<https://www.wymetro.com/tickets-and-passes/>.

6.5 Measures to Encourage Rail Travel

6.5.1 Similarly to the bus services, the train information will be provided as part of the Travel Information Pack issued to staff.

6.5.2 Further information on train information can be found at <https://www.wymetro.com/trains/> and <https://www.nationalrail.co.uk/> which provides journey planning, timetable / disruption information and ticket information.

6.6 Measures to Encourage Taxi Use

6.6.1 Taxis can provide a convenient mode of transport for those who do not drive or only need a limited use of vehicle. A variety of different taxi firms operate in the local area, which can either be booked online or by phone. Ubers operate within Dewsbury and details can be found at <https://www.uber.com/>

6.6.2 Taxi use will be encouraged to staff. Information regarding the details of local taxi firm information will be provided in the Travel Information Pack.

6.7 Measures to Promote Car Share

6.7.1 Car Share schemes:

- Provide a cheap way to get around;
- Reduce levels of traffic, congestion, CO₂ emissions, and pollution;
- Reduce parking problems;
- Create opportunities for business and the local community to work together;
- Create opportunities to meet other people from the local area; and,
- Journeys may be quicker where drivers are allowed to use dual occupancy car lane.

6.7.2 Liftshare operate a nationwide car share scheme, which will be promoted to the staff. Further details can be found at <https://liftshare.com/uk>. The TPC will assist staff with finding a lift share partner.

6.7.3 The TPC will promote car sharing to staff, the TPC will match individuals who express an interest in car sharing and travelling from similar destinations.

6.8 Car Club

6.8.1 Enterprise CarClub operate in Kirklees, offering hourly and daily Self-Service Vehicle Hire. The TPC will promote this to staff who cannot travel by other modes of transport. Further information is available at:

<https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-east-england/Dewsbury.html>

6.9 Motorcycles and Mopeds

6.9.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. In addition, the physical size of parking requirements for motorcycles and mopeds are less.

6.9.2 Concern is often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their obligations to proper training by a recognised training organisation or trainer before use of the vehicle.

6.9.3 Information on safe use of motorcycles and mopeds including training can be found at <https://bikesafe.co.uk> and www.gov.uk/motorcycle-cbt. This information will be promoted to staff.

6.10 Greener Car Use

6.10.1 Low emission vehicles provide a cleaner form of travel. Electric vehicles are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information for electric vehicles can be found at <https://energysavingtrust.org.uk/making-switch-experiences-people-who-have-already-switched-using-electric-vehicles/>

6.10.2 The Travel Plan Co-ordinator will promote the benefits of electric vehicles to staff. They will make users aware of the charging stations close to the site and how these can be found such as by using apps like Zapmap (<https://www.zap-map.com/>) .

6.10.3 The way a car is driven, loading and maintenance can affect fuel consumption and hence the impact on the environment. The Theory Test to be passed by all learner drivers contains questions on such matters. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:

- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
- The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence
- The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact

6.10.4 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.

6.11 Reducing the Need to Travel

6.11.1 If feasible, the TPC will promote home working and the benefits that can bring to employees and employers. Since the Covid-19 pandemic, people have become adjusted to a hybrid-working style. Working from home just one day-a-week can reduce travel by 20%.

7. Marketing and Communication Strategy

- 7.1 Travel Information Packs will be prepared by the TPC. The Travel Information Pack will include information on sustainable travel options in the vicinity of the site. Link to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 7.2 Sustainable travel information will be included within marketing material for the development including any promotional website.
- 7.3 Annual newsletters will be provided to staff which will provide an update following each travel survey and the latest information on travel options.
- 7.4 The TPC will look into creating a social media group for staff to provide travel information.
- 7.5 City Connect West Yorkshire encourages travel by walking and cycling across the region and details can be found at <https://www.cyclecityconnect.co.uk/>
- 7.6 The TPC contact information including a telephone number and email address will be made available to staff.

8. Monitoring and Reporting

8.1 Monitoring

- 8.1.1 Following occupation of the development, a baseline travel survey will be carried out the TPC. Analysis of the results will be carried out and results submitted within three months of completion to the Council. Results of the baseline travel survey will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan.
- 8.1.2 Any applicable monitoring fees imposed by Kirklees Council will be funded by the operator of the site via an appropriate legal mechanism.
- 8.1.3 The Travel Plan shall be monitored and reviewed as follows; each review shall include a resurvey of staff travel patterns by staff travel questionnaires:
- Baseline survey Upon occupation
 - 2nd survey 1 year from baseline
 - Final survey 3 years from baseline

8.2 Reporting

- 8.2.1 The results of the staff travel surveys will be included within an annual monitoring report. The findings of the annual monitoring will be reported to Kirklees Council within three months of the surveys being completed. The monitoring report will include:
- Summary information about the measures delivered to date.
 - The take up / utilisation of measures and facilities.
 - Details of the monitoring process undertaken.
 - Survey results and progress made against the agreed targets.
 - Reference to any outside influence such as changes to bus services.
- 8.2.2 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement. If targets are not met, additional measures will be included within an Action Plan.

8.3 Action Plan

- 8.3.1 If the targets identified are not met, an Action Plan will be developed by the TPC in partnership with Kirklees Council. The Action Plan will contain a programme of appropriate measures designed to help achieve the sustainable travel targets. It will clearly set out the tasks involved, the person(s) responsible and dates by which the measures will be achieved.
- 8.3.2 The operator and the TPC will use their reasonable endeavours to ensure that the Travel Plan is successful.

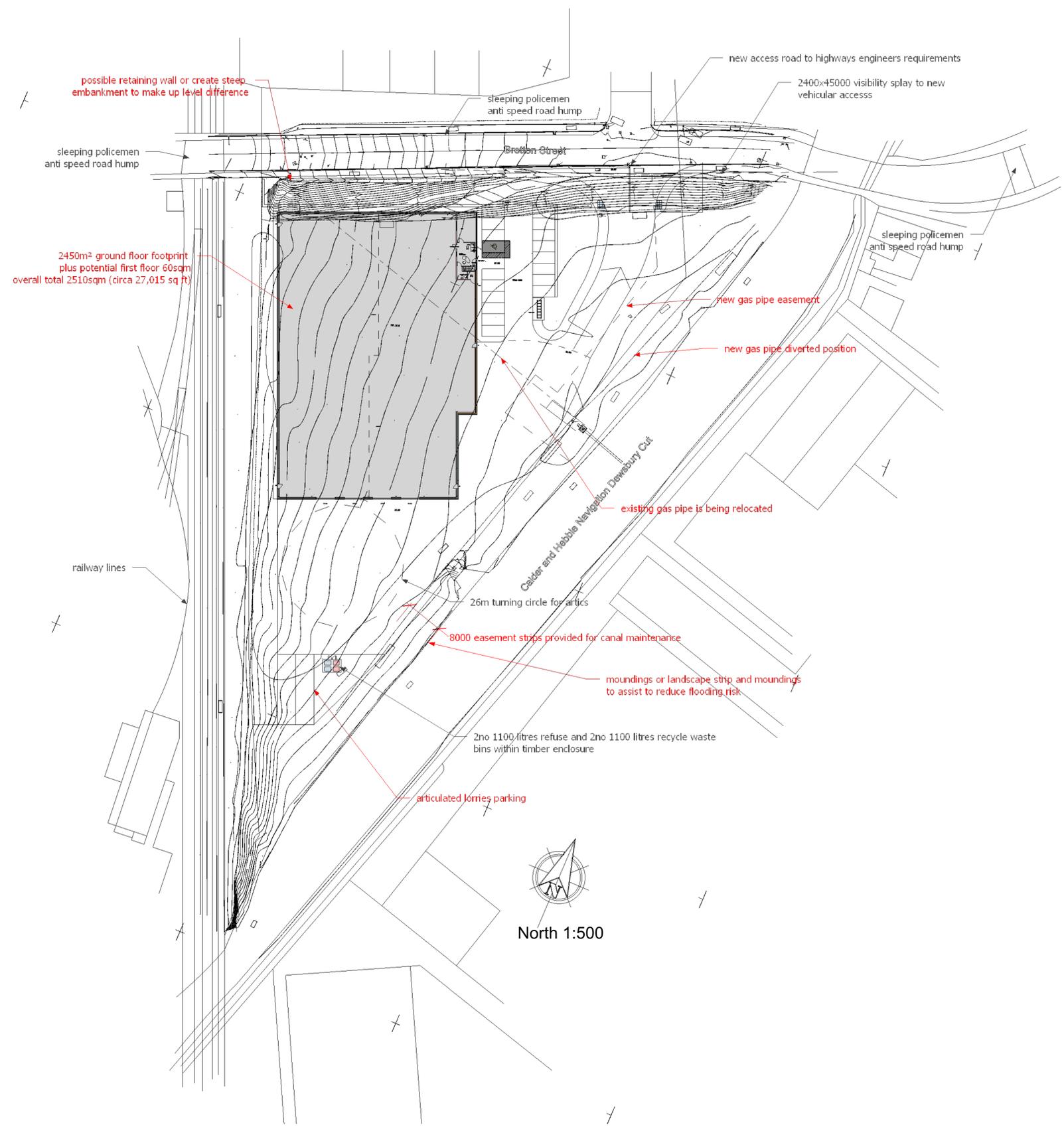
9. Summary

- 9.1 This Travel Plan sets out a series of measures which are designed to encourage staff and visitors to travel more sustainably as an alternative to single occupancy car journeys associated with the proposed development.
- 9.2 This Travel Plan includes reference to targets, compliance and enforcement of the Plan and to the required monitoring, review and reporting for the minimum five-year life of the Plan.
- 9.3 This Travel Plan sets out measures designed to encourage sustainable travel. It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn, the number of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 9.4 This Travel Plan will be further developed, in conjunction with Kirklees Council and other relevant bodies, once the development has been completed and the specific travel needs of the site operator and associated staff can be identified.



Appendix A

Site Layout Plan



Revisions
 A 28-3-2025
 site access entrance radii updated to highway requirements.

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bretton Street
 dewsbury

Project No: 2024
 Enquiry 51
 Project Title: proposed site location (overlaid onto with survey contours)

Drawn By: MC
 Reviewed By: MC
 Scale: 1:500 @A1 size
 Date: 7/1/2025

Drawn No: 102
 Reviewed Title:
 Revision: A

Important Notice
 Do not scale off this drawing. Critical dimensions should be checked on site prior to works commencing. Dimensional conflicts should be brought to the company's attention as soon as they become apparent. Advice to be sought under the contract made for sub-contractors. Copyright in this drawing and any work executed from this drawing remains the property of Jade3 Architecture Ltd.

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Appendix A
Site Layout Plan

