

**Roslyn Avenue, Netherton
Proposed Residential Development
Residential Travel Plan**

January 2026 (Rev 1)

Prepared on behalf of
Harron Homes

Quality Management

Roslyn Avenue, Netherton- Residential Travel Plan Project No: 25041				
File reference	O:\Roslyn Avenue, Netherton (Harron)\TEXT\REPORTS\260122 Roslyn Avenue, Netherton, TP (Rev 1).docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks	For Client Comment	For Planning		
Date	16 th January 2026	22 nd January 2026		
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1. Introduction

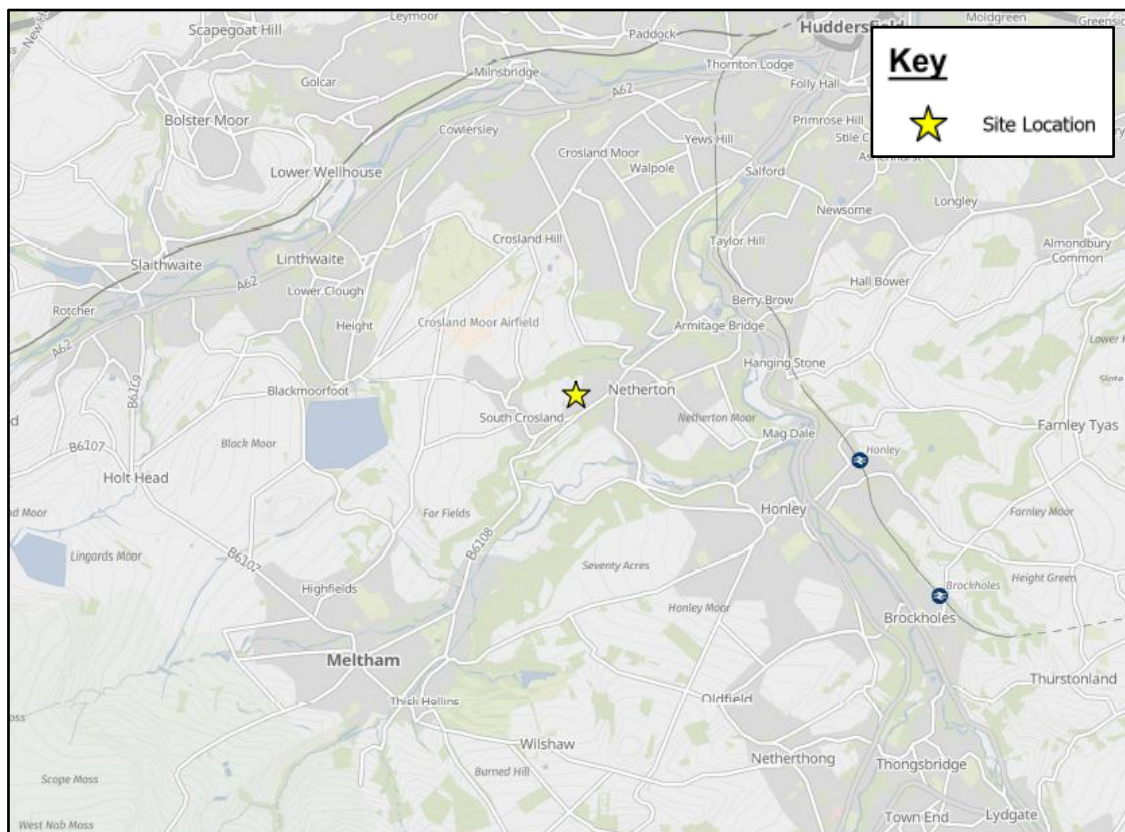
1.1.1 Optima have been appointed by Harron Homes to produce a Travel Plan (TP) in accordance with the Outline Planning Permission for the development of land to the west of Roslyn Avenue, Netherton, Huddersfield ('the Site'). The development comprises of 82 residential dwellings.

1.1.2 An outline planning application (reference: 2023/60/93503/w) was submitted by KCS Development in November 2023, with approval dated 29th July 2024. Harron Homes are now going to development the Site, of which Condition 35 stated:

Prior to the occupation of the hereby approved dwellings,. Notwithstanding the submitted details, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include proposals for enabling and encouraging the use of active and sustainable modes of transport, monitoring, review and timings for delivery. The approved Travel Plan and measures shall be implemented prior to occpautoin or in accordance with the agreed timescales, or as otherwise agreed with the Local Planning Authority.

1.1.3 The Site, which covers 3.9 hectares of land and is located towards the western edge of Netherton, a settlement to the south-west of Huddersfield. The Site is bound by the Dean Wood Ancient Woodland to the north, Roslyn Avenue to the east, agricultural fields to the west and residential dwellings to the south with B6108 Meltham Road beyond. The Site is allocated by the Council for residential development. 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.

Image 1.1 Site Location – Strategic



1.1.4 The site is located within Kirklees (KC), 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.

1.3 REPORT STRUCTURE

1.3.1 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development;
- 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 west of Roslyn Avenue towards the western fringe of Netherton, a village some 4.4km to the south-west of Huddersfield. The Site is bound by the Dean Wood Ancient Woodland to the north, Roslyn Avenue to the east, agricultural fields to the west and residential dwellings to the south with B6108 Meltham Road beyond.

2.1.2 The Site's topography falls gently from north to south and it is enclosed along its boundaries by a drystone wall and has a gated access from Roslyn Avenue. It covers approximately 3.9 hectares of land.

2.1.3 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.

Image 2.1 Site Location - Local



2.2 PROPOSED DEVELOPMENT

2.2.1 The development proposals are for the erection of 82 residential dwellings on land to the west of Roslyn Avenue. A copy of the proposed masterplan is provided at **Appendix A**, an extract of which is provided in Image 2.2.



Image 2.2 Site Layout Plan



2.3 PROPOSED ACCESS STRATEGY

Vehicular Access

2.3.1 As shown in Image 2.2 vehicular access is provided by an extension of Roslyn Avenue which connects to the internal network of the Site. By utilising access from Roslyn Avenue, the Site has a vehicular connection onto Henry Frederik Avenue and Meltham Road beyond.

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 Roslyn Avenue. In addition, two pedestrian access points will be provided connecting to the existing public right of way network.

2.3.4 The first of the two dedicated pedestrian access points will be to the south of the Site forming a connection with Footpath HUD/228/10, a PRow which will be retained along the southern boundary of the Site.

2.3.5 The second of these access points will be towards the north of the Site linking up to Footpath HUD/223/40.

Cycle Parking

2.3.6 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 either garages at those house types that have them, or cycle storage in the form of a shed 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:

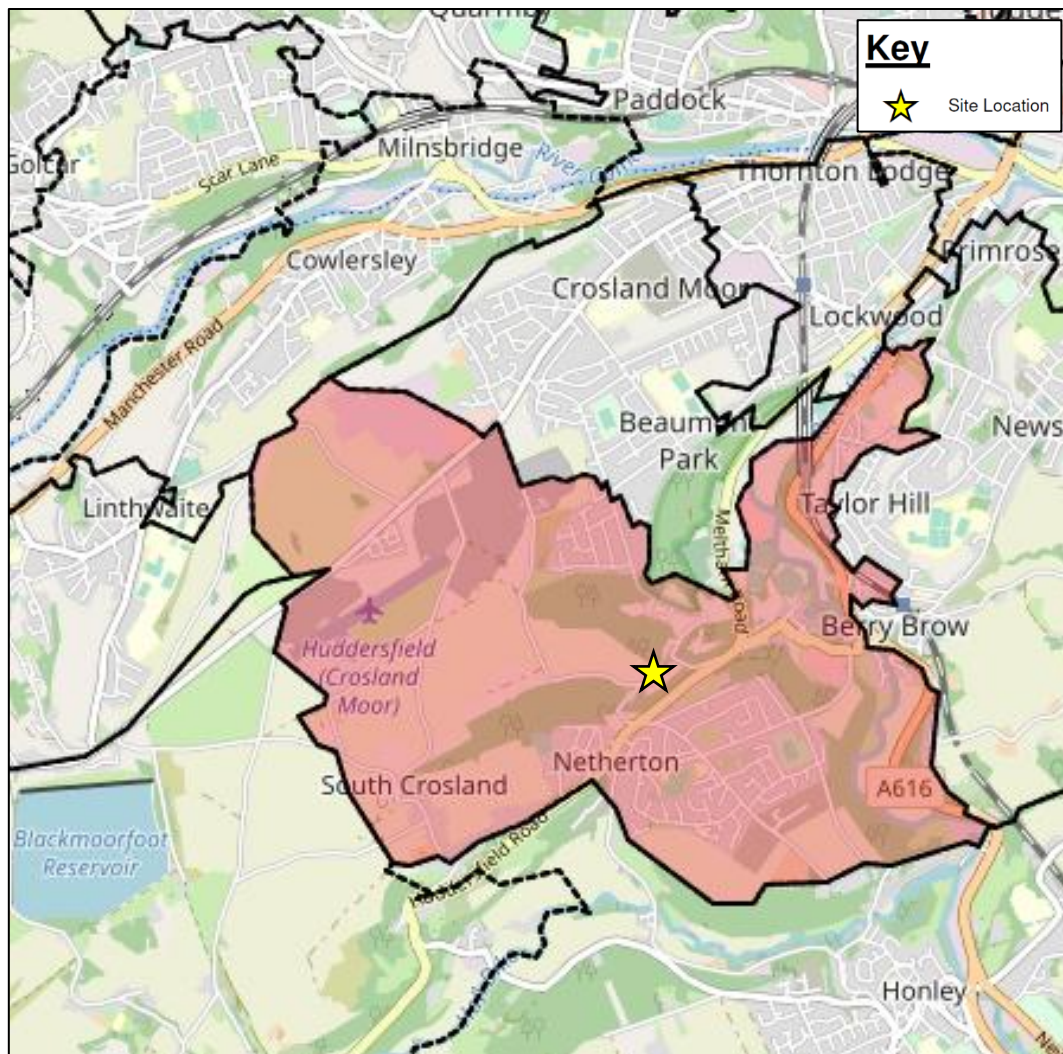
- **S**ite-specific;
- **M**easurable;



- 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 050 - as shown in Image 3.1.

Image 3.1 Kirklees 050 MSOA



Source: www.nomisweb.co.uk



3.4.3 Journey to work mode split data has been obtained for the Kirklees 050 MSOA and is summarised in Table 3.1.

Table 3.1 Method of Travel to Work – Kirklees 050 MSOA

Method of Travel to Work	Percentage
Work Mainly at or From Home	0%
Train	3%
Bus, Minibus or Coach	12%
Taxi	0%
Motorcycle, Scooter or Moped	1%
Driving a Car or Van	69%
Passenger in a Car or Van	7%
Bicycle	1%
On Foot	7%
Other	0%
Total	100%

3.4.4 The 2011 Census mode split indicates that 69% of residents in the Kirklees 050 MSOA drive in a car or van for their journey to work with 7% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle, this equates to 63% 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 63% driving in a car without any passengers = **57%**
- 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 Harron 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;
- Promotion of the MCard and / or cycle vouchers; 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.
Aim	To implement, oversee and manage the Travel Plan.
Responsibility	Harron 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.
Aim	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 Harron Homes will pay a Travel Plan Monitoring Fee as a contribution towards the cost of monitoring the Sustainable Travel Contribution and compliance with the TP for a period of no less than 5 years.



5.3.4 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.

5.3.5 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.
Aim	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 HUD/228/10 which runs adjacent to the southern Site boundary. Footpath HUD/228/10 has a length of circa 620m and provides a pedestrian connection between Midway and Henry Frederik Avenue.

6.1.2 Towards the north of the Site is Footpath HUD/223/40 which has a length of some 945m and runs between Sandy Lane to the west and Deyne Road to the east via the Dean Wood Ancient Woodland. Footpath HUD/228/10 also connects to Footpath HUD/222/10 to the east.

6.1.3 Footpath HUD/222/10, which has a southeast to northwest alignment, connects to Footpath HUD/223/10 at its southern terminus and Footpaths HUD/222/20 & HUD/222/30 at its northernmost point.

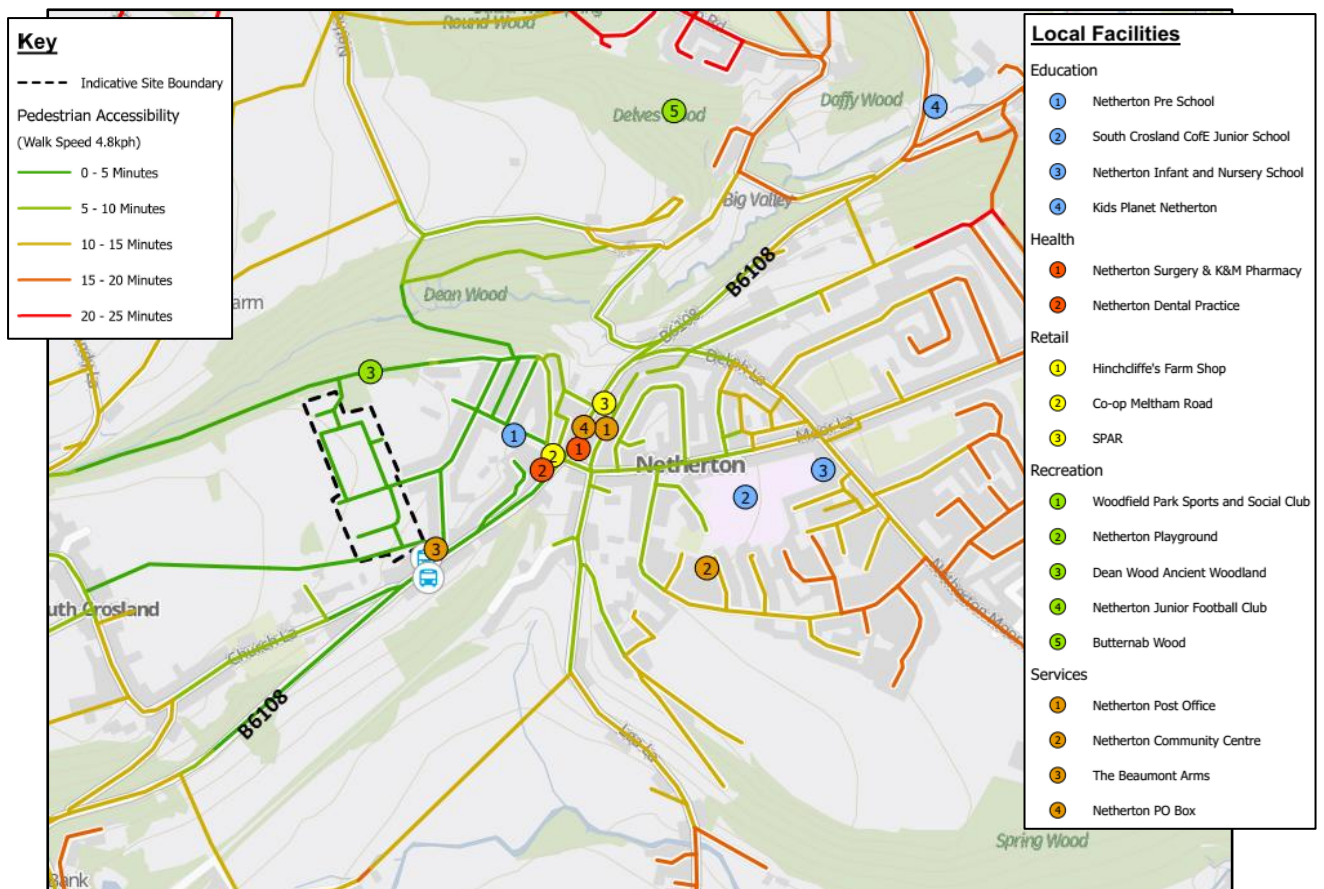
6.1.4 Footpath HUD/222/20 continues northwards from Footpath HUD/222/10 and meets Nether Moor Road to the north whereas Footpath HUD/222/30 heads in an easterly direction and connects to Nether Moor Road further to the east.

6.1.5 Footpath HUD/227/10, directly east of the Site, is a short 93m public right of way running between Meltham Road and Fold Farm 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 6.2 Pedestrian Accessibility – Up to 2km



Education

- The nearest educational facility is Netherton Pre-School located on Chapel Street and is within 5 minutes' walk from the Site;
- South Crosland Church of England Junior School can be accessed within a 10-minute walk from the Site; and
- Netherton Infant and Nursery School can be accessed well within 15-minutes by foot.

Health

- Netherton Dental Practice is the nearest health facility, which is located to the east of the Site on Meltham Road, and can be accessed by foot in 5-10 minutes' walk; and
- K&M Pharmacy and Netherton Surgery are within a 10-minute walk from the Site.

Recreation

- Immediately adjacent to the north of the Site is the nearest existing recreational facility in Dean Wood Ancient Woodland;
- It is proposed to provide a new children's play area within the south-eastern corner of the Site;



- Netherton Playground, located to the east of the Site, can be accessed within a 25-minute walk.; and
- Woodfield Park can be accessed within a 25-minute walk towards the northeast of the Site.

Retail

- The nearest convenience store is Co-op Food – Meltham Road which is accessible within 5 minutes from the Site;
- A little further afield is Londis Convenience Store located within a 10-minute walk from the Site; and
- Hinchcliffe’s Farm Shop is located towards the east of the Site and can be reached within a 25-minute walk from the Site.

Services

- The nearest service facility is Netherton Post Office which is accessible within a 10-minute walk;
- Netherton Community Centre is located within 15-minutes’ walk from the Site.

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

6.3 WALKING MEASURES

Table 6.1 Travel Plan Measure 4a – Travel Information Leaflet and 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.
Aim	To encourage trips on foot.
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.

Table 6.2 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	Upon occupation.
Aim	To encourage trips on foot.
Responsibility	TPC.



Table 6.3 Travel Plan Measure 6 – School Walking Buses

Travel Plan Measure – TPM6	
Summary	The TPC will liaise with local schools to see if there is demand for ‘Walking Buses’. These will be facilitated by the school if demand is in place.
Guideline Timescale	Upon occupation.
Aim	To encourage trips on foot.
Responsibility	TPC and local schools.

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 www.facebook.com/groups/311883475577640 (Huddersfield Ramblers)



7. Cycling

7.1 CYCLE FACILITIES

7.1.1 Within the vicinity of the Site a number of advisory cycle routes are present along Meltham Road, Church Lane and Moor Lane.

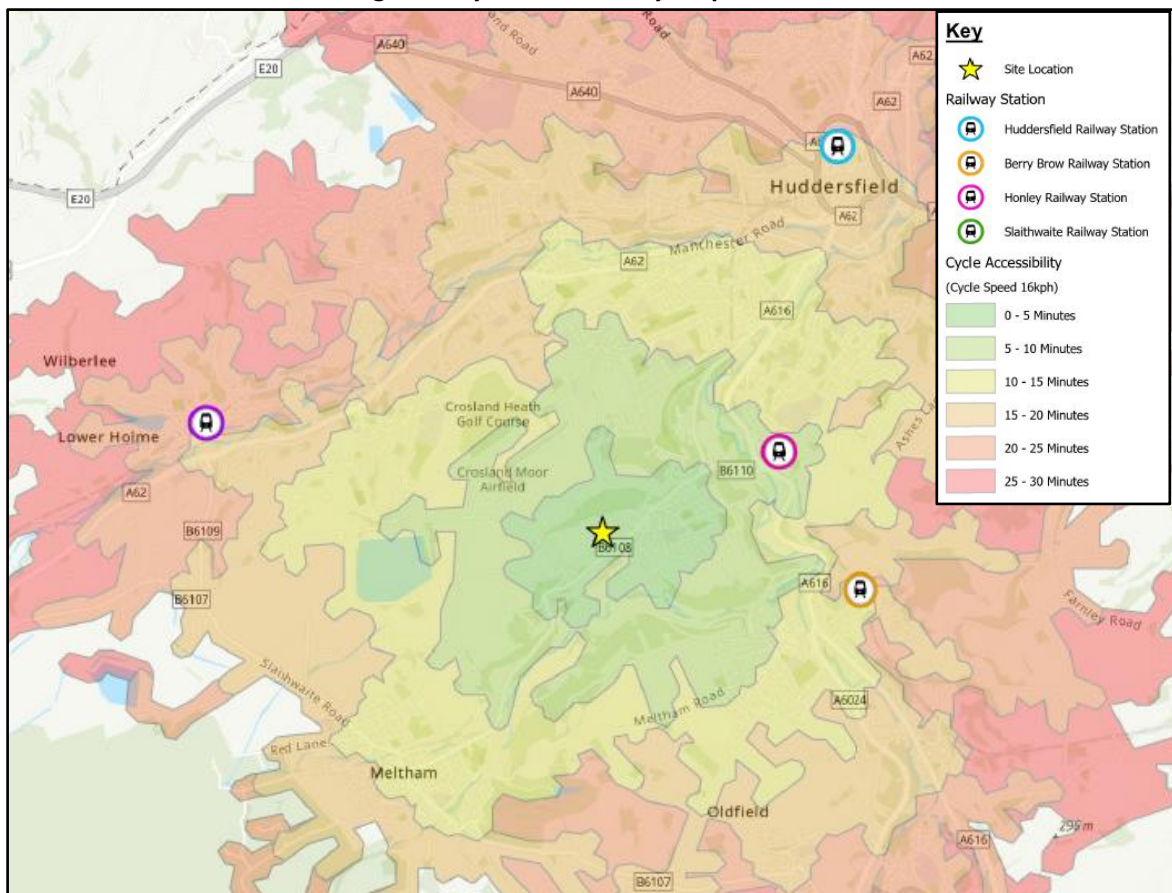
7.2 CYCLE ACCESSIBILITY

7.2.1 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.

7.2.2 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.

7.2.3 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



7.2.4 Figure 4 (Image 7.1) demonstrates that:

- A number of retail, health, and recreational facilities in Netherton can be reached within 10 minutes of the Site by bicycle;



- Berry Brow Railway Station can be reached within 10 minutes towards the northeast of the Site. Alternatively, Honley Railway Station is accessible within 15 minutes' cycle ride from the Site;
- A wide variety of educational, retail, health, recreation and transport facilities are located in Huddersfield Town Centre which can be reached within a 25-minute cycle ride; and
- Areas such as Slaithwaite, Marsden and Holmfirth can be accessible within 30 minutes' cycle ride from the Site.

7.2.5 It is therefore concluded that the proposed Site will provide good accessibility by cycle to a range of local services and facilities within a five to ten minute cycle ride as well railway stations within a 15 minute cycle ride and areas of employment within a 25 minute journey.

7.3 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.
Aim	To encourage cycling.
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.

Table 7.2 Travel Plan Measure 7 - Cycle Storage

Travel Plan Measure – TPM7	
Summary	Secure cycle storage areas to be provided for every dwelling either within an integral garage or garden shed.
Guideline Timescale	Prior to occupation.
Note	Provision of safe, dry and secure cycle storage at the home.
Responsibility	Harron Homes.

Table 7.3 Travel Plan Measure 8 – Cycling Challenges / Competitions

Travel Plan Measure – TPM8	
Summary	Cycling challenges / competitions will be promoted such as Love to Ride where prize draws are used.
Guideline Timescale	Upon occupation.
Aim	To be promoted in newsletters.
Responsibility	TPC.



7.4 USEFUL LINKS

Table 7.4 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
National Cycle Network	https://www.walkwheelcycletrust.org.uk/national-cycle-network/
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 Meltham Road to the south of the Site and served by services operated by First Group and South Pennine Community Transport. Additional stops are provided on Henry Frederick Avenue and Roslyn Avenue but these are services 354 and 355 only (described further in this chapter). A summary of the stops on Meltham Road is provided in Table 8.1.

Table 8.1 Summary of Nearest Bus Stops – Meltham Road

Bus Stop Reference	Location	Direction	Distance from Centre of Site	Facilities	Buses towards	Services
45019220	Meltham Road / Church Lane	Eastbound	350m	Bus stop flag and timetable information	Huddersfield Town Centre	324, 354, 355
45019219	Meltham Road / Church Lane	Westbound	350m	Bus stop flag and timetable information	Meltham, South Crosland	324, 354, 355

8.2.2 The bus stops within the vicinity of the Site on Meltham Road (as shown in Image 8.1 and Figure 5) 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.



Image 8.1 Bus Stop Accessibility

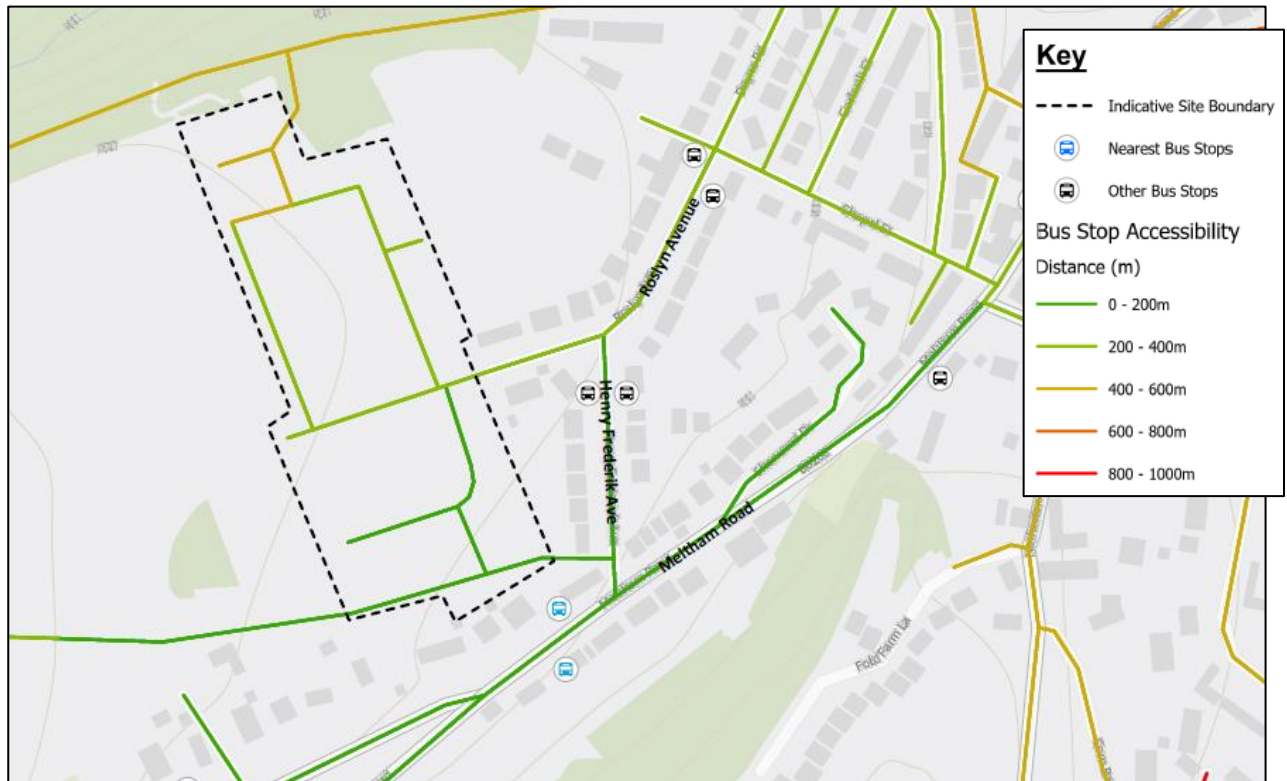


Table 8.2 Summary of Bus Services – Meltham Road

Service	Route	Days of Operation	Approximate One-way Frequency	Time of Operation
324	Huddersfield - Meltham <i>Stop ID: 45019219</i>	Monday – Friday	4 per hour	05:01 – 21:31
		Saturday	4 per hour	06:17 – 21:32
		Sunday	1 per hour	07:27 – 20:23
	Meltham - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	4 per hour	05:25 – 22:52
		Saturday	2 - 3 per hour	07:46 – 22:55
		Sunday	1 per hour	07:55 – 20:44
354	Huddersfield – South Crosland <i>Stop ID: 45019219</i>	Monday – Friday	4 times per day	12:31 – 18:03
		Saturday	4 times per day	12:31 – 18:03
		Sunday	No Service	-
	South Crosland - Huddersfield <i>Stop ID: 45019220</i>	Monday – Friday	4 times per day	07:10 – 15:12
		Saturday	4 times per day	08:42 – 15:12
		Sunday	No Service	-
355	Huddersfield – South Crosland <i>Stop ID: 45019219</i>	Monday – Friday	2 per day	07:35 – 10:05
		Saturday	1 per day	10:05
		Sunday	No Service	-
	South Crosland - Huddersfield	Monday – Friday	2 per day	07:58 - 17:10
		Saturday	1 per day	17:10



	Stop ID: 45019220	Sunday	No Service	-
--	-------------------	--------	------------	---

8.2.3 Service 324 (Huddersfield – Meltham) runs frequently throughout the week. From Monday to Friday, buses operate at four per hour between 05:01 and 21:31. On Saturdays, the service runs four per hour from 06:17 to 21:32, while on Sundays it operates hourly between 07:27 and 20:23. In the opposite direction (Meltham to Huddersfield), the weekday service runs four times per hour from 05:25 to 22:52. On Saturdays, buses run two to three times per hour between 07:46 and 22:55, and on Sundays hourly services operate from 07:55 to 20:44.

8.2.4 Services 354 and 355 together provide limited Monday–Saturday daytime links between Huddersfield and South Crosland, with no Sunday service. Service 354 runs four times per day, while Service 355 adds a small number of extra weekday and Saturday journeys, mainly in the morning and late afternoon.

8.2.5 The bus services that serve Meltham Road provide the following journey times to key local facilities and destinations:

- South Crosland – approximately 4 minutes on Services 354 & 355;
- Meltham – approximately 8 minutes on Service 324; and
- Huddersfield Town Centre – approximately 15 minutes on all services.

8.2.6 West Yorkshire PlusBus is available for unlimited bus travel throughout the county of West Yorkshire (on all participating operators services) with ticket prices as follows: Daily - £6.00, Weekly - £26.00, Monthly - £93.00, Quarterly - £279.00, Annually - £930. A plan showing the West Yorkshire PlusBus zone is provided in Image 8.2.



Image 8.2 West Yorkshire PlusBus Zone



8.3 ACCESSIBILITY BY RAIL

8.3.1 The nearest railway station to the Site is Berry Brow Railway Station which is located 2.6km to the northeast of the Site. It is accessible within a 10-minute cycle ride. It can also be reached within 7 minutes via bus, using Service 354.

8.3.2 Berry Brow Railway Station falls on the Penistone Line which provides regular connections to major destinations such as Huddersfield, Penistone, Barnsley and Sheffield. This station is managed by and solely served by Northern Trains with commuter services towards the aforementioned destinations.

8.3.3 Berry Brow Railway Station has a 10-minute journey time to Huddersfield Railway Station which provides further commuter and express services to destinations such as Leeds and Manchester.

8.3.4 A summary of the available services is contained within Table 8.3.

Table 8.3 Rail Service Summary – Berry Brow Railway Station

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late Evening	
Huddersfield – Sheffield (Penistone Line)	60*	60*	60

8.3.5 The following key destinations can be reached from Berry Brow Railway Station:

- Huddersfield – 10 minutes;



- Leeds – 37 minutes;
- Barnsley – 44 minutes;
- Manchester – 53 minutes.

8.3.6 An alternative station is Honley Railway Station located circa 3.8km to the east of the Site and provides the same services as set out in Table 8.3.

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 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.
Aim	To encourage public transport use.
Responsibility	TPC to produce and distribute the leaflet, followed by newsletters.

Table 8.5 Travel Plan Measure 9 – Bus Stop Improvement Contribution

Travel Plan Measure – TPM9	
Summary	The sum of £21,000 (Index Linked) payable as a contribution towards the provision of real-time displays at bus stops 19220 and 19219, (known as the Beaumont Arms bus stops) or other such bus stops within vicinity of the Development.
Guideline Timescale	As per the S106 agreement.
Aim	To encourage public transport use.
Responsibility	Harron Homes, KC and WYCA.



8.5 USEFUL LINKS

Table 8.6 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

Table 9.1 Travel Plan Measure 10– Car Share

Travel Plan Measure – TPM10	
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.
Aim	To encourage car sharing particularly for commuter journeys.
Responsibility	TPC to include in Travel Leaflet at each annual review.

Table 9.2 Travel Plan Measure 11 – Car Club

Travel Plan Measure – TPM11	
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.
Aim	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.

Table 9.3 Travel Plan Measure 12 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM12	
Summary	The TPC will encourage the use of electric vehicles and 1 EVCP will be provided for each dwelling.
Guideline Timescale	Upon occupation.
Aim	To encourage more sustainable driving practices.
Responsibility	Harron Homes.

Table 9.4 Travel Plan Measure 13 - Home Delivery Services

Travel Plan Measure – TPM13	
Summary	Promote the benefits of home delivery services.
Guideline Timescale	Upon occupation.
Aim	To reduce the need to travel.
Responsibility	TPC to include in Travel Leaflet at each annual review.



Table 9.5 Travel Plan Measure 14 – Working from Home

Travel Plan Measure - TPM14	
Summary	Promote working from home.
Guideline Timescale	Upon occupation.
Aim	To reduce the need to travel.
Responsibility	TPC to include in Travel Leaflet at each annual review.

Table 9.6 Travel Plan Measure 15 – Personalised Journey Planning

Travel Plan Measure 15 – TPM15	
Summary	Personalised Journey Planning
Guideline Timescale	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.

Table 9.7 Travel Plan Measure 16 – Sustainable Travel Fund Contribution

Travel Plan Measure 16 – TPM16	
Summary	Availability of a Sustainable Travel Fund Contribution – sum of £41,943.00 (index linked).
Guideline Timescale	50% to be paid prior to occupation of any dwelling on the development and the remaining 50% to be paid prior to the occupation of the 40 th dwelling.
Notes	Applied by the Council towards sustainable travel measures to help improve sustainable travel / accessibility from the Site (for Metrocards, bicycles, footpath creation / improvements or other sustainable transport related measures)
Responsibility	Developer to pay the Council, TPC and Council to agree spending.

9.2 COMMUNICATION

9.2.1 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.

9.2.2 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.



9.2.3 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 Table 10.1 sets out the initial action for the development. The action plan is not fixed but evolves over time in line with the TP and the requirements on site.



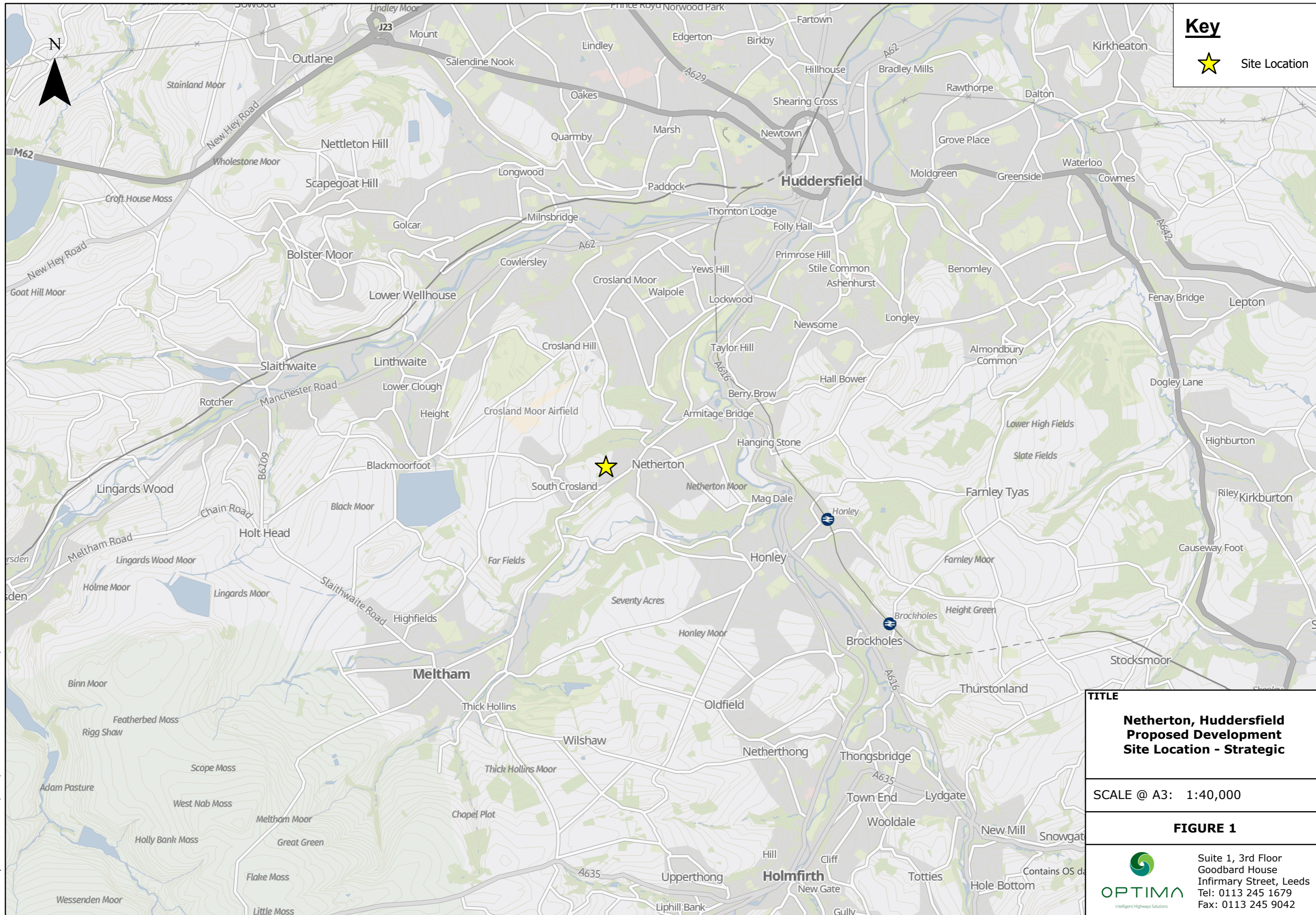
Table 10.1 Initial Action Plan

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	Harron Homes
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	National and Local Events	To encourage trips on foot	Upon occupation	Travel Plan Coordinator
TPM6	School Walking Buses	To encourage trips on foot	Upon occupation	TPC and local schools
TPM7	Cycle Storage	To encourage trips by cycle	Prior to occupation	Harron Homes
TPM8	Cycling Challenges / Competitions	To encourage trips by cycle	Upon occupation	Travel Plan Coordinator
TPM9	Bus Stop Improvement Contribution	To encourage travel by bus	As per the S106 agreement	Harron Homes, KC and WYCA
TPM10	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM11	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM12	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Harron Homes
TPM13	Promote home delivery services	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM14	Promote working from home	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM15	Personalised Journey Planning	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM16	Sustainable Travel Fund Contribution	To encourage sustainable travel	50% to be paid prior to occupation of any dwelling on the development and the remaining 50% to be paid prior to the occupation of the 40 th dwelling	Harron Homes, KC and Travel Plan Coordinator



Figures





Key

★ Site Location

TITLE

**Netherton, Huddersfield
Proposed Development
Site Location - Strategic**

SCALE @ A3: 1:40,000

FIGURE 1



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

Path: C:\Roslyn Avenue, Netherton (Harron)\DRAWINGS\GIS\251208 GIS Plans.aprx



Key

— Indicative Site Boundary

TITLE

**Netherton, Huddersfield
Proposed 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: C:\Roslyn Avenue, Netherton (Harron)\DRAWINGS\GIS\251208 GIS Plans.aprx

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors,

Local Facilities

Education

- ① Netherton Pre School
- ② South Crosland CofE Junior School
- ③ Netherton Infant and Nursery School
- ④ Kids Planet Netherton

Health

- ① Netherton Surgery & K&M Pharmacy
- ② Netherton Dental Practice

Retail

- ① Hinchcliffe's Farm Shop
- ② Co-op Meltham Road
- ③ SPAR







Recreation

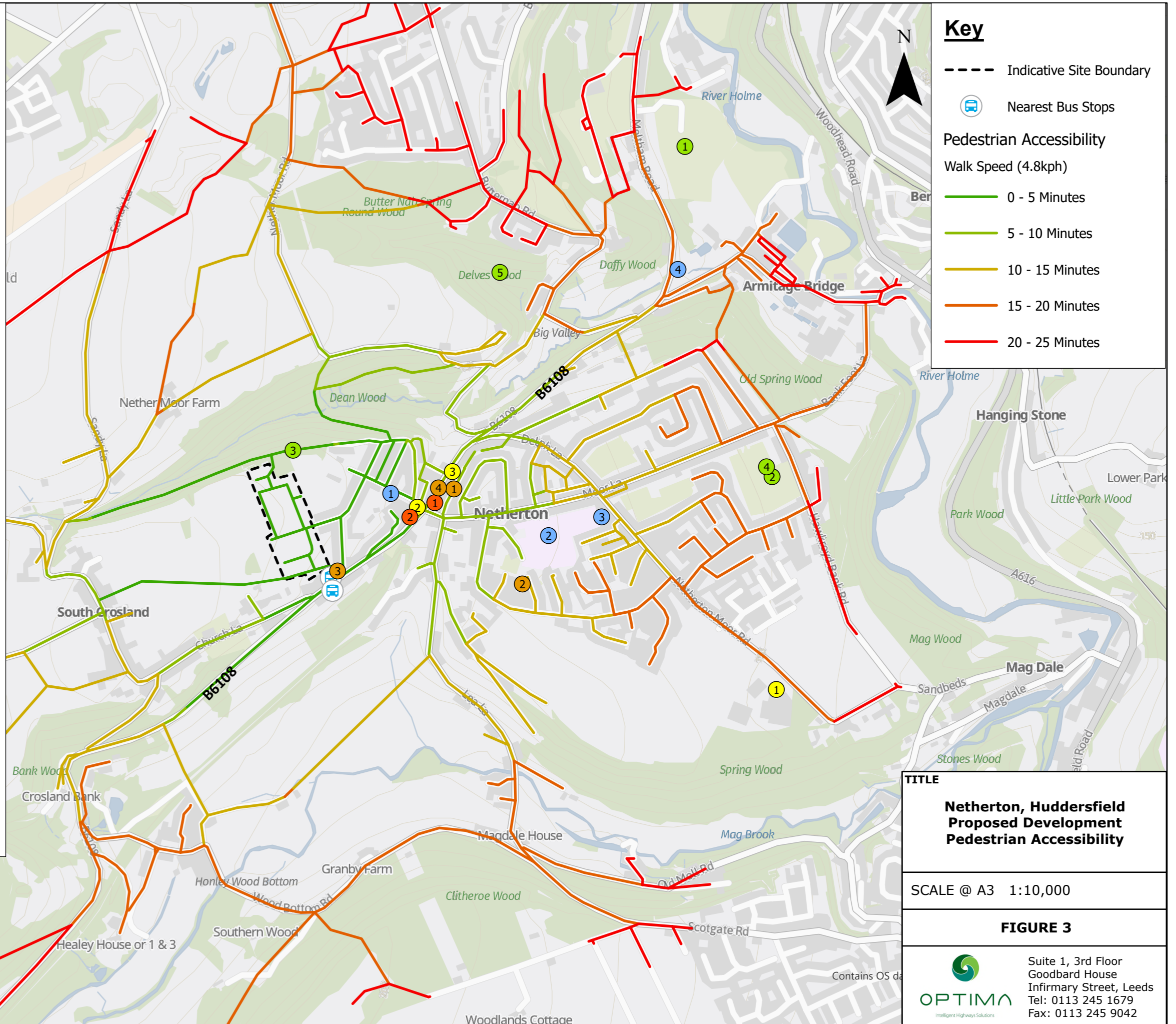
- ① Woodfield Park Sports and Social Club
- ② Netherton Playground
- ③ Dean Wood Ancient Woodland
- ④ Netherton Junior Football Club
- ⑤ Butternab Wood

Services

- ① Netherton Post Office
- ② Netherton Community Centre
- ③ The Beaumont Arms
- ④ Netherton PO Box

Key

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



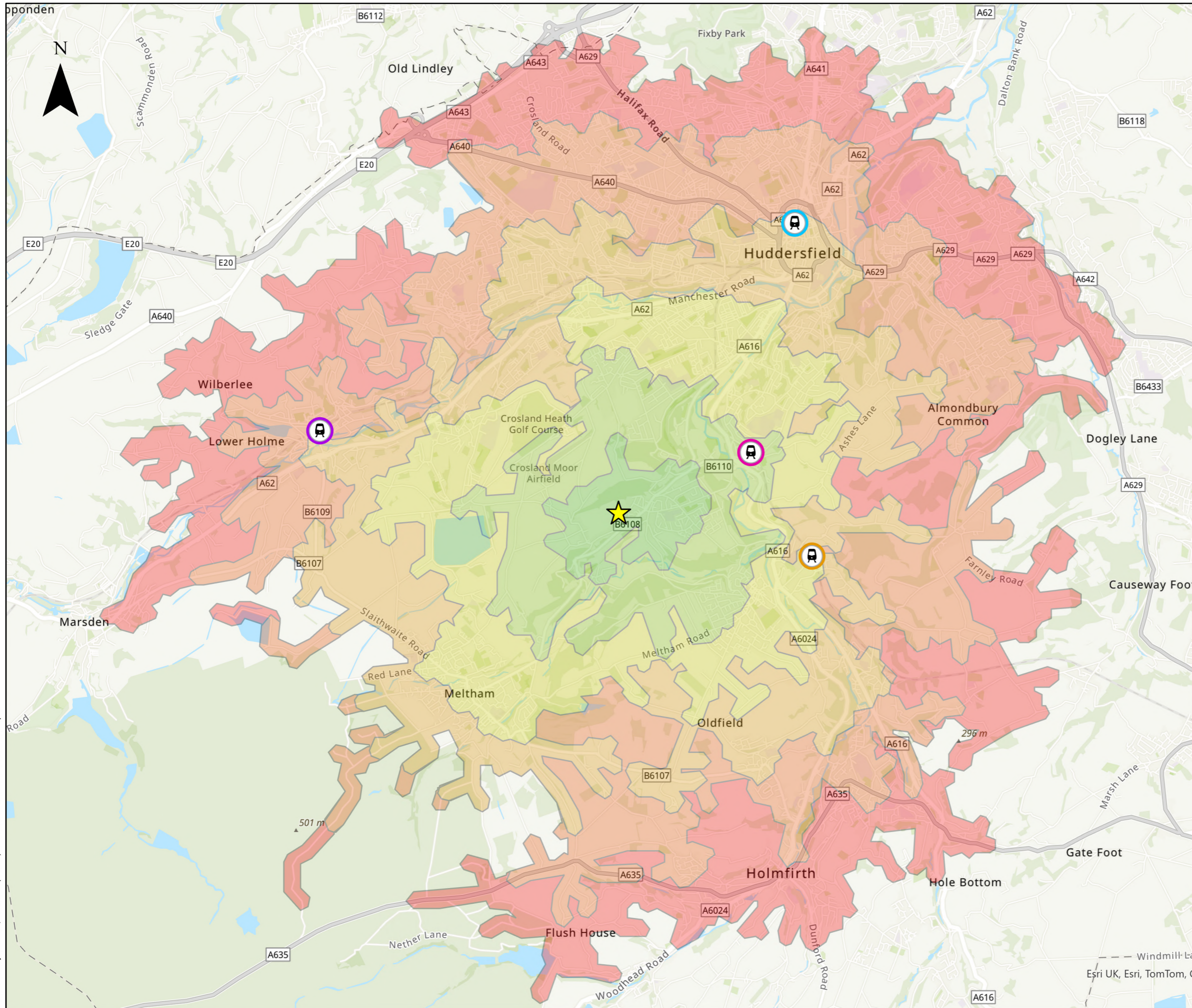
TITLE

**Netherton, Huddersfield
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



Key

- Site Location

Train Station

- Huddersfield Railway Station
- Berry Brow Railway Station
- Honley Railway Station
- Slaithwaite 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

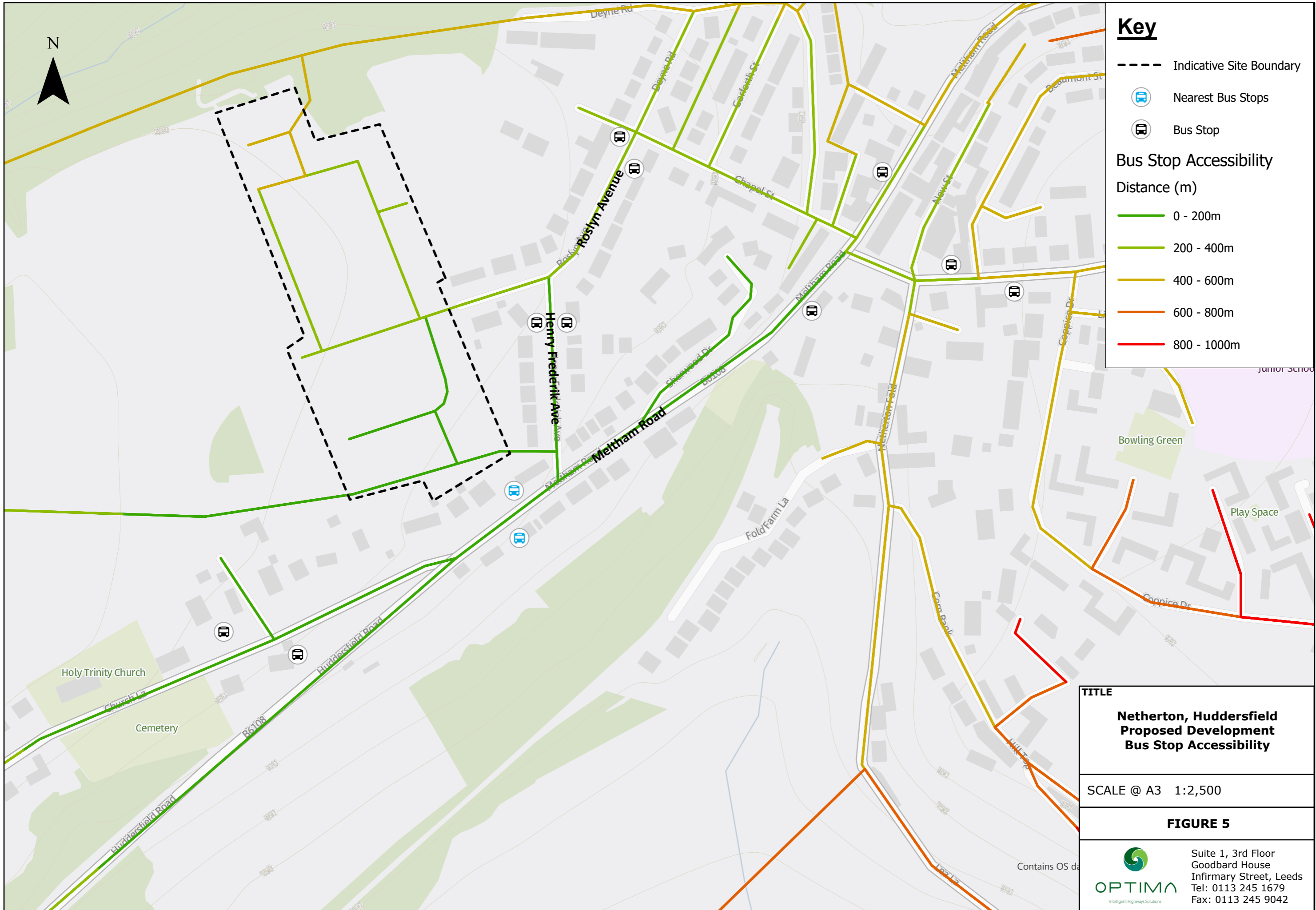
**Netherton, Huddersfield
 Proposed Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4



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



Key

- Indicative Site Boundary
- Nearest Bus Stops
- Bus Stop

Bus Stop Accessibility

Distance (m)

- 0 - 200m
- 200 - 400m
- 400 - 600m
- 600 - 800m
- 800 - 1000m

TITLE

**Netherton, Huddersfield
Proposed Development
Bus Stop Accessibility**

SCALE @ A3 1:2,500

FIGURE 5



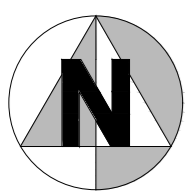
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Appendices



Appendix A Site Layout Plan





Notes

1. Do not scale from this drawing. All dimensions must be checked on site prior to the commencement of any fabrication or building works. Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings and/or other specifications; any disparity is to be brought to the attention of the office & clarification sought before proceeding.
2. Any dimensions shown on this drawing are in (millimetres/metres)

Schedule of Accommodation
Roslyn Avenue, Netherton 07.10.25

S106 Affordable Housing (20%)					
HTRef	TRef	Name	Sq. ft	Bd	Storey Number
HT	T37	Hatfield	564	1	2 4
EM	T37	Bramfield	652	1	2 3
WN	T4	Windslow	782	2	2 3
BC	T7	Brackley	983	3	2 3
ES	B4	Elston	1118	4	2 2
Total					16

Open Market Housing					
HTRef	TRef	Name	Sq. ft	Bd	Storey Number
HT	T37	Hatfield	564	1	2 3
EM	T37	Bramfield	652	1	2 3
WN	T4	Windslow	782	2	2 3
MU	T5	Mursley	822	2	1 1
ST	T10	Stockley	1142	2	2.5 10
MW	T8	Mawsley	970	3	2 9
BC	T7	Brackley	983	3	2 8
OK	T14	Oakham	1278	3	2 4
UP	T28	Uppingham	1449	4	2 1
SH	T16	Shelford	1489	4	2 10
BN	T19	Banbury	1762	5	2 5
NW	T21	Newbury	2138	5	2 8
T22	T22	Tollisbury	2275	5	2 1
Total					66

Overall Total 82

ALL PLOTS TO BE BUILT TO M4-1 STANDARD ONLY

OPTIONAL M4-2 FEATURES WHERE NOTED ON WORKING DRAWINGS NOT REQUIRED.

ALL PLOTS ARE: 2025/HYBRID RANGE

- LAYOUT KEY:**
- SITE BOUNDARY
 - - - 0.45m KNEE HIGH RAIL
 - - - 0.9m METAL RAILINGS
 - 1.8m TIMBER FENCE
 - 1.8m TIMBER GATE
 - 1.8m SCREEN WALL
 - BIN STORAGE
 - SHARED BIN COLL. POINT
 - PRIVATE BIN COLL. POINT
 - SHED POINT
 - AFFORDABLE RENT
 - FIRST HOMES
 - SHARED OWNERSHIP
 - 3x6 INTEGRAL GARAGE (GREEN=SINGLE, PINK=DOUBLE)
 - TARMAC PRIVATE DRIVE
 - BLOCK PAVING - HIGHWAY
 - BLOCK PAVING - DRIVES
 - POS
 - EXISTING TREES AND HEDGING

ALL PLOTS TO BE FITTED WITH AN ELECTRIC VEHICLE CHARGING POINT IN ACCORDANCE WITH PART 5 OF THE BUILDING REGULATIONS

REFER TO LANDSCAPE MASTERPLAN FOR DETAILS OF PROPOSED LANDSCAPING.



REV. D [DATE: 20.01.26] [DRAWN: AB] [CHECKED: ...]
Additional areas for bin collection added to private ownership. BCP to P12-16 and P77-80 re-located. Street-trees relocated to POS areas where clashing with streetlighting design. Rear patios rationalised.

REV. C [DATE: 04.12.25] [DRAWN: AB] [CHECKED: ...]
Drives widened to 3.35.7m (single/double), or flags added on plots off shared surface with hard margin only, to allow bin collection spaces.

REV. B [DATE: 26.11.25] [DRAWN: AB] [CHECKED: ...]
Layout changes to suit Highways comments (RSA 1); P37 handed; P8-11 shared parking area and P3/4, 17, 30/31 parking re-designed. Rear access to P78/80 added. Visitor parking bays re-sized and re-located. BCP to P12-16 re-located. 1m corridor of Vendor retained ownership to Western boundary added.

REV. A [DATE: 20.11.25] [DRAWN: AB] [CHECKED: ...]
House-type names added to footprints/accom schedule; H1 specs added to notes. Knee-calls added to border new hedgerow at N boundary in line with Ecologist req.

Revisions

Harron Homes Limited
Trueman House
Capitol Blvd
Morley
Leeds
LS27 OTS

Tel: 0113 204 4670
Fax: 0113 204 4677
Web: www.harronhomes.co.uk

Status: Construction (CO)

Project: Roslyn Avenue, Netherton

Title: Site Layout

Drawn: AB Date: 28.01.25
Checked: TD Scale @ A1:1.500

Job no: 652 Drg No: 001 Rev: D

