

**Woodward Court, Mirfield
Proposed Residential Development
Residential Travel Plan**

December 2025 (Initial Issue)

Prepared on behalf of
Bellway Homes Limited (Yorkshire)

Quality Management

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Prepared by	K Peel			
Signature				
Checked by	P Owen			
Signature				
Authorised by	P Owen			
Signature				

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Content page

1. Introduction.....	1
2. Existing Site and Proposed Development.....	3
3. Vision, Objectives and Targets.....	7
4. Roles and Responsibilities	10
5. Monitoring and Review	11
6. Walking	13
7. Cycling.....	18
8. Public Transport.....	21
9. Other Measures	25
10. Action Plan.....	27

IMAGES

Image 1.1 Site Location (Strategic).....	1
Image 2.1 Site Location Plan (Local).....	3
Image 2.2 Proposed Site Layout.....	4
Image 2.3 Proposed Hepworth Lane Site Egress.....	5
Image 3.1 Kirklees 020 Super Output Area	8
Image 6.1 Existing PRoW Network.....	13
Image 6.2 Extract of Pedestrian Accessibility Plan.....	15
Image 7.1 Extract of Cycle Accessibility Plan	18
Image 8.1 Extract of Bus Stop Accessibility Plan	21
Image 8.2 Existing Local Bus Services.....	22

TABLES

Table 3.1 Method of Travel to Work – Kirklees 020 MSOA	9
Table 4.1 TPC Contact Details.....	10
Table 4.2 Travel Plan Measure 1 – Appoint Travel Plan Coordinator	10
Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys.....	11
Table 5.2 Travel Plan Measure 3 – Monitoring and Review	12
Table 6.1 PRoW Summary	14
Table 6.2 Travel Plan Measure 4a – Travel Information Leaflet & Newsletters (Pedestrians)	16
Table 6.3 Travel Plan Measure 5 – National and Local Events.....	16
Table 6.4 Useful Links – Walking.....	17
Table 7.1 Travel Plan Measure 4b - Travel Information Leaflet and Newsletters (Cycling).....	19
Travel Plan Measure 6 – Cycle Storage	20
Table 7.2 Travel Plan Measure 7 – Cycling Challenges / Competitions	20
Table 7.3 Useful Links – Cycling.....	20
Table 8.1 Bus Stop Provision	21
Table 8.2 Summary of Bus Services – Shillbank Lane.....	22
Table 8.3 Travel Plan Measure 4c - Travel Information Leaflet and Newsletters (Public Transport) ..	23
Table 8.4 Useful Links – Public Transport	24
Table 9.1 Travel Plan Measure 6 – Car Share.....	25
Table 9.2 Travel Plan Measure 9 – Car Club.....	25
Table 9.3 Travel Plan Measure 10 – Encourage Use of Electric Vehicles.....	25



Table 9.4 Travel Plan Measure 11 - Home Delivery Services 26
Table 9.5 Travel Plan Measure 12 – Working from Home 26
Table 9.6 Travel Plan Measure 13 – Personalised Journey Planning 26
Table 10.1 Initial Action Plan 27

FIGURES

- Figure 1 Site Location Plan – Local
- Figure 2 Site Location Plan – Strategic
- Figure 3 Pedestrian Accessibility Plan
- Figure 4 Cycle Accessibility Plan
- Figure 5 Bus Accessibility Plan
- Figure 6 Existing Bus Services Plan

APPENDICES

- Appendix A Site Layout Plan (Parker Peel dwg 2520-SI-02F)

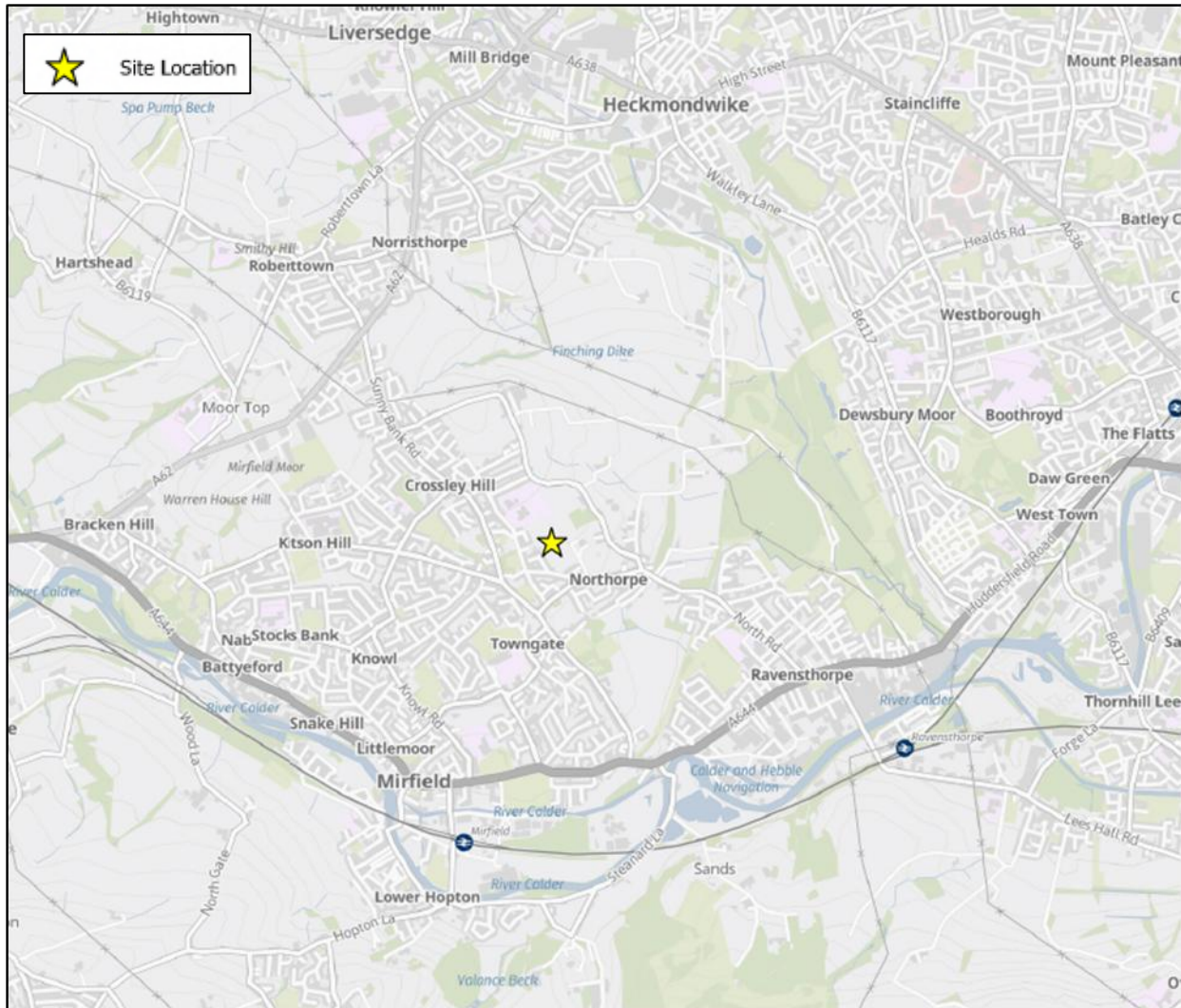


1. Introduction

1.1.1 Optima have been appointed by Bellway Homes to produce a Travel Plan (TP) in support of a proposed residential development of 75 dwellings on land to the east of Woodward Court, Mirfield.

1.1.2 The Site in relation to the strategic transport network is shown on Figure 1 and an extract is shown in Image 1.1.

Image 1.1 Site Location (Strategic)



1.1.3 Mirfield lies within the administrative boundary of Metropolitan Borough of Kirklees (KC) which, as a unitary authority, has responsibility for both planning and highway matters.

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.

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 east of Woodward Court, Mirfield. The indicative Site boundary is shown on Figure 2 and an extract is provided in Image 2.1.

Image 2.1 Site Location Plan (Local)



2.1.2 The rectangular Site has an area of some 4.7 hectares and comprises undeveloped land, which falls relatively gently from north to south. It is bound by existing housing and Woodward Court to the west; a Public Right of Way (PRoW) footpath (Ref: MIR/19/10) and Crossley Fields Infant/Junior School beyond to the north; a PRoW footpath (Ref: MIR/15/10 & 15/50) and open fields beyond to the east; and a further PRoW (Ref: MIR 12/12/40) with existing residential properties beyond and Hepworth Lane to the south. There is an existing field gate access to the Site from Woodward Court.



2.2 PROPOSED DEVELOPMENT

2.2.1 The development proposals, which are shown on the Site Layout drawing in Appendix A and the extract within Image 2.2, can be summarised as follows:

- Construction of up to 75 residential dwellings; and
- Associated works including landscaping, public open space and other infrastructure.

Image 2.2 Proposed Site Layout



2.3 PROPOSED ACCESS STRATEGY

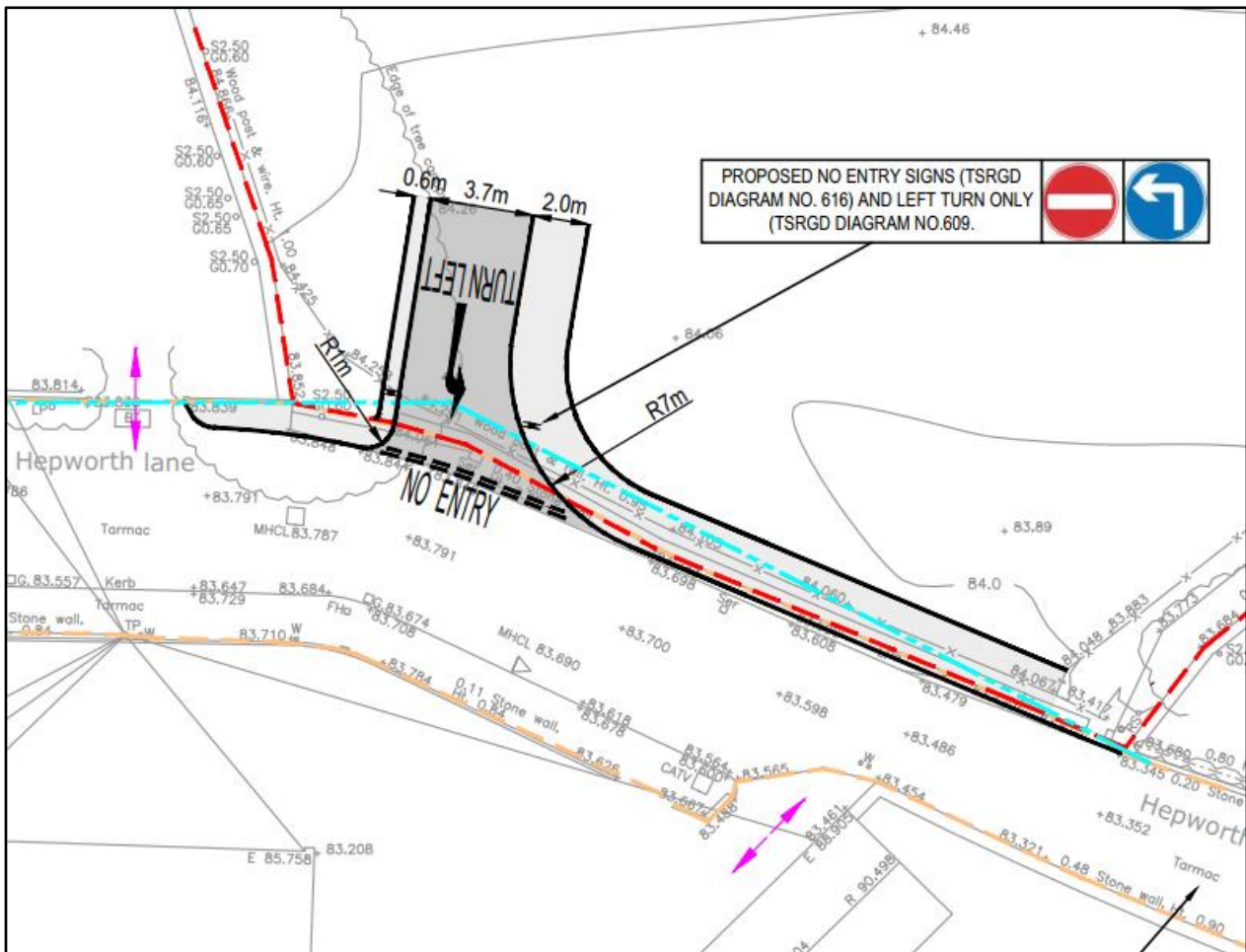
Proposed Woodward Court Site Access/Egress

2.3.1 Vehicular access and egress to the Site is proposed from an extension to the existing Woodward Court cul-de-sac as shown on the drawing contained at Appendix A.

Proposed Hepworth Lane Site Egress

2.3.2 A second vehicular egress is proposed from the southern boundary of the Site onto Hepworth Lane - the extract in Image 2.3 and can be seen in the accompanying TA.

Image 2.3 Proposed Hepworth Lane Site Egress



2.3.3 The proposed site egress onto Hepworth Lane junction comprises:

- Left turn out only from the Site onto Hepworth Lane;
- 3.7m wide Site Access carriageway;
- Circa 1m and 7m kerb radii onto Hepworth Lane to enforce left turn out movements only; and
- 2m wide footway to the eastern side of the access road to provide access to the existing PRoW MIR/12/20.



Pedestrian/Cycle Access

2.3.4 It is proposed that pedestrian and cycle access will be provided from the following points, as shown on the Site layout attached at Appendix A:

- Extension of Woodward Court which includes two 2.0m wide footways;
- The proposed Hepworth Lane Site egress which includes a 2.0m wide footway to the east of the carriageway;
- Connections to the existing PROW to the east of the Site (Ref: MIR/15/50); and
- Pedestrian routes will be provided throughout the Site including 2.0m footways on the spine road.



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.



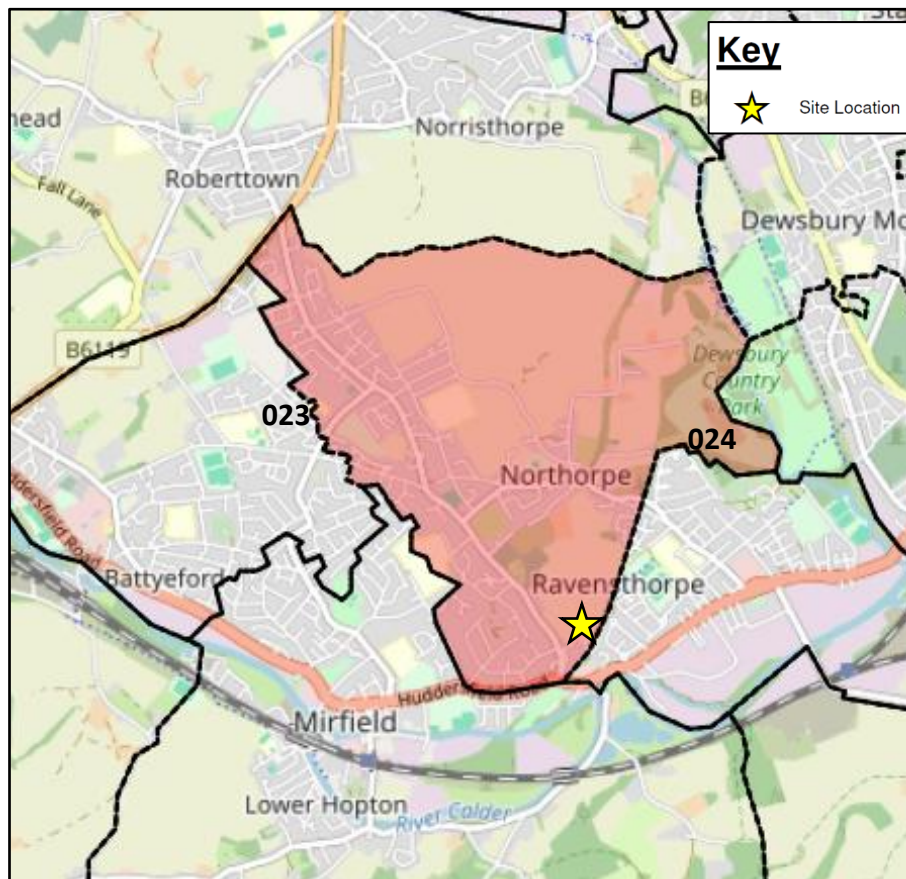
3.4 TRAVEL PLAN TARGETS

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;
- **A**chievable;
- **R**ealistic; and
- **T**ime 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 <http://www.nomisweb.co.uk/>. The development site is located within the Kirklees 020 Middle Layer Super Output Area, as shown within Image 3.1.

Image 3.1 Kirklees 020 Super Output Area



Source: www.nomisweb.co.uk



3.4.3 Journey to work mode split data has been obtained for the Kirklees 020 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Kirklees 020 MSOA

Method of Travel to Work	Percentage
Work Mainly at or From Home	0%
Train	3%
Bus, Minibus or Coach	6%
Taxi	1%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	76%
Passenger in a Car or Van	6%
Bicycle	1%
On Foot	7%
Other	0%
Total	100%

3.4.4 The 2021 Census mode split indicates that 76% of residents in the Kirklees 020 MSOA drive in a car or van for their journey to work with a further 6% being a passenger in a car or van.

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 76% driving in a car = **68.4%**
- 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 Bellway Homes 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	Bellway Homes.



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 There are a series of existing Public Rights of Way (PRoW) surrounding the Site, as summarised within Table 6.1 and shown on Image 6.1. PRoW's run adjacent to all boundaries of the Site except for the western boundary.

Image 6.1 Existing PRoW Network

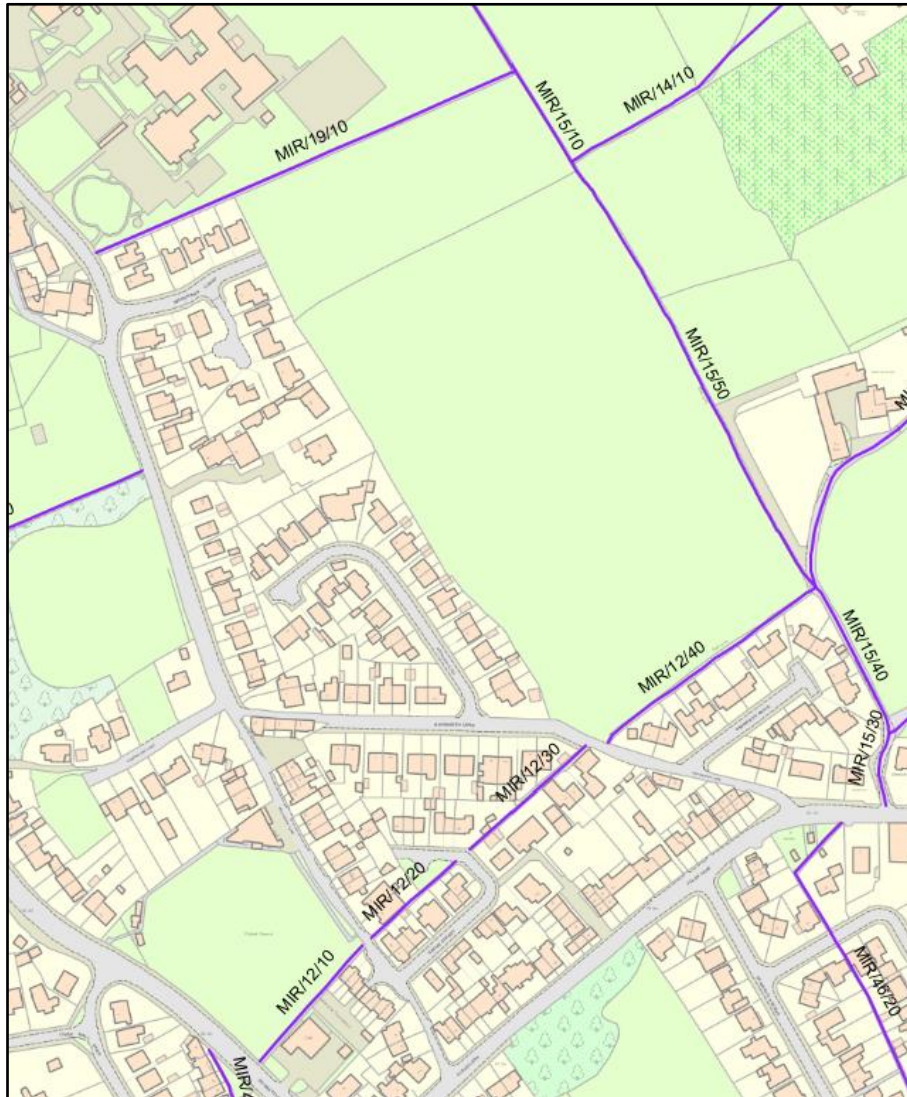


Table 6.1 PRow Summary

PRoW Ref	Status	Route	Approx. Length
MIR/15/10, MIR/15/50	Footpath	Abuts the Site to the east and connections will be made to it as part of the development proposals. Connects with MIR/15/20 to the north of the Site, and to MIR/15/40 along Balderstone Hall Lane which provides an additional pedestrian link to Shillbank Lane including the bus stops.	244m
MIR/12/10, MIR/12/20, MIR/12/30 and MIR/12/40	Footpath	Commences at Dunbottle Road to the southwest, through Grove Street to Hepworth Lane and to the south of the Site to Balderstone Hall Lane to the east of the Site.	293m

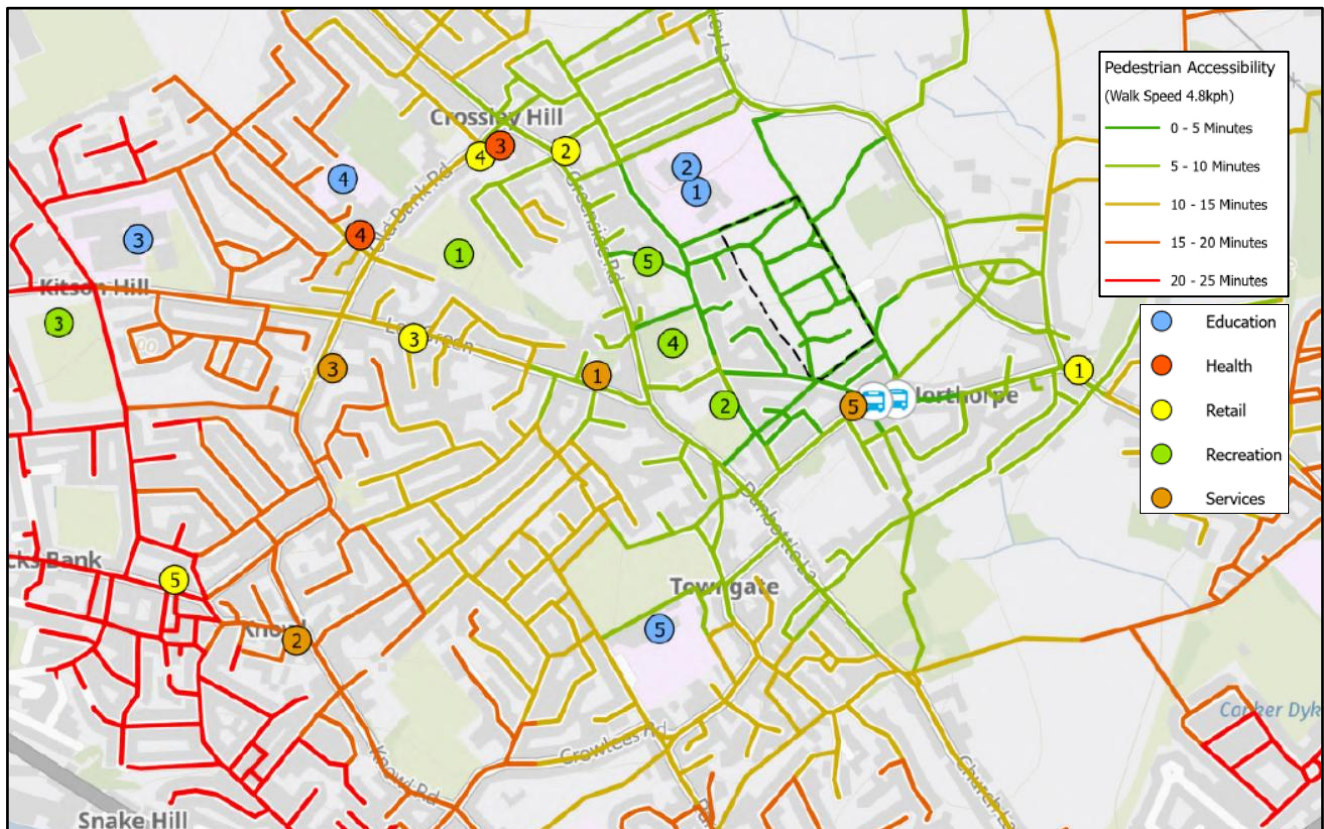
6.2 ACCESSIBILITY ON FOOT

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 (an approximate 25-minute walk time) is also supported in the CIHT document 'Providing for Journeys on Foot'.

6.2.2 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 Extract of Pedestrian Accessibility Plan



6.2.3 Using GIS Network Analyst software typical walk times (up to 25 mins) to specific local facilities situated in close proximity to the Site are shown on Figure 3 and an extract is provided in Image 6.2. The resulting GIS analysis demonstrates that:

- The closest educational facilities to the site are Crossley Fields Junior & Infant School and Wellhouse Pre School which are located to the north of the development Site and can be accessed within a 5 minute walk. There are several other educational facilities located within 2km from the Site and so this site offers walkable educational facilities, which can reduce the number of short car trips taken from the Site.
- There are several food stores and local shops within walking distance of the Site including:
 - Shillbank Stores and One Stop are both located under 10 minutes on foot from the Site;
 - 7 Day Express and Co-Op Food, Mirfield are approximately a 10 to 15 minutes' walk from the Site with a further Co-op Food store some 25 minutes' walk; and
- Boots Pharmacy and a Dental Care Centre are located within a 15 minute walk to the northwest of the development Site. The closest Doctors is Mirfield Health Centre which can be accessed within a 20 to 25 minutes' walk from the centre of the development Site.
- There are recreational facilities located under 2km of the development Site, they are the following:



- Mirfield Parish Church Cricket Club, Gilder Hall Field and Katie Philpott School of Dance are the closest recreational facilities to the Site and can be accessed within a 5 to 10 minutes' walk.
- Green Side Estate Recreation Ground can be accessed within a 10 minute walk from the Site.
- The MFG Sports Centre can be accessed within a 25 minute walk from the Site.

6.3 WALKING MEASURES

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

Travel Plan Measure – TPM4a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations, as well as health benefits of walking and mention of walking groups. Followed by newsletters throughout the year with updated information.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.

Table 6.3 Travel Plan Measure 5 – National and Local Events

Travel Plan Measure – TPM5	
Summary	National and Local events such as 'Walk to Work day' (April 1 st) will be promoted in communication through newsletters.
Guideline Timescale	Ongoing.
Notes	To encourage trips on foot.
Responsibility	TPC.



6.4 USEFUL LINKS

Table 6.4 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



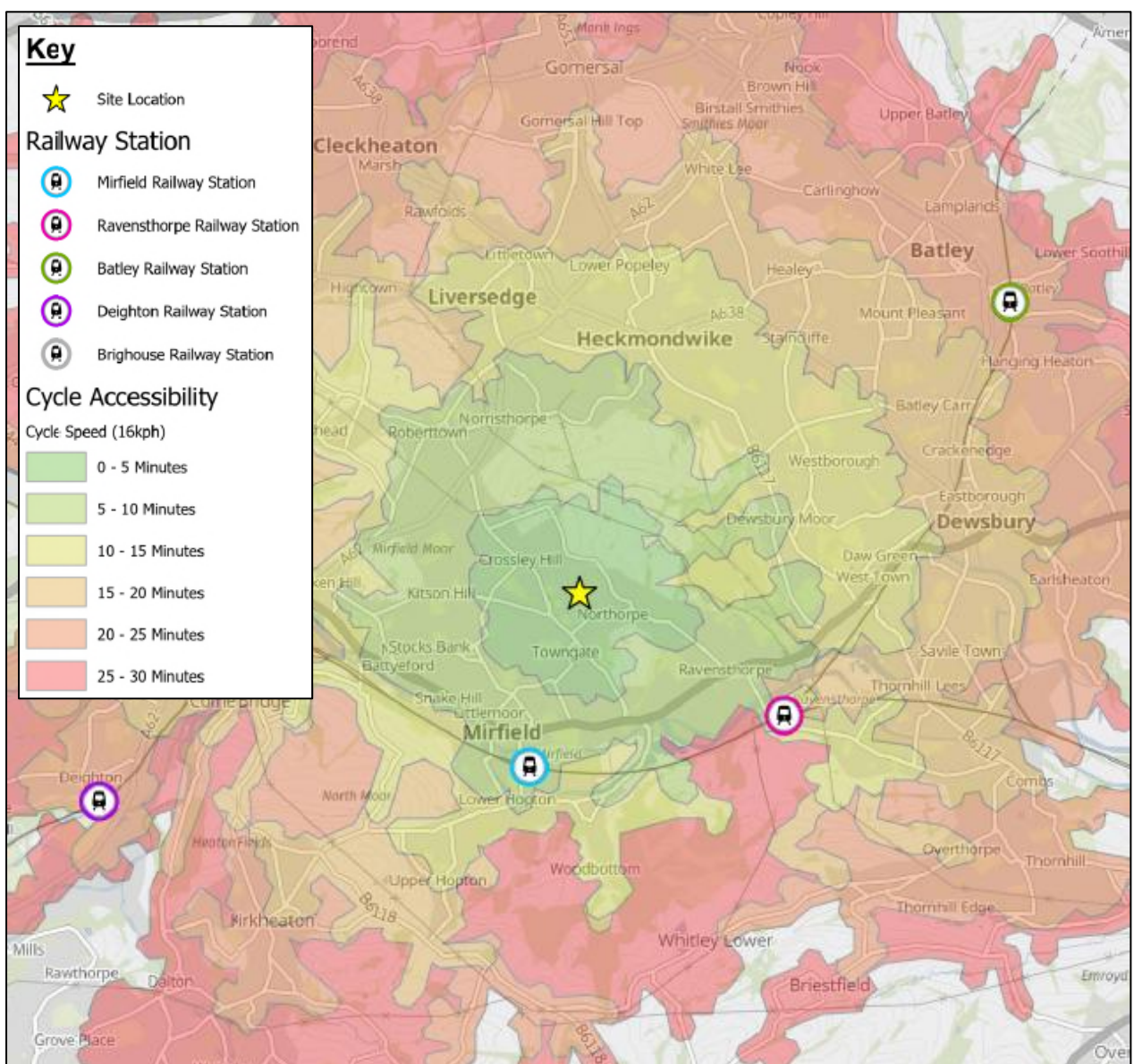
7. Cycling

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 (LTN) 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km. Whilst this guidance has now been withdrawn and replaced with LTN 1/20, 'Cycle Infrastructure Design', this later guidance does not contain specific distances. However, there is no reason to suggest that the guidance contained within LTN 2/08 is no longer appropriate and applicable.

7.1.2 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 Extract of Cycle Accessibility Plan



7.1.3 Figure 4 (Image 7.1) demonstrates that:

- Mirfield is located to the south of the development site and can be reached within a 5 to 10 minutes' cycle ride from the Site;
- There are five railway stations within 8km of the development site, they are the following: Mirfield, Ravensthorpe, Batley, Deighton and Brighouse. The closest railway stations to the Site are Ravensthorpe and Mirfield Railway Station, a circa 10 minute cycle away;
- Employment opportunities are available in Brighouse which is located within 25-30 minute cycle ride; and
- Areas such as Cleckheaton, Batley, Brighouse, Heckmondwike and Liversedge can all be reached within a 30 minute cycle from the development Site.

7.1.4 It is considered that the Site's proximity to surrounding local centres and provides appropriate accessibility by cycle for residents.

7.2 CYCLE MEASURES

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

Travel Plan Measure – TPM4b	
Summary	Production and distribution of a Travel Information Leaflet including key cycling routes and destinations, as well as health benefits of cycling and mention of cycling groups. Followed by newsletters throughout the year with updated information.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips by cycle
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.



Travel Plan Measure 6 – Cycle Storage

Travel Plan Measure – TPM6	
Summary	Provide cycle storage in the form of garages or sheltered storage area in the garden.
Guideline Timescale	Prior to occupation.
Notes	Provision of safe, dry and secure cycle storage at the home.
Responsibility	Bellway Homes.

Table 7.2 Travel Plan Measure 7 – Cycling Challenges / Competitions

Travel Plan Measure – TPM7	
Summary	Cycling challenges / competitions will be promoted such as Love to Ride where prize draws are used.
Guideline Timescale	Ongoing.
Notes	These can either be within teams or taking part in national challenges such as 'Cycle to Work day'.
Responsibility	TPC.

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
Walk, Wheel, Cycle Trust (Formally Sustrans)	www.walkwheelcycletrust.org.uk
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 BUS SERVICES

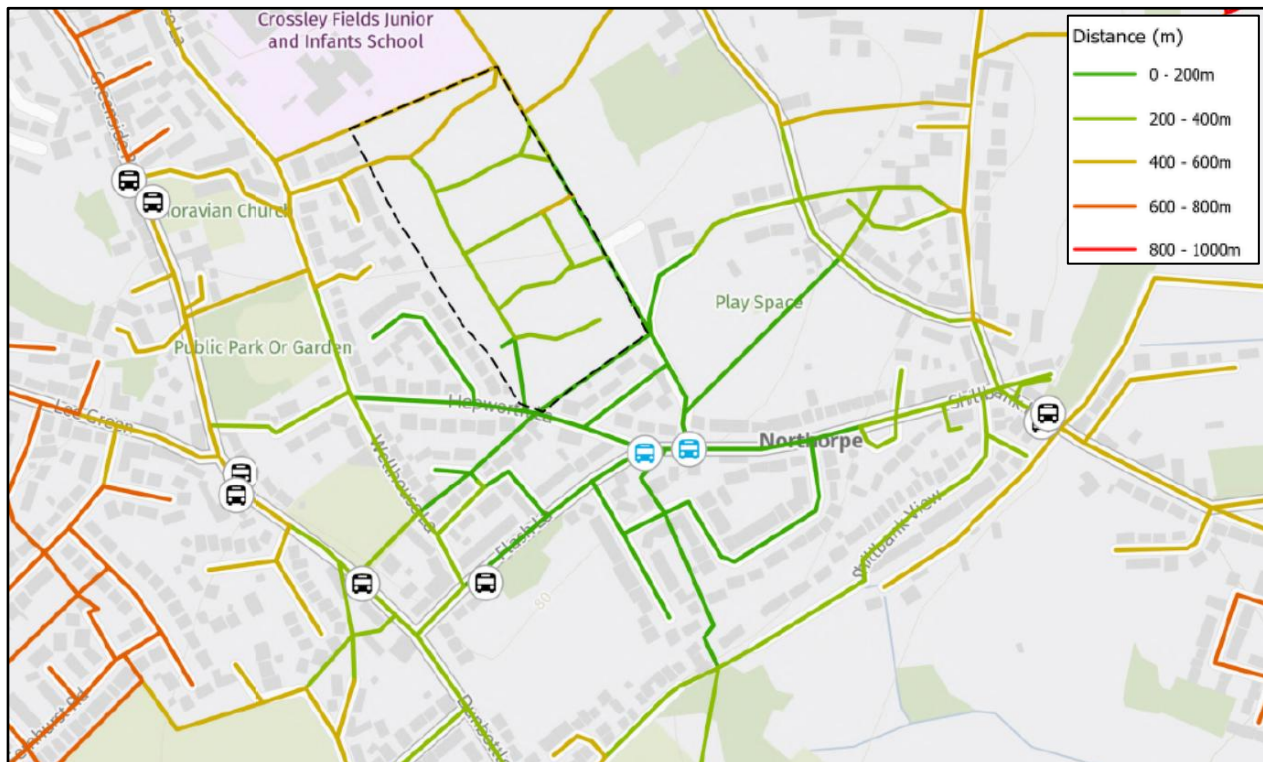
8.1.1 There is a frequent bus service operating in close proximity to the Site along Shillbank Lane, 400m from the Site (5 minute walk). The stops to the south-east of the Site are summarised within Table 8.1.

Table 8.1 Bus Stop Provision

Bus Stop Reference	Location	Direction	Distance from Site centre	Facilities	Buses towards	Services
45015602	Shillbank Lane	Eastbound	250m	Bus stop pole.	Leeds City Centre, Dewsbury and Huddersfield Bus Station	202/205
45015601	Shillbank Lane	Westbound	230m	Bus stop pole, timetable information and raised kerb.	Huddersfield Town Centre and Ings Grove Park Huddersfield Road	202/205

8.1.2 Using GIS Network Analyst software typical walk times between the existing bus stops and the Site are shown on Figure 5 (and an extract is provided in Image 8.1).

Image 8.1 Extract of Bus Stop Accessibility Plan



8.1.3 Figure 6 identifies the existing bus services that operate along these routes and within the general vicinity of the Site. An extract of Figure 6, which also shows the closest bus stops, is provided in Image 8.2 and a summary of the bus services on Shillbank Lane is given in Table 8.2.



Image 8.2 Existing Local Bus Services

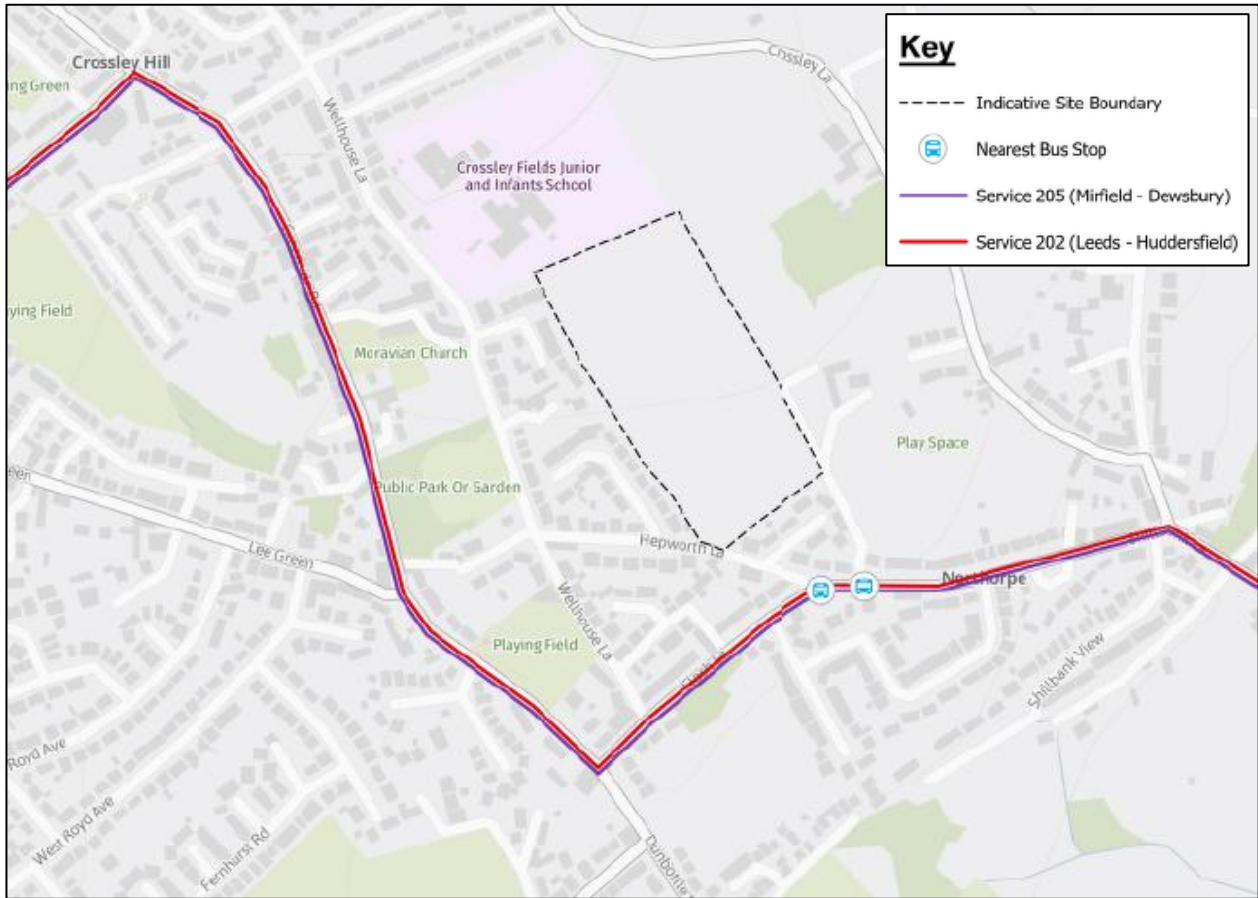


Table 8.2 Summary of Bus Services – Shillbank Lane

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
202	Huddersfield Town Centre	Monday – Friday	2 per hour	05:08 – 21:59
		Saturday	2 per hour	06:08 – 21:58
		Sunday	1 per hour	09:14 – 21:59
	Leeds City Bus Station	Monday – Friday	2 per hour	05:26 – 23:19
		Saturday	2 per hour	06:24 – 23:17
		Sunday	1 per hour	09:32 – 23:17
205	Ings Grove Park Huddersfield Road	Monday – Friday	Hourly	07:03 – 18:53
		Saturday	Hourly	09:03 – 17:03
		Sunday	No Service	-
	Dewsbury	Monday – Friday	Hourly	07:26 – 19:13
		Saturday	Hourly	09:26 – 17:26
		Sunday	No Service	-

8.1.4 Services 202 and 205 operate along Shillbank Lane to the south of the Site. The 202 service provides a bus every 30 minutes in each direction Monday to Saturday, with hourly services on a Sunday. The 202 service operates from early in the morning through until late in the evening -



thereby ensuring that all journey types are catered for including commuting/education in the morning and afternoon/early evening, retail/leisure during the day and leisure/socialising at night.

8.1.5 It is therefore concluded that the Site is provided with very good accessibility by bus to a large range of local services, facilities and employment opportunities – including those within Mirfield (10 minutes journey time), Dewsbury (15 minute journey time), Huddersfield (40 minute journey) and Leeds (1 hour 17-minute journey time).

8.2 ACCESSIBILITY BY RAIL

8.2.1 Ravensthorpe Railway Station is located 2km to the southeast of the Site and provides regular connections to destinations such as Huddersfield and Leeds.

8.2.2 The station can be accessed by:

- Foot – approximately 30 to 35-minute journey time;
- By bike – approximate 10-minute journey time;
- Bus Service 202 or 205 – approximate 18 minute journey time; and
- By car – typical 6 to 8 minute journey time during peak and off-peak hours.

8.2.3 At the time of writing, it is proposed that the station will close in September 2025 for Network Rail to undertake work as part of the TransPennine Route Upgrade. The new station is planned to open in 2028, just 200m to the west of the existing station. There will be an integrated Rail Replacement bus stop and parking spaces for blue badge holders. The station will have step-free access with a footbridge and lifts provided.

8.2.4 Alternatively, Mirfield Railway Station is located 2.2km to the southwest of the development Site and can be accessed within similar journey times to Ravensthorpe.

8.2.5 Dewsbury Railway Station is located 4.2km east of the development Site and can be accessed within a 20 cycle ride.

8.2.6 Dewsbury Railway Station offers services to a variety of local and regional destinations such as Leeds, Halifax and Huddersfield. This station provides parking and a ticket office within the station. There are also 70 bike spaces provided at the station, a secure storage facility is situated on Platform 2 and the cycle racks are available on platform 1.

8.3 PUBLIC TRANSPORT MEASURES

Table 8.3 Travel Plan Measure 4c - Travel Information Leaflet and Newsletters (Public Transport)

Travel Plan Measure – TPM4c	
Summary	Production and distribution of a Travel Information Leaflet including key stops, routes and destinations, as well as public transport trackers and timetables. Followed by newsletters throughout the year with updated information.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips by public transport.
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.



8.4 USEFUL LINKS

Table 8.4 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
Railcard	www.railcard.co.uk



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 6 – Car Share

Travel Plan Measure – TPM8	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk
Guideline Timescale	Upon occupation.
Notes	To encourage car sharing particularly for commuter journeys.
Responsibility	TPC to include in Travel Leaflet and subsequent newsletters.

9.2 CAR CLUB

Table 9.2 Travel Plan Measure 9 – Car Club

Travel Plan Measure – TPM9	
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 and subsequent newsletters.

9.3 USE OF ELECTRIC VEHICLES

Table 9.3 Travel Plan Measure 10 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM10	
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	Bellway Homes to provide and TPC to promote.



9.1 HOME DELIVERY SERVICES

Table 9.4 Travel Plan Measure 11 - Home Delivery Services

Travel Plan Measure – TPM11	
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 12 – Working from Home

Travel Plan Measure 12	
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 13 – Personalised Journey Planning

Travel Plan Measure 13	
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 TP, consideration should be given to different groups that should be targeted.

9.4.2 Publicity material could include the following:

- Ensuring that a copy of the TP is available to all residents on request;
- Sustainable travel information to be provided to residents via the Travel Leaflet; 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

10.1.1 An initial Action Plan is shown within Table 10.1 to identify the actions, objectives, timescales and responsibilities. This Action Plan will develop over time and adapt with the Site and to suit resident's needs.

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 1 st occupation and retained for 5 years after full occupation	Bellway Homes
TPM2	Undertake resident travel surveys	To gather baseline travel information and inform measures	From 50% occupation or within 10 months of first occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance.	Annually during TPC role	Travel Plan Coordinator
TPM4a/4b/4c	Provide travel information leaflets and newsletters for residents and visitors	To encourage sustainable travel	Prior to occupation and ongoing	Travel Plan Coordinator
TPM5	Promote National and Local Events	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM6	Cycle Storage	To encourage bike use	Prior to occupation	Bellway Homes
TPM7	Cycling Competitions	To encourage bike use	Upon occupation	Travel Plan Coordinator
TPM8	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM9	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM10	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Bellway Homes
TPM11	Promote home delivery services	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM12	Promote working from home	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM13	Personalised Journey Planning	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator



Figures

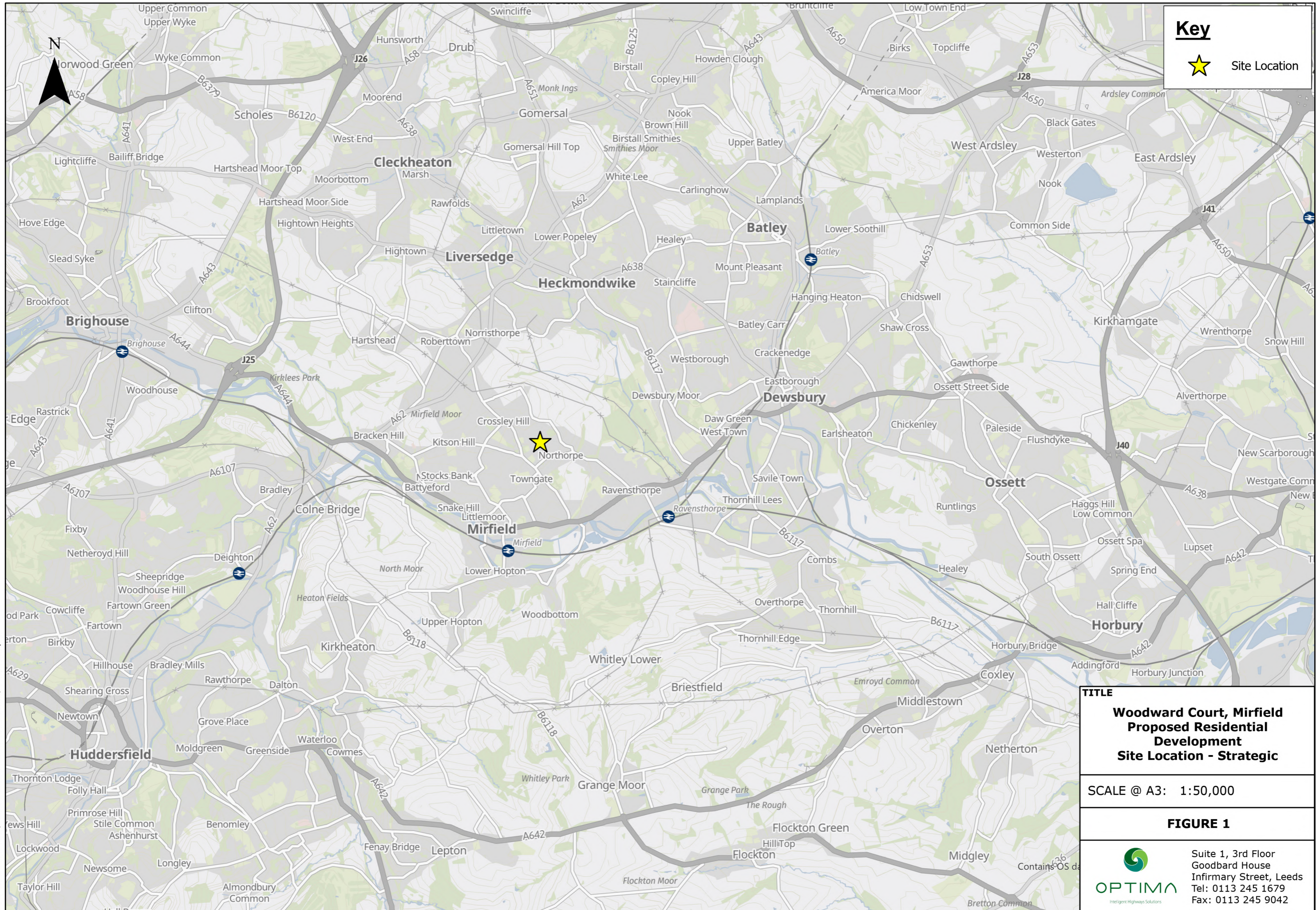


Appendices



Appendix A Site Layout Plan (Parker Peel dwg 2520-SI-02F)





Key

★ Site Location

TITLE

**Woodward Court, Mirfield
Proposed Residential
Development
Site Location - Strategic**

SCALE @ A3: 1:50,000

FIGURE 1



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

Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx



Key

— Indicative Site Boundary

TITLE

**Woodward Court, Mirfield
Proposed Residential
Development
Site Location - Local**

SCALE @ A3: 1:5,000

FIGURE 2



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

Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx

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

Local Facilities

Education

- ① Crossley Fields Junior & Infant School
- ② Wellhouse Pre School
- ③ The Mirfield Free Grammar School
- ④ Old Bank Academy
- ⑤ Castle Hall Academy

Health

- ① Mirfield Health Centre
- ② Boots Pharmacy
- ③ Boots Pharmacy
- ④ Dental Care Centre
- ⑤ Wood Dental

Recreation

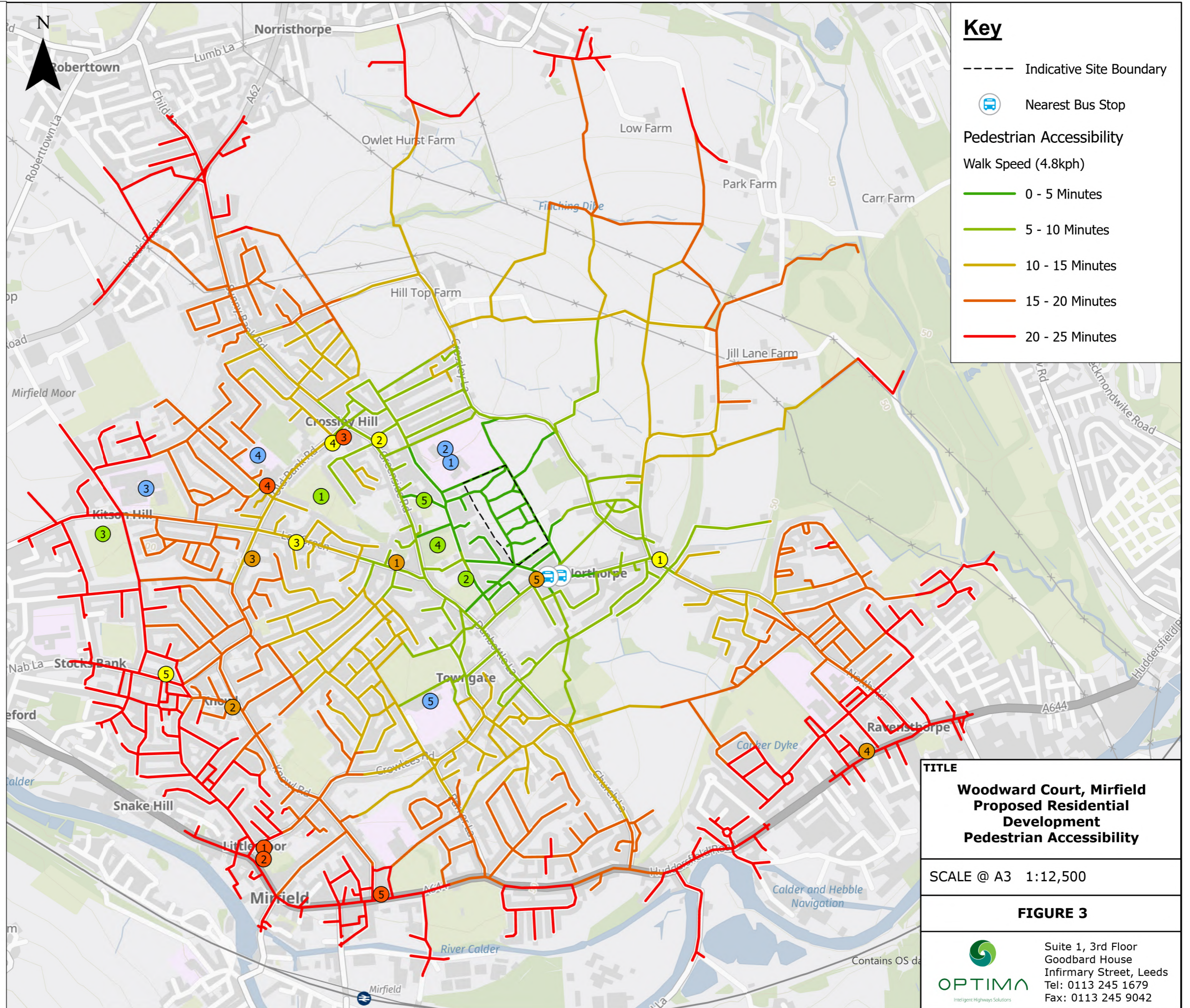
- ① Green Side Estate Recreation Ground
- ② Mirfield Parish Church Cricket Club
- ③ The MFG Sports Centre
- ④ Gilder Hall Field
- ⑤ Katie Philpott School of Dance

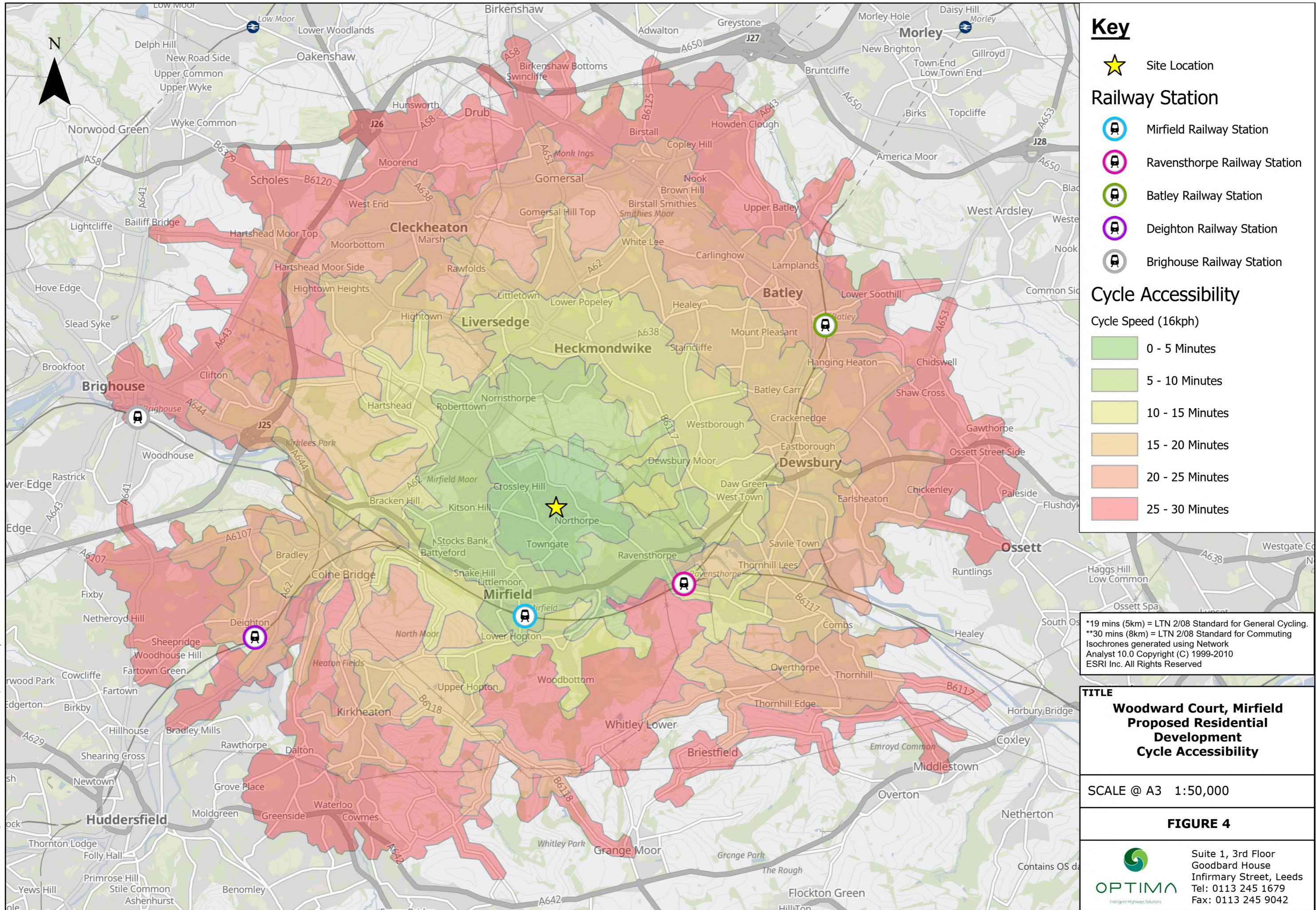
Retail

- ① Shillbank Stores
- ② One Stop
- ③ 7 Day Express
- ④ Co-op Food - Mirfield
- ⑤ Co-op Food - Nab Lane







Services

- ① The Shoulder of Mutton Mirfield
- ② The Knowl Drop & Collect Post Office
- ③ Mirfield Community Centre
- ④ Ravensthorpe Post Office
- ⑤ Flash Lane D Post Box

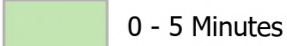
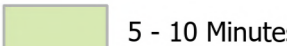
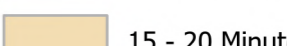
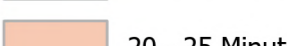
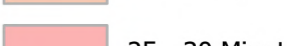




Key

-  Site Location
- Railway Station**
-  Mirfield Railway Station
-  Ravensthorpe Railway Station
-  Batley Railway Station
-  Deighton Railway Station
-  Brighouse 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

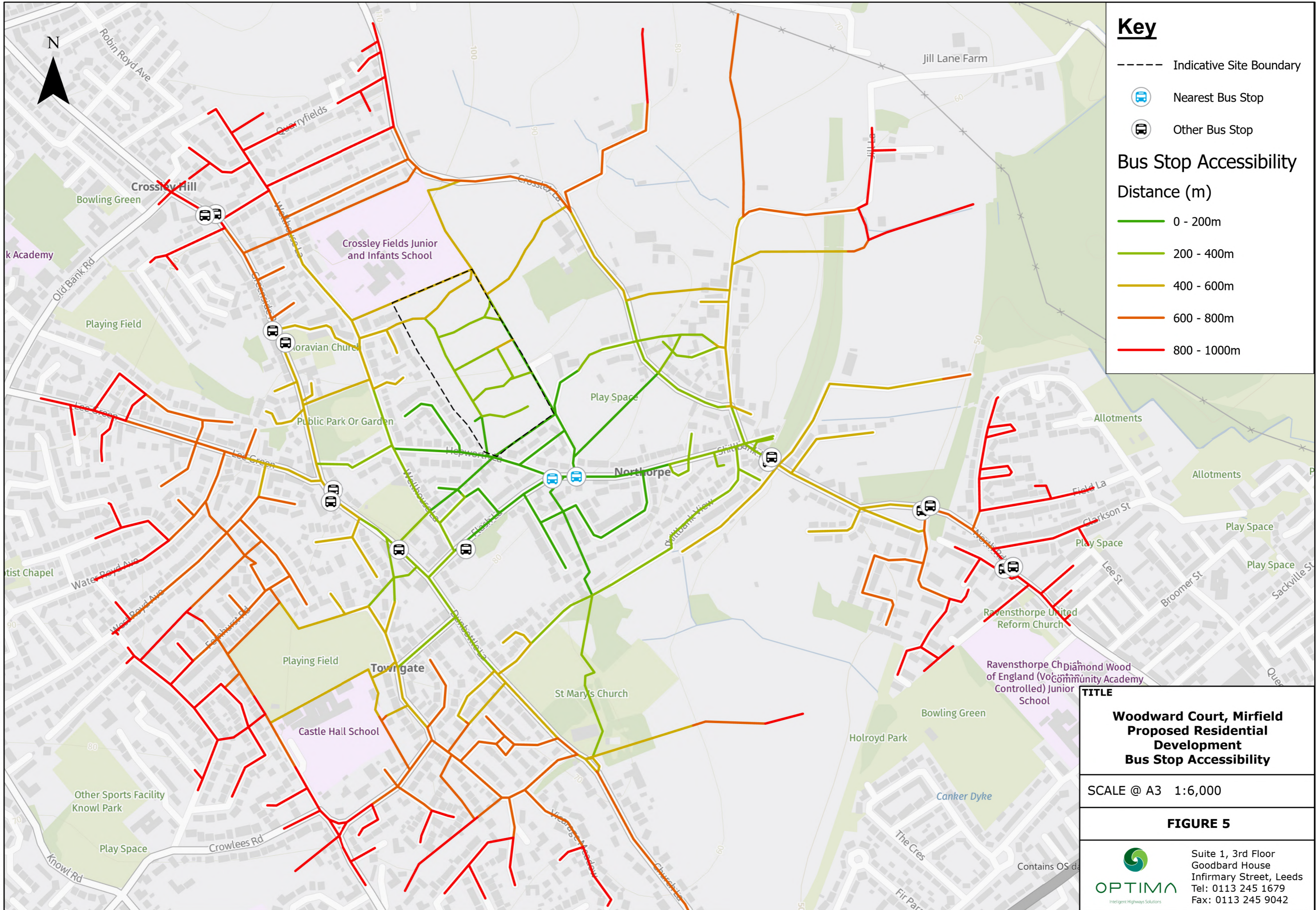
TITLE
**Woodward Court, Mirfield
 Proposed Residential
 Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4

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

Path: O:\Woodward Court, Mirfield\DRAWINGS\GIS\Woodward Court, Mirfield GIS.aprx



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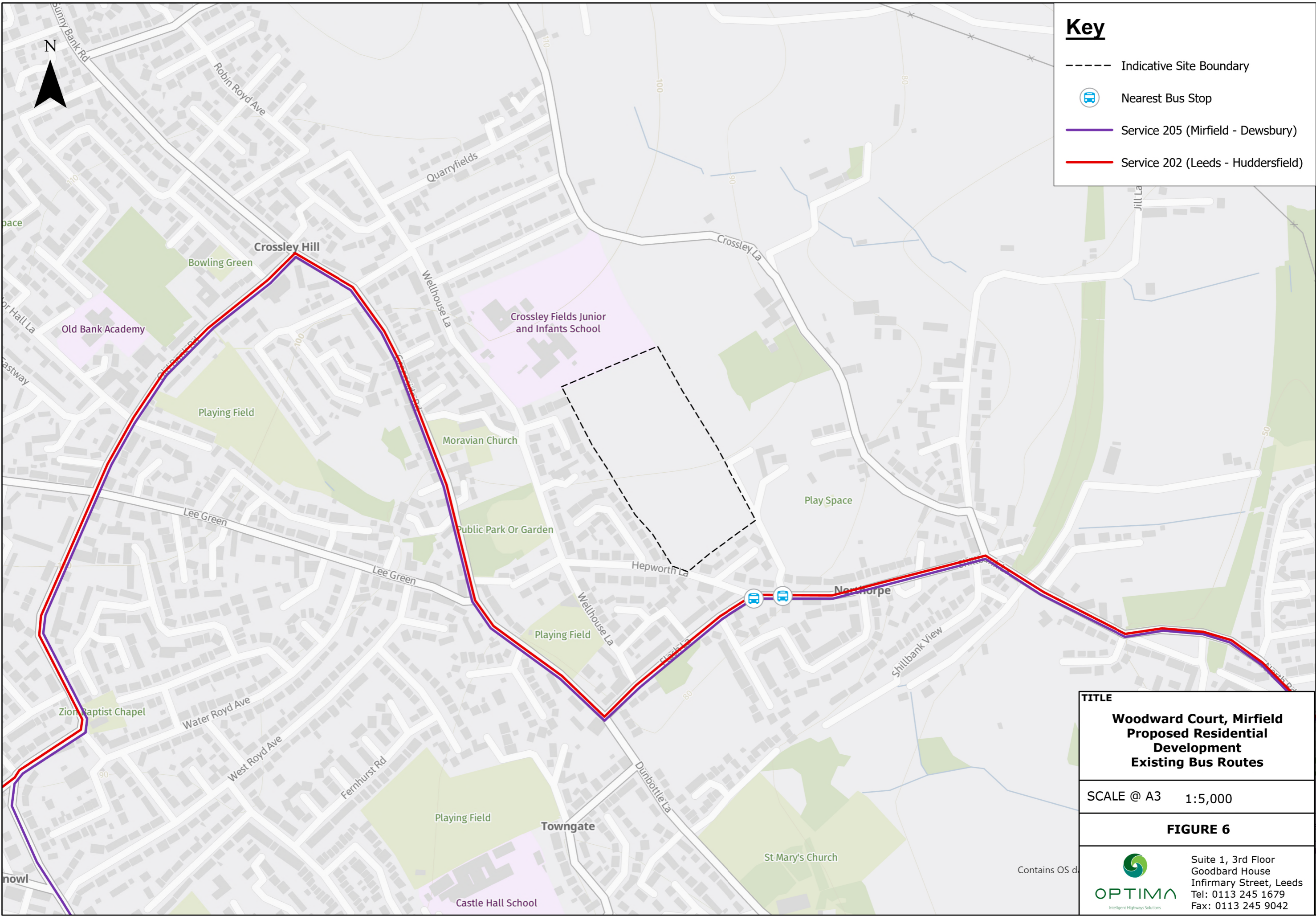
TITLE
**Woodward Court, Mirfield
 Proposed Residential
 Development
 Bus Stop Accessibility**

SCALE @ A3 1:6,000


FIGURE 5

OPTIMA
 Intelligent Highways Solutions

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



Key

- Indicative Site Boundary
-  Nearest Bus Stop
- Service 205 (Mirfield - Dewsbury)
- Service 202 (Leeds - Huddersfield)

TITLE
**Woodward Court, Mirfield
 Proposed Residential
 Development
 Existing Bus Routes**

SCALE @ A3 1:5,000

FIGURE 6

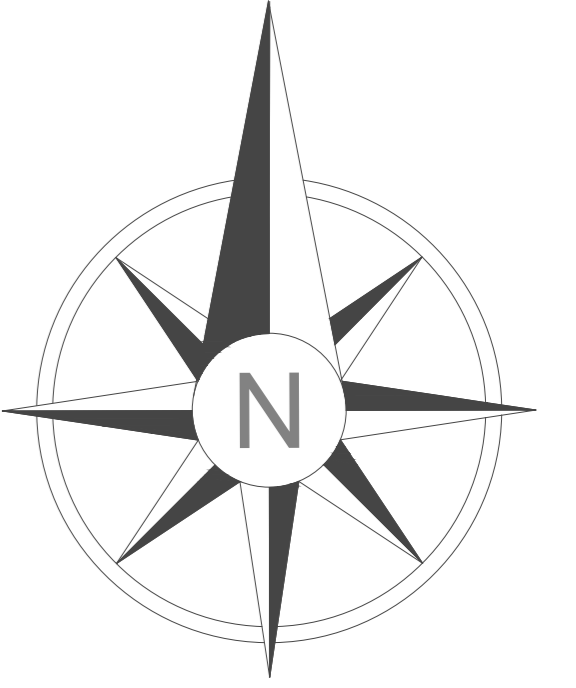
 **OPTIMA**
 Intelligent Highways Solutions

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

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Contains OS d

WOODWARD COURT, MIRFIELD



DRAWING LEGEND:

- RED LINE BOUNDARY
- AFFORDABLE UNITS
- EXISTING TREES/HEDGEROWS TO BE RETAINED
- TREES/HEDGEROWS TO BE REMOVED
- LANDSCAPE - PLEASE REFER TO LANDSCAPE ARCHITECTS DRAWINGS
- VISITOR PARKING BAY
- ON STREET VISITOR PARKING SPACE
- BIN COLLECTION POINTS FOR SHARED DRIVES
- INDICATIVE CONNECTIONS TO PUBLIC RIGHT OF WAY (PROW)

WOODWARD COURT, MIRFIELD SCHEDULE OF ACCOMMODATION							
House Type	Bed No./Storey	Building Regs.	Type	Plotting	Sq.#	No. Units	Total Sq.#
Freehold							
Chandler	38/2	M4(1)	End	PS	937	12	11244
Turner	38/2	M4(1)	End	PS	906	10	9060
Farrier	38/2	M4(1)	Det	PS	1152	3	3456
Scrivener	38/2	M4(1)	Det	PS	1197	2	2394
Southern Life	48/2	M4(2)	Det	SG	1356	5	6780
Philosopher Life	48/2	M4(2)	Det	SG	1489	8	11912
Forester	48/2	M4(1)	Det	IG	1802	6	9012
Jeweller	48/2	M4(1)	Det	SG	1713	6	10278
Watchmaker	38/2	M4(1)	Det	SG	1800	8	15040
Freehold Total						40	79,076
Affordable							
Hooper Life	28/2	M4(2)	End	PS	776	6	4656
Hooper Life	28/2	M4(2)	MIS	PS	776	3	2328
Bolster	38/2.5	M4(1)	End	PS	1038	6	6228
Affordable Total						15	13,212
Affordable Site Percentage							20%
Gross Area				Total	75	92,288	
Net Area							4.73 ha
Open Space (inc. Allotment and BNG habitat zone)							2.65 ha
							1.83 ha
Net Density				28	dph	Net Coverage	14,090
Single Garage				19	Double Garage	9	Twin Garage
Visitor Parking Bay				9	On Street Visitor Parking	13	0

- 0m 10m 20m 30m 40m 50m
- F Road alignment adjusted in front of plots 37-40. Additional space for soft landscaping in front of plots 26-32. Footpath links shown indicatively to PROW on eastern boundary. Nov 25
 - E Plot 12 garage pulled forward. Nov 25
 - D Garages to plots 3,5 and 48 moved forward. Plot 5 and 48 moved to accommodate. Nov 25
 - C Garages to plots 5 and 48 moved forward. Nov 25
 - B Layout updated to clients markup. Oct 25
 - A One way junction and road included. Turning head adjacent to plots 42, 50-55 redesigned and plots changed to utilise space gained from amended turning head design. Oct 25

SITE LAYOUT - 2520-SL-02F
WOODWARD COURT, MIRFIELD
BELLWAY HOMES
 SCALE: 1:500@A0 - OCTOBER 2025
PARKER PEEL
 ARCHITECTURAL
 e: info@parkerpeel.co.uk w: www.parkerpeel.co.uk t: 01924 921 860

PRELIMINARY
 SITE LAYOUT PLAN - 1:500

