

Jones Homes (Yorkshire) Ltd

Land off Greave Road
Hade Edge

Travel Plan



Control Sheet

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Acknowledgements

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

Extract(s) of 'Providing for journeys on foot', Kirklees Council PROW Map, have been included in this report.

Census 2011 data from Nomis has been used to predict modal split.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations.

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Executive Summary

This Travel Plan seeks to encourage residents of the proposed development of 17 dwellings on land off Greave Road, Hade Edge, to use alternative sustainable means of travel instead of single occupancy car trips.

The key actions arising from this plan are:

A Travel Plan Co-ordinator (TPC) will be appointed by the Developer. The TPC will be appointed when the development is first marketed. The TPC will undertake the specific tasks outlined in this Travel Plan.

The TPC will undertake a travel survey of residents to establish travel patterns once over 40% (approx. five units) of the total number of dwellings are occupied. However, a travel survey questionnaire will be included in the residential Welcome Pack and purchasers will be asked to complete the survey when they first occupy their property.

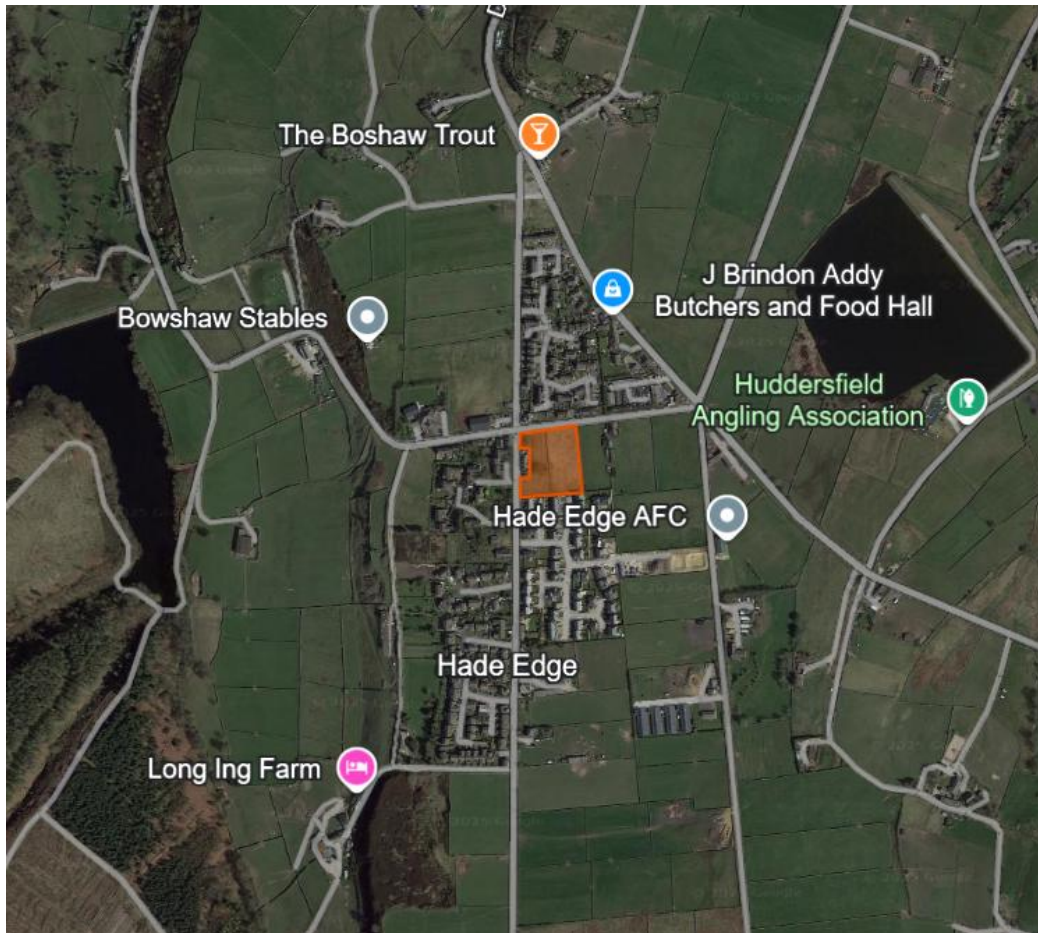
The TPC will prepare an update to the Travel Plan after the initial travel survey has been conducted and analysed. The Travel Plan shall review the measures and targets.

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Jones Homes (Yorkshire) Ltd. to develop a Travel Plan to accompany a planning application for 17 dwellings located and accessed off Greave Road, Hade Edge. The overall location of the land to be developed is identified indicatively in **Figure 1**.

Figure 1 – Approximate Location of Development Land.

[Google Earth]



- 1.2 This Travel Plan relates to a full planning application for 17 residential units (C3), associated car parking, garages; vehicular, pedestrian and cycle access and infrastructure; foul and surface water drainage infrastructure, public open space and landscape and biodiversity enhancements, with vehicular access from Greave Road. The application land is known as Land off Greave Road, Hade Edge. A copy of the site plan prepared by Jones Homes (Yorkshire) Ltd. is included in **Appendix A** for reference.
- 1.3 This Travel Plan report should be read in conjunction with the Transport Statement which is submitted under separate cover (ref: **165069-003-03**).
- 1.4 In accordance with Local and National Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. The Travel Plan includes:

- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
- A package of measures to encourage and facilitate less car dependant living; and,
- A time bound programme of implementation.

1.5 Prospective residents of the site will be made fully aware of the commitment of the development towards the use of sustainable transport. At the earliest possible stage, they will be provided with detailed information which sets out the intentions of the Travel Plan and its obligations on future residents. This will be achieved by including a copy of the Travel Plan within the sales/marketing suite and providing a Travel Information Pack (see example in **Appendix B**) within the sales particulars for each plot. The Travel Information Pack would be regularly updated as the development progresses and include a plan showing where local facilities are located such as shops, schools, bus stops, railway stations and footpath linkages.

2. Travel Plan Objectives

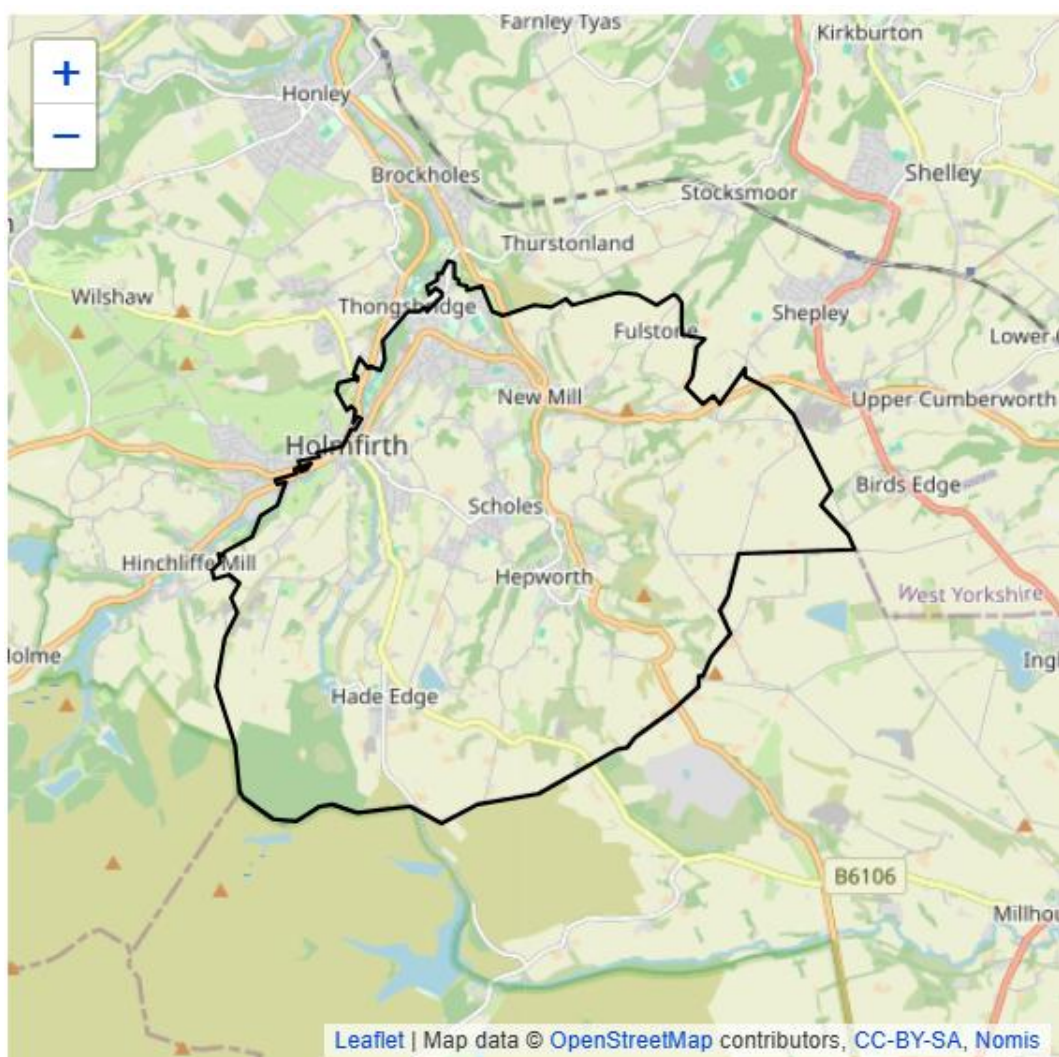
- 2.1 The Travel Plan includes realistic and appropriate objectives and targets for the life of the plan's operation. Travel Plans exist to influence a shift in behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion and incentives.
- 2.2 The Travel Plan objectives are as follows:
- To minimise single occupancy vehicle trips on the journey to work that are created by the site with a 10% reduction over the life of the plan;
 - To reduce the number of children that are taken to school by car. The target is for a 5% reduction over the five years of the plan and;
 - To encourage residents to travel by sustainable modes.
- 2.3 The following table, **Table 1**, shows the multimodal trip generations and modal split taken from the Transport Statement for the proposed development of 17 dwellings;

Table 1 – Multimodal Trip Generations – 17 Dwellings

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.203	18.1%	3
	Cyclists	0.029	2.6%	0
	Public Transport Users	0.059	5.3%	1
	Vehicle Occupants	0.831	74.1%	14
	Total People Trips	1.121	100.0%	19
PM Peak 17:00-18:00	Pedestrians	0.116	14.6%	2
	Cyclists	0.022	2.8%	0
	Public Transport Users	0.035	4.4%	1
	Vehicle Occupants	0.621	78.1%	11
	Total People Trips	0.795	100.0%	14
Total 07:00-19:00	Pedestrians	1.238	15.6%	21
	Cyclists	0.18	2.3%	3
	Public Transport Users	0.371	4.7%	6
	Vehicle Occupants	6.136	77.4%	104
	Total People Trips	7.925	100.0%	174

- 2.3.1 Based on the TRICS data the development could be expected to generate 26.0% of trips by sustainable modes of travel in the AM peak period, and 21.8% in the PM peak hour period. Given the location of the site and the surrounding facilities it is considered the demand for walking, cycling and public transport can be accommodated within the existing infrastructure provision.
- 2.4 In order to compare these generations to representative data, the travel to work data for Middle Super Output Area (MSOA) Kirklees 059 has been obtained. The site lies within MSAO Kirklees 059. See **Figure 2**.

Figure 2 – MSOA Kirklees 059 Boundary [Nomis]



- 2.5 The development predicted generations modal split has been compared to the 2011 Census travel to work data for the 'Kirklees 059' Middle Super Output Area (MSOA), as well as Kirklees and England, which are summarised in **Table 2**.

Table 2 – 2011 Census: Method of Travel to Work data

	Kirklees 059	Kirklees	England
Method of Travel to Work	% working	% working	% working
Work Mainly at or From Home	8.0%	4.5%	5.4%
Underground, Metro, Light Rail, Tram	0.1%	0.1%	4.1%
Train	1.9%	2.8%	5.3%
Bus, Minibus or Coach	4.8%	7.9%	7.5%
Taxi	0.1%	0.9%	0.5%
Motorcycle, Scooter or Moped	0.7%	0.7%	0.8%
Driving a Car or Van	71.3%	65.3%	57.0%
Passenger in a Car or Van	4.7%	6.5%	5.0%
Bicycle	0.8%	1.0%	3.0%
On Foot	6.9%	9.9%	10.7%
Other Method of Travel to Work	0.7%	0.5%	0.6%

- 2.6 The Census data identifies that in the local area (Kirklees 059) the proportion of vehicle occupants (drivers and passengers) is 76.0%. This proportion is similar to those predicted by the TRICS data (77.4% daily vehicle occupants),
- 2.7 Guidance suggests that targets should be measurable and related to the development. Given the Census data set out in **Table 2**, it is considered that a reasonable initial target of the Travel Plan would be to achieve a modal share for single occupancy car journeys of no greater than 66%. This target is in line with the typical modal split for England, and equates to a 4.2% reduction in terms of modal split for the local area. The overall target would be a 10% reduction in single car occupancy travel to work journeys.
- 2.8 The setting of future targets will be subject to the results of the initial and future travel survey as clearly the 'base' mode split will have a fundamental impact on the setting of realistic targets and the proportion of the proposed shift to more sustainable modes of transport. Targets would be refined once the initial surveys have been analysed. Targets will be agreed with Kirklees Council's Travel Team as part of the refinement process of the Travel Plan.
- 2.9 In order to establish the 'base' situation, resident travel surveys will be undertaken once over 40% (approx. six units) of the development are occupied. Once these units are occupied the completed surveys will be collated. After that date, subsequent surveys will be undertaken on an annual basis. The response to the travel survey depends on the good will of residents to respond but the aim is for a response rate of 30% (five households) for the travel surveys when the development is complete.
- 2.10 Annual monitoring of the effectiveness of the initial measures contained within the Travel Plan can identify examples of good practice. These can be refined over time to ensure that the targets set for modal shift are likely to be achieved.
- 2.11 If the targets identified are not met (once the travel surveys have been examined), the TPC will further promote and encourage sustainable modes of transport by use of 'mailshots' / advertising campaigns / events etc, that are considered appropriate for the prevailing situation.
- 2.12 An Action Plan will be prepared. The Action Plan will contain an annual program of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved over the next 12 months.
- 2.13 A table summarising how the Travel Plan will be delivered with actions, timescales and who is responsible is included at paragraph 5.6.
- 2.14 A Travel Information Pack (see example in **Appendix B**), which will be updated prior to marketing the site and regularly as development proceeds) will be provided for all residents, which sets out details of available sustainable travel alternatives.

- 2.15 The Travel Information Pack would include such things as: references to Journey Planners, walking maps, cycle maps, city bus route, sources of online travel information, car sharing, car clubs, bus stop and rail locations, details of local bike shops and details of the TPC.

3. Travel Plan Roles and Responsibilities

- 3.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Co-ordinator (TPC) whose duties include liaison with Residents, the Local Authority and Local Transport Operators. The developer will be responsible for appointing the TPC.
- 3.2 The role of TPC is unlikely to require a full-time equivalent position. The TPC will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.
- 3.3 The TPC will work closely with the developer to ensure that all occupiers of the development receive sustainable travel information at the point of occupation including any affordable units.
- 3.4 The duties of the TPC include:
 - Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting to its formation;
 - Representing the 'human face' of the Travel Plan - explaining its purpose and the opportunities on offer. The Co-ordinator will also play a central role in liaison with residents, local schools, steering groups, management committees and Kirklees Council Travel Team;
 - Provide personalised travel planning tailored to resident's needs (or procuring this service from others);
 - Promoting the individual measures in the Travel Plan;
 - Liaising with public transport operators - it is helpful if Co-ordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the Co-ordinator can also feedback residents' opinions to the operators;
 - Ensuring the approved Travel Plan and its component parts are being actioned;
 - Monitoring the travel plan implementation; and,
 - Taking a key role in review of the travel plan.
- 3.5 The TPC role will be provided from a point in time before the development is first marketed until the completion of and the reporting on the second annual survey. The TPC will undertake the specific tasks outlined in this Travel Plan.
- 3.6 This Travel Plan contains specific measures designed to meet the needs of the occupants and thus attempt to influence the travel modes of residents and visitors to reduce the numbers of car-borne trips to and from the initial surveys.
- 3.7 As part of this procedure, it is particularly important that residents and visitors are made aware of the sustainable transport alternatives that are available and of any aspects of the site's infrastructure that have been designed to assist and encourage their use. Regular reviews of the sustainable travel opportunities are therefore necessary and this will be achieved by consultation between the TPC and stakeholders.

- 3.8 A budget will be provided, which will be available each year following occupation to implement travel plan measures in this plan, and will continue to be provided for two years from the initial travel surveys of the development. The budget will be allocated by the TPC on an annual basis reflecting the occupancy of the development to pursue the measures set out in the Travel Plan. All monitoring costs and funding of the TPC will be in addition to this budget and will be funded by the developer.
- 3.9 The Travel Plan shall be monitored and reviewed annually commencing when 40% of the dwellings are occupied. Travel questionnaires (see example at **Appendix C**) shall be issued upon initial occupation by using the documents to be provided in the residents Welcome Pack. The results shall be collated by the Travel Plan Co-ordinator and the process repeated annually.
- 3.10 It is aimed that Targets will be met within the 5-year period of the Travel Plan. Once the targets are met the level of single occupancy car journeys to work and car journeys to school should be maintained at this level or reduced further.

4. Accessibility by Sustainable Travel Modes

4.1 Overview

4.1.1 This section of the report considers the accessibility of the development by the following modes of transport in order to review the opportunities that will exist for staff and visitors.

- Accessibility by Active Travel – Walking and Cycling;
- Accessibility Public Transport – Bus and Train

4.2 Active Travel: Walking & Cycling

Walking

4.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

4.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

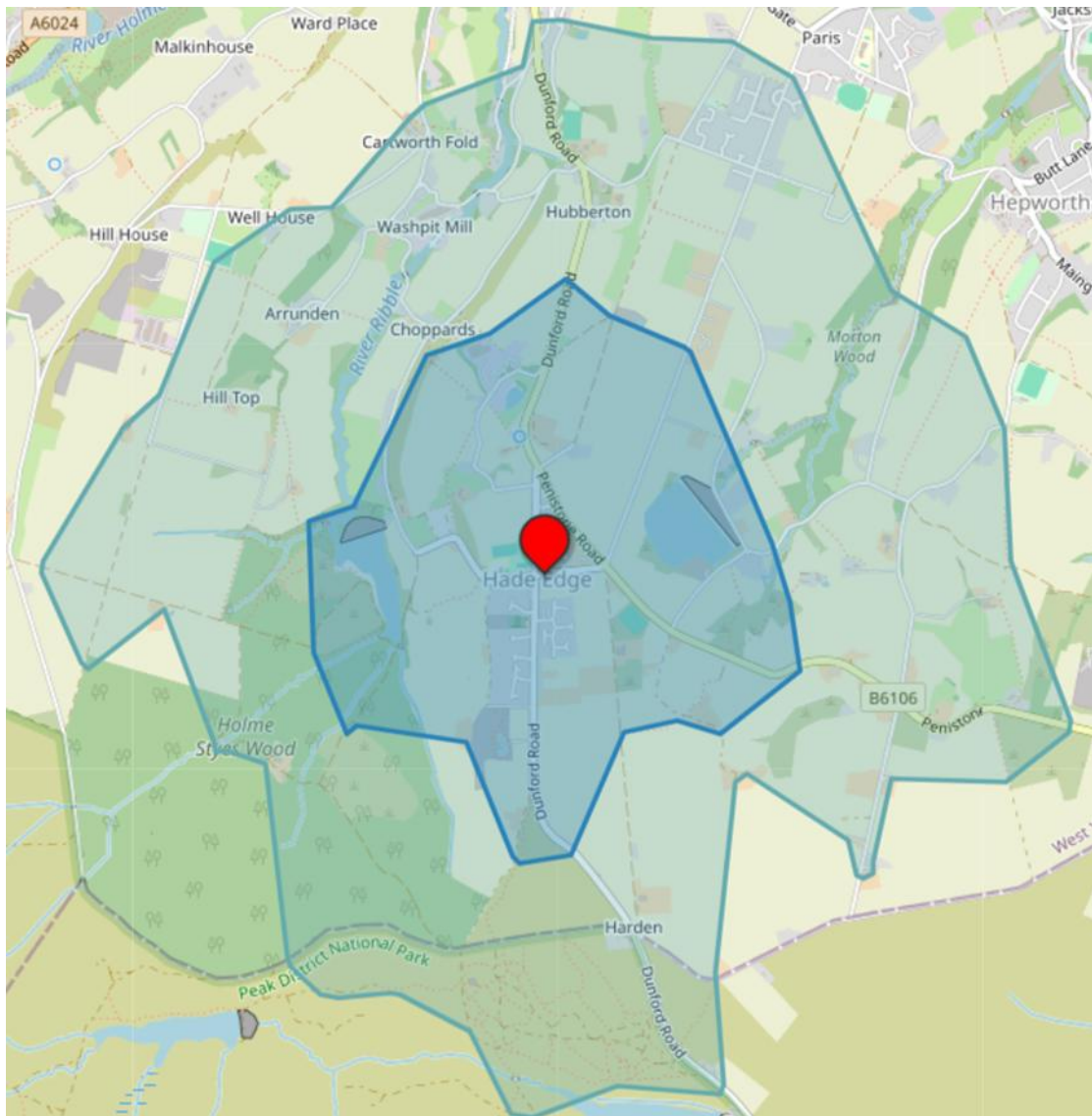
Guidelines for PROVIDING FOR JOURNEYS ON FOOT

Table 3.2: Suggested Acceptable Walking Distance.

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

4.2.3 **Figure 3** identifies the 1000m and 2000m walking isochrones from the site.

Figure 3 – Indicative Walking Isochrones (1000m and 2000m) [OpenRouteService]



4.2.4 The generated isochrone demonstrates that the site is walkable with the residential areas of Hade Edge within 1km walk of the site. The local settlements of Hubbarton, Arrunden and Washpit Mill are within a 2km walk of the site.

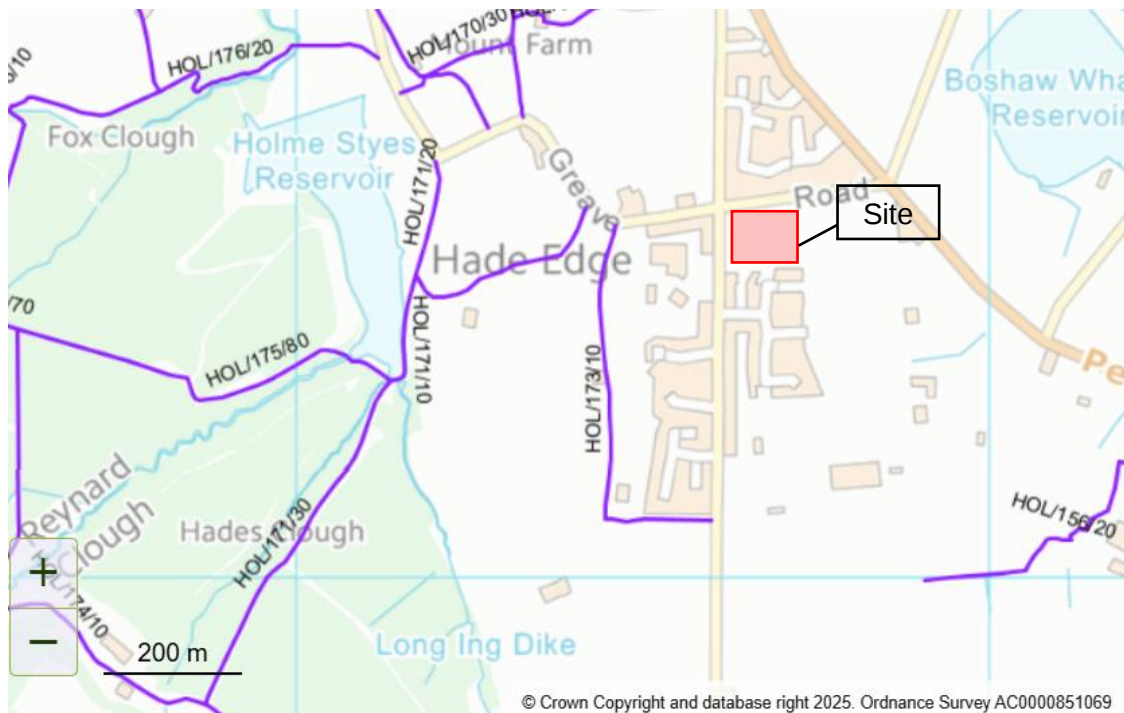
4.2.5 Facilities and amenities within 2km walking distance of the site include:

- Bus stops on Dunford Road, Penistone Road and Scholes Moor Road
- Hade Edge Band Building
- Hade Edge Methodist Church
- Hade Edge Primary School
- Children's Play Ground and Playing Field
- The Hair Barn, Hade Edge
- Flowery Fields Farm Shop
- J Brindon Addy Butchers and Food Hall
- The Boshaw Trout Public House
- Hade Edge Athletic Football Club

- Huddersfield Sailing Club
- Huddersfield Angling Association

- 4.2.6 All of the settlement of Hade Edge is within an acceptable walking distance of 1km.
- 4.2.7 While there is a variety of local facilities and amenities sitting within the 'acceptable' distance of 1km, the quality and availability of pedestrian infrastructure must also be considered when determining the site accessibility.
- 4.2.8 Greave Road, where the proposed access is to be located, has a 1.6m wide footway and street lighting present on the north side.
- 4.2.9 Along Dunford Road in the vicinity of the site, there are footways present on both sides of the road, with the footway on the east side of Dunford Road continuing north towards the junction with Penistone Road.
- 4.2.10 To allow for easier pedestrian crossing, dropped kerbs are present at crossing points on Greave Road and Dunford Road.
- 4.2.11 There is no public right of way present on site. **Figure 4** shows the PROW routes in the area.

Figure 4 – PROW in the vicinity of the site [Kirklees PROW Interactive Map]



- 4.2.12 As shown in **Figure 4**, a number of walking routes are present around the site location which can be utilised by residents of the development. Altogether, it is considered that the existing highway infrastructure is conducive to pedestrian movement and would encourage travel on foot between the site and surrounding amenities.

Cycling

- 4.2.13 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is generally a lot cheaper than a car to purchase and maintain, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.
- 4.2.14 CIHT's **Planning for Cycling (2014)** states that: *"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."*
- 4.2.15 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 5** identifies destinations that lie within 8km of the site access.

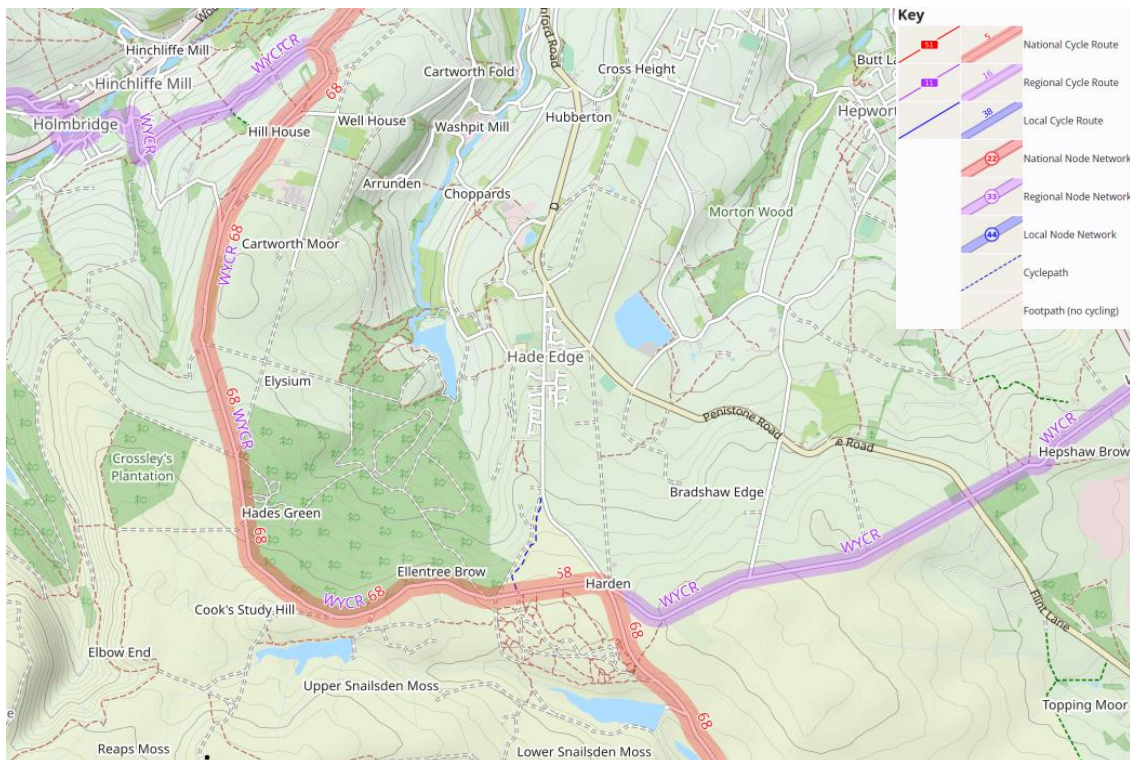
Figure 5 – Indicative Isochrone for Cycling (8km) [Open Route Service]



4.2.16 **Figure 5** shows that much of the local area and neighbouring villages are accessible by cycle including the settlements of Holmfirth, Honley, Scholes, Thongsbridge, Brockholes, and Hepworth.

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

Figure 6 – Cycling Infrastructure near the Site [OpenCycleMap]



4.2.18 Cycle infrastructure is available in the local area with National Cycle Route 68 approx. 1.2km to the south of the site, providing access towards the Peak District National Park to the south and Holmfirth to the north. Cycle paths are also present to south of the site. In terms of road cycling, the roads in the area are generally considered appropriate for cycling.

4.3 Measures in Relation to Walking and Cycling

4.3.1 Footways and crossings are to be provided within the site which will link into the existing pedestrian infrastructure on the surrounding network.

4.3.2 The TPC will promote the benefits of walking in relation to general health and wellbeing and will promote the free walking journey planner to residents, www.routeyou.com/en-gb/route/planner/2/walking-route-planner within the Travel Information Pack and promotional material.

- 4.3.3 When an appropriate number of dwellings are occupied, the TPC can establish demand for parents and children wishing to walk to nearby schools. It is now normal practice for Education Authorities to devise School Travel Plans and the TPC will consult with the local schools to determine what measures will be incorporated in the Travel Plan for the housing development to compliment the school's plan. These measures may for example be to establish a 'walking-bus' or "walking buddies" for a safe commute to nearby schools.
- 4.3.4 Residents will have the opportunity to store cycles within the curtilage of their own property. Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within a Travel Information Pack. Further information on cycling can be found at the following websites:
- www.kirklees.gov.uk, www.holmfirthcc.com, and, www.walkwheelcycletrust.org.uk.
- 4.3.5 The TPC will advise residents that a cycle journey planner is available from CycleStreets at: www.cyclestreets.net/
- 4.3.6 The responsibility for obtaining and updating information relating to cycling will fall to the TPC.
- 4.3.7 The TPC will promote the benefits of cycling in relation to general health and well-being and will promote cycling and cycle events such as the National Bike Week to residents within the Travel Information Pack.

4.4 Public Transport – Bus and Train

Bus

- 4.4.1 The nearest bus stops to the site are located on Dunford Road north of the Greave Road junction, approx. 200m north of the Boshaw View/ Dunford Road junction, and approx. 360m (5-minute walk) from the proposed site access on Boshaw View.
- 4.4.2 Details of the facilities and services available at the stops are given in **Table 3**.

Table 3 – Nearby bus stop information

Bus Stop Location	Bus Stop Information		
Dunford Road/ Greave Road, Hade Edge	Reference	→	45021967 / 45051172
	Direction of travel	→	North / South
	Distance from site	→	360m
	Facilities	→	Stone shelter with seating, pole with flag, service information
	Services	→	25a, 29, 87, H7, X7

- 4.4.3 The services through the bus stops are detailed in **Table 4**.

Table 4 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
25a	Holmfirth – Penistone	1 service Monday to Friday only	No service	No service
29	Holmfirth - Sheffield Centre	1 service every 3 hours	No service	No service
87	Holmfirth – Castleton Bus Station	1 service Wednesdays Only	No service	No service
H7	Holmfirth – Hepworth Circular	3 services per day	No service	No service
X7	Hade Edge – Thongsbridge - Holmfirth	1 service per day AM	No service	No service

- 4.4.4 From the above it can be seen that the site has access to bus services to the local area including Holmfirth where further connections by bus can be made. However, services are not present into the evening and on Sundays.
- 4.4.5 School services are provided by Stotts Coaches. From Hade Edge to Holmfirth High School, the K20A and K20B, departing Hade Edge at 08:05 and 08:08 respectively, and returning at 15:55.
- 4.4.6 The 310 Holme Valley Connection, that runs between Huddersfield and Hepworth, has an hourly service in each direction which can be accessed from bus stops adjacent to Cross Farm approximately 2km north of the site on Dunford Road/Cross Gate Road.

Rail

- 4.4.7 The closest rail station to the site is Brockholes station, an approximately 6.9km cycle from the site. While there is no formal cycle parking at Brockholes Station, cycles can be taken on trains, but a space may need to be reserved.
- 4.4.8 Brockholes Station is on the Penistone Line and is managed by Northern Trains. There are hourly services towards both Sheffield and Huddersfield.

4.5 Measures in Relation to Bus and Rail Facilities

- 4.5.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops railway station and sources of other travel information shall be provided within the Travel Information Pack. As mentioned previously, it will be the responsibility of the TPC to ensure that this information is kept up-to-date and reported in each review.
- 4.5.2 The TPC will advise occupants that information is available via the internet and up to date bus timetables can be found at www.wymetro.com journey planners are also available from this site and at <http://www.traveline.info/> Information about the Student MetroCard can be found at <https://www.wymetro.com/tickets-passes/>

4.5.3 Coach Information can be found at www.nationalexpress.com and Megabus at www.megabus.com. Information about school buses can be found at <https://www.wymetro.com/schools>

4.5.4 The "Your next Bus" service tracks buses using a satellite navigation system and provides the departure times of your next bus at any bus stop in West Yorkshire. This enables users to find out the scheduled or real time for any bus, at any stop, in West Yorkshire. This service is available by texting the bus stop number to 63876 (Nearest stops on Dunford Road are 45021967/ 45051172), or via the web at: <https://www.wymetro.com/buses/your-next-bus/>

4.5.5 The TPC will advise residents that information is available via the internet and up to date rail timetables can be found at:

www.wymetro.com

www.nationalrail.co.uk

4.6 Motorcycling and Mopeds

4.6.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

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

4.6.3 The Government's Motorcycling Strategy can be obtained from the Department for Transport's website at:

<http://webarchive.nationalarchives.gov.uk/http://www.dft.gov.uk/pgr/roads/vehicles/motorcycling/overnmentsmotorcyclingst4550.pdf>. The document includes useful information relating to equipment, testing and training.

4.7 Car Sharing

4.7.1 The site is highly accessible to the local and wider highway network and the initial Resident Travel Survey will identify the numbers of residents travelling with another. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.

4.7.2 Existing Car Share schemes will be promoted to further encourage car sharing. Further detail can be found at <https://liftshare.com/uk>.

4.7.3 Car Share schemes:

- Provide a cheap way to get around;
- Reduce levels of traffic and congestion;
- Reduce CO2 emissions and pollution;

- Reduce parking problems;
- Create opportunities for business and the local community to work together;
- Create opportunities to meet other people from the local area;
- Improve relations with the local community.

4.8 *Electric Vehicle Charging Points*

Electric Charging provision is to be provided for all properties with designated parking to enable Electric Vehicle Charging for residents. EV charging would be provided to meet the Building Regulations Part S requirements.

4.9 *Reducing the Need to Travel to Work*

- 4.9.1 It may be possible for residents to encourage their employers to permit some degree of "home working". This of course will be dependent on the particular circumstances of both the resident and the employer and realistically may not be appropriate in many cases. However, if "home working" were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual resident; and will be promoted to residents by the TPC.

4.10 *Marketing and Communication Strategy*

- 4.10.1 All prospective residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within this Travel Plan by providing each unit with a Travel Information Pack. Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 4.10.2 All prospective residents will be encouraged to access the site via sustainable transport for viewings etc.
- 4.10.3 Residents moving from the development will be asked to inform the TPC so that a resident's pack can be provided to the new occupiers, by the TPC, at the point of reoccupation.
- 4.10.4 A "mail shot" will be produced by the TPC at the time of each review which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 4.10.5 Kirklees Council's travel team and Metro are able to provide posters, leaflets and timetables for display on notice boards/ display units in communal areas of sales offices etc.
- 4.10.6 The TPC's contact information including a telephone number and email address will be included within the Travel Information to allow residents to contact the TPC.
- 4.10.7 The TPC will include sustainable travel information on any marketing and sales website for the development. Following occupation of the development, the website will be maintained and updated to include up to date Travel Plan information.

5. Enforcement and Monitoring

- 5.1 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the Developer's responsibility to appoint a TPC before the development is first marketed to ensure that information can be circulated to prospective purchasers and occupiers. It is the developer's responsibility to make any prospective purchaser of the site fully aware of the planning condition, the Travel Plan and the developer's obligations in relation to the Travel Plan.
- 5.2 With respect to timescales, the Travel Plan will be monitored and reviewed as detailed in Chapter 3. Each annual review, after the initial baseline survey at an occupation level of 40% (five units) of the development, shall include a resurvey of travel patterns by undertaking a travel questionnaire.
- 5.3 The annual surveys shall include details of the monitoring process undertaken. This report should also contain reference to any outside influence, such as changes in occupancy of the dwellings and changes to bus / train services or places of work and schools. Targets will be reviewed after the first survey.
- 5.4 The Travel Plan will be reviewed and if targets have not been met an Action Plan prepared for the next year. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.
- 5.5 The developer and the appointed TPC will use their reasonable endeavours to ensure that the Travel Plan is successful. The TPC maintains responsibility for distributing information and promoting the Travel Plan.
- 5.6 A table summarising how the Travel Plan will be delivered with actions, timescales and who is responsible can be found overleaf in **Table 5**:

Table 5 – Travel Plan Delivery

Action	Timescales	Who is responsible
Appoint a Travel Plan Co-ordinator	Prior to first occupation of development. In post for when site is first marketed. TPC details to be provided to Kirklees Council.	The Developer
Produce Travel information Pack.	Prior to first occupation	Travel Plan Co-ordinator
Include Travel Information Pack within sale particulars for each plot.	Prior to first occupation	The Developer
Travel Plan Information	Included within sales / marketing suites and included on marketing websites. Regular newsletter to residents providing update.	Travel Plan Co-ordinator/ The Developer
Agree the travel questionnaire and Undertake baseline resident's questionnaire survey	Surveys supplied on occupation and collate results on occupation of 40% of the total dwellings to be constructed.	Travel Plan Co-ordinator
Annual residents' questionnaire	Annually following 40% occupation of dwellings and first year base line survey	Travel Plan Co-ordinator
Prepare annual action plan	Within 6 months of undertaking the baseline survey.	Travel Plan Co-ordinator
Review Travel Plan	Annually	Travel Plan Co-ordinator

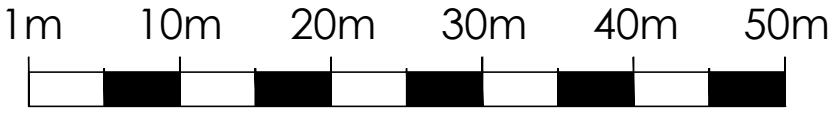
6. Conclusion

- 6.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and their visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 6.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 6.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 6.4 The developer is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.

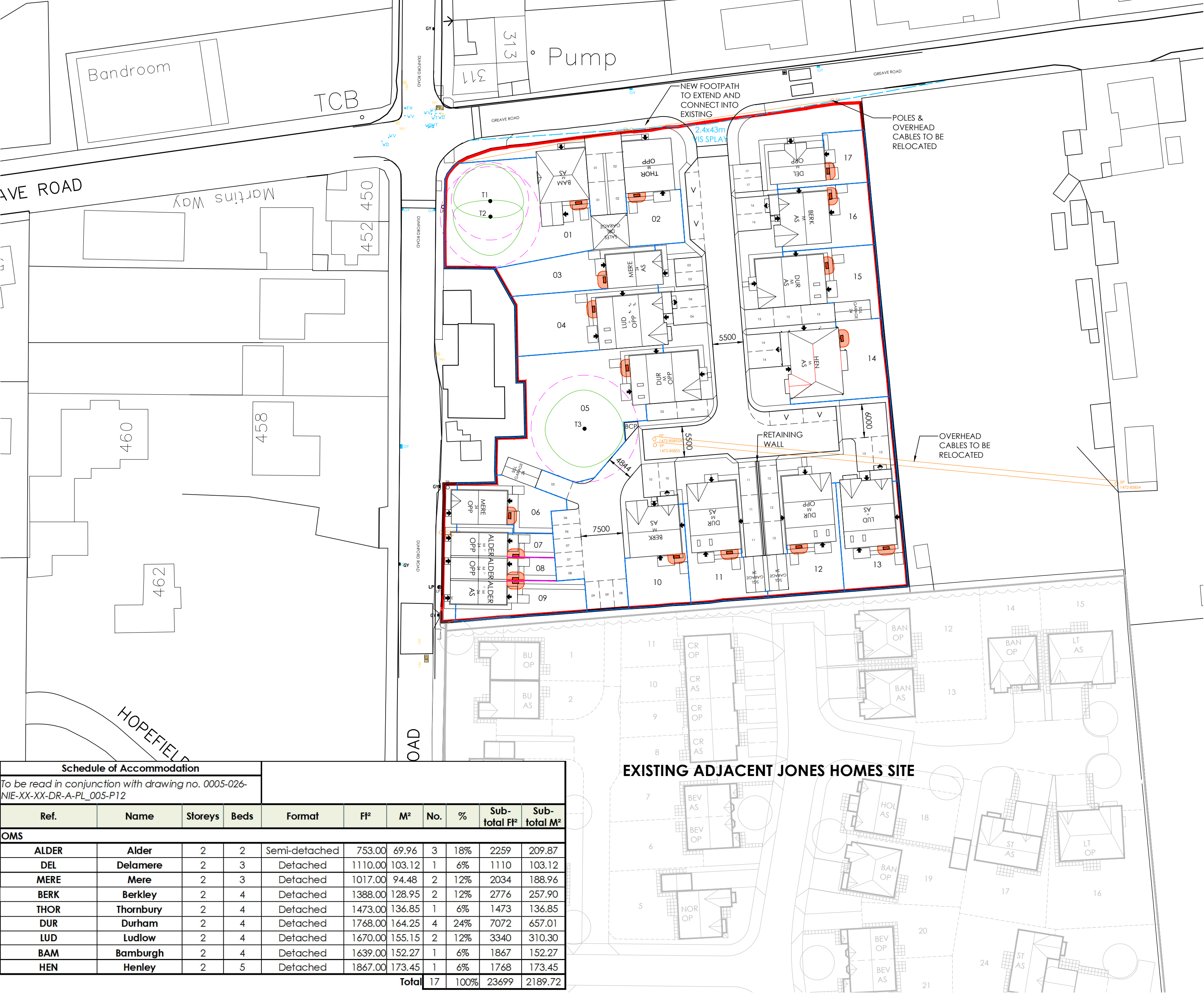


Appendix A

Site Layout Plan



Play Area



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LEGEND:

- SF10 - 1800mm(h) FEATHER EDGED TIMBER FENCE
- SF7 - 850mm PLOT DEFINITION FENCE
- SF12 - 450mm TIMBER KNEE RAIL
- SF13 - 2000mm(h) MASONRY SCREEN WALL
- TREES TO BE RETAINED
- ROOT PROTECTION AREA

Schedule of Accommodation											
To be read in conjunction with drawing no. 0005-026-NIE-XX-XX-DR-A-PL_005-P12											
Ref.	Name	Storeys	Beds	Format	Ft²	M²	No.	%	Sub-total Ft²	Sub-total M²	
OMS											
ALDER	Alder	2	2	Semi-detached	753.00	69.96	3	18%	2259	209.87	
DEL	Delamere	2	3	Detached	1110.00	103.12	1	6%	1110	103.12	
MERE	Mere	2	3	Detached	1017.00	94.48	2	12%	2034	188.96	
BERK	Berkley	2	4	Detached	1388.00	128.95	2	12%	2776	257.90	
THOR	Thornbury	2	4	Detached	1473.00	136.85	1	6%	1473	136.85	
DUR	Durham	2	4	Detached	1768.00	164.25	4	24%	7072	657.01	
LUD	Ludlow	2	4	Detached	1670.00	155.15	2	12%	3340	310.30	
BAM	Bamburgh	2	4	Detached	1639.00	152.27	1	6%	1867	152.27	
HEN	Henley	2	5	Detached	1867.00	173.45	1	6%	1768	173.45	
Total							17	100%	23699	2189.72	

P12	02.02.26	JB	SN	Garden room removed from Henley type. Schedule of accommodation updated.
P11	28.01.26	JB	SN	Plot 10 position adjusted. Plot 13 handed and VP space position amended.
P10	26.01.26	JB	SN	Minor adjustments to plots positions for plots 10, 11, 16 & 17. VP space position amended. Parking/private drive for plots 5-9 adjusted. BCP position added.
P9	07.01.26	JB	SN	Plot 2 position adjusted and garage amended. additional parking added to plot 5 and VP space location amended.
P8	16.10.25	JB	SN	Garden room added to Henley house type. Schedule of accommodation saft updated to all types.
P7	01.08.25	JB	SN	House types amended to 2025 cribs.
P6	09.06.25	JB	SN	Plot 17 type amended. Schedule of accommodation updated.
P5	02.05.25	JB	SN	Plots 4, 5 & 13 handed. Plots 10 & 11 moved west to allow for retaining wall. Parking area serving plots 6-9 adjusted to suit.
P4	17.03.25	JB	SN	Private drive and associated parking amended serving pots 5-9.
P3	05.03.25	JB	SN	Existing TPO'd trees added. Plots 1-3 positions and orientation amended. Plot 5 type swapped. Plot 5 & 6 parking amended.
P2	27.02.25	JB	SN	Visibility splays added. Minor adjustments to visitor parking. Private drive serving plots 1-3 adjusted slightly. Parking to rear of plots 7-9 adjusted.
P1	05.02.25	JB	SN	First issue.

rev

date

issued

checked

description

Greave Road

Proposed Site Layout - Option A (Site B)

title:

Greave Road, Hade Edge

client:

Jone Homes

scale:

1:500@A2

nimen

architects

Niemen Architects
Deck 2, The Waterscape
42 Leeds & Bradford Road
Kirkstall, Leeds, LS5 3EG
T: 0113 239 5400
office@niemen.co.uk

client ref:

job ref:

originator:

zone:

level:

type:

role:

drawing no:

0005-026-NIE-XX-XX-DR-A-PL_005

revision

P12

Planning

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWINGS IS COPYRIGHT



Appendix B

Example Travel Information Pack

This Travel Information Pack includes information on sustainable travel options (walking, cycling, public transport and greener vehicle use) to encourage residents to consider using these modes.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips
- Increase use of active and public transport

Which will benefit all users by:

- Improving health and well-being
- Reducing congestion and pollution
- Improving the environment in which we live

Active Transport

There are many benefits to be gained from walking and cycling including:

- Improved mental and physical health and well-being
- Increased connectivity with surroundings
- Increased sense of community
- Avoiding congestion
- Reduced pollution and emissions leading to improved air quality
- Reduced travel costs



Further information on the benefits of walking and cycling can be found at the sites above.

If you want to gain more cycling confidence before heading onto the roads, information on training events for adults and children can be found at Cycling UK.



Cycle Kirklees provides information and guidance on cycling in the local area.



If you want to plan your journey, Google Maps can be used to search destinations and will suggest a route. Cyclestreets and Cycling UK also provide journey planners and show the available routes in the area.



Your employer might be part of a 'Cycle to Work' scheme meaning you could save on the cost of a bike and accessories with nothing to pay upfront. Ask your employer for more information.

Public Transport

There are also many benefits to be gained from using public transport including:

- Reduced journey times
- Reduced congestion
- Reduced emissions
- You can use the time to read, work or even nap!



Bus stops are located on Dunford Road north of the Greave Road junction. West Yorkshire Metro provides a journey planner, timetable and real time travel information. The WY Metrocard app also provides information and tickets. A summary of the service available is providing in the table below.



No	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
25a	Holmfirth – Penistone	1 service Monday to Friday only	No service	No service
29	Holmfirth - Sheffield Centre	1 service every 3 hours	No service	No service
87	Holmfirth – Castleton Bus Station	1 service Wednesdays Only	No service	No service
H7	Holmfirth – Hepworth Circular	3 services per day	No service	No service
X7	Hade Edge – Thongsbridge - Holmfirth	1 service per day AM	No service	No service

The 310 Holme Valley Connection, that runs between Huddersfield and Hepworth, has an hourly service in each direction which can be accessed from bus stops adjacent to Cross Farm approximately 2km north of the site on Dunford Road/Cross Gate Road.

The closest railway station to the site is Brockholes Station, approximately 6.9km cycle from the site. While there is no formal cycle parking at the station, cycles can be taken on trains, but a space may need to be reserved.

Brockholes Station is on the Penistone Line and is managed by Northern. There are hourly services towards both Sheffield and Huddersfield.



Greener Car Use

It might be that use of a car is unavoidable but there are ways to make it more sustainable.

→ Car sharing

If you share your journey with someone else it can reduce your costs, congestion, pollution and parking problems. Information can be found at Liftshare.



→ Electric vehicles

Electric vehicles are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information can be found at Electric Vehicles UK.



→ Vehicle maintenance and driving style

Ensuring your vehicle's tyres are correctly inflated, reducing its loading, getting regular services and driving smoothly can all reduce fuel consumption having a positive impact on the environment and also reducing running



Other Options

→ Travel to School

Most schools now have their own Travel Plan so check their website or ask the Travel Plan Co-ordinator. If there is enough interest in walking to local schools it might be that a 'walking bus' could be set up. Information on school travel and buses can be found on the Council website and at WY metro.

→ Motorcycling

Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. Guidance on travelling by motorcycle, including training, can be found on the government website and at BikeSafe.



→ Taxi

Taxis can provide a convenient mode of transport for those who don't drive or only need limited use of a vehicle. A wide selection of taxi firms operate in the local area that can be booked online or by phone.

→ Reducing the need to travel

You might be able to work from home some of the time if your employer allows which would reduce the number of journeys you make. You could also carry out shopping online and have home deliveries of groceries.

Travel Plan Co-ordinator

For further information, please contact the Travel Plan Co-ordinator at

NAME, TEL, EMAIL



Appendix C

Example Resident Travel Survey

Travel Survey Questionnaire

This Travel Survey Questionnaire will allow a picture to be built up of the way residents of the development choose to travel. From this, the Travel Plan can be developed and adapted to the specific needs of residents.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips
- Increase use of active and public transport

Which will benefit all residents by:

- Improving health and well-being
- Reducing congestion and pollution
- Improving the environment in which we live

Therefore, it would be appreciated if you could take the time to complete this short survey. If you would prefer to complete it online, please send an email to the address on the last page and a link will be sent to you.

Please answer the questions that are applicable to each member of your household using the person number system throughout. If there are more than five people in your household, please respond for the five eldest. You can be assured that none of the information provided will be passed to third parties.

About Your Household...

→ Please give your building name / block and apartment number.

.....

→ Please give details of the members of your household. Please tick only their *main* status.

Person	Age	Work?	Retired?	In Education?	Other?
1					
2					
3					
4					
5					

→ For those in employment, where do they *normally* work? Please give a company name/postcode and note if anyone works from home on a regular basis.

→ Also, please note the school attended by any children that are in education.

Person	Location
1	
2	
3	
4	
5	

About Travel...

→ For those in employment at present, how do they usually travel between home and their place of work?

[illegible]

→ For those in employment at present, how do they usually travel between home and their place of work if their first choice is not available?

[illegible]

→ For children attending school, please tick their *main* mode of travel for journeys to/from school.

[illegible]

→ Car sharing involves matching people who live close to one another and who would be willing to share a car for the various journeys they undertake. Car sharing need not be every day, but can be arranged when it is convenient to car sharers.

Would any members of your household be interesting in joining the West Yorkshire Car Share scheme?

Person	Yes, as driver or passenger	Yes, as driver only	Yes, as passenger only	No	Undecided, would need more information
1					
2					
3					
4					
5					

→ Does anyone in your household regularly use a Bus pass (or student equivalent) for public transport related journeys?

Person	Yes	No
1		
2		
3		
4		
5		

→ How many cars/vans, motorcycles and bicycles are available to members of your household?

Please give numerical answers.

Person	Cars/vans	Motorcycles	Bicycles
1			
2			
3			
4			
5			

→ Where a child travels to school with a parent/guardian as part of an onward journey, what is the purpose of that journey?

☐ To work ☐ Shopping ☐ Taking another child to school/nursery
☐ Other.....

→ If you wish to make any comments on this questionnaire, or any aspect of sustainable travel, please do so below.

[illegible]

→ If you want to be kept updated with information on sustainable travel issues, events, changes to bus services etc, please provide an email address below. Please be assured that this email address will not be used for any other purpose and will not be passed to any third parties.

.....

Thank you for completing this survey!

Please return your completed questionnaire to the Travel Plan Coordinator using the prepaid envelope included. Should you require any assistance in completing this questionnaire or have any queries please contact the Travel Plan Coordinator, **NAME, TEL, EMAIL**



FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

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