



Technical Note

PROJECT: A079758 – Land at Chidswell, Dewbury

DATE: 21 December 2015

SUBJECT: Accessibility and Connectivity Review

1.0 Introduction

- 1.1.1 WYG is retained by the Church Commissioners for England (the 'Commissioners') to provide transport planning and highways consultancy advice in connection with proposals for a new major strategic mixed-use residential and employment masterplan development at land situated to the north-east of Chidswell, near Dewbury, West Yorkshire (hereafter referred to as 'Land at Chidswell' and the 'Site').
- 1.1.2 In 2013 WYG prepared a 'Transport Feasibility Study and Sustainable Transport Strategy' report presenting the outcomes of a comprehensive transport study, identifying the existing transport characteristics of the Site and demonstrating that it is highly suitable for future development. The study also investigated proposed access arrangements and presented existing and potential future sustainable transport opportunities associated with the Site.
- 1.1.3 The purpose of this Technical Note is to provide a review and update of the current accessibility and connectivity aspects of the Site and further demonstrate how the Site is linked to existing nearby settlements, including Chidswell, Dewbury and Leeds.
- 1.1.4 In summary this Technical Note:
- Provides confirmation to Kirklees Council (KC) of the concept Masterplan currently being considered by the Commissioners and how this contributes to future housing demand in the area.
 - Provides confirmation of the proposed points of access to the Site in the context of the latest concept Masterplan.
 - Provides an update to the relevant chapters of the 2013 Transport Feasibility Study and Sustainable Transport Strategy report prepared by WYG relating to accessibility and connectivity, including to Dewbury town centre.
 - Includes an audit of existing key local facilities and services, including employment; primary, secondary and further education; healthcare; retail; and recreation and leisure.



1.1.5 Following this introductory section, the remainder of this Technical Note is structured as follows:

- Background;
- Site Location and Description;
- Current Masterplan Proposals;
- Proposed Access Arrangements;
- Local Highway Network;
- Public Transport Services;
- Pedestrian and Cycle Networks and Facilities;
- Site Accessibility and Connectivity; and
- Summary and Conclusions

1.1.6 The latter sections of this Technical Note form an update to the relevant aspects of the 2013 WYG report.

2.0 Background

Previous Masterplan Options

2.1.1 As noted above, in 2013 WYG produced a Transport Feasibility Study and Sustainable Transport Strategy report in connection with proposals for a major strategic development at the Site. The Commissioners have strategic land holdings in Chidswell, situated within Kirklees District (the 'District'). The Site, known as Land at Chidswell, is situated to the north-east of Dewsbury town centre and north-east of the village of Chidswell, and is to the east of the A653 Leeds Road, connecting Leeds and Dewsbury. The Site extends from Hey Beck Lane to the north, Chidswell Lane and Owl Lane to the south and east and Leeds Road to the west.

2.1.2 The Local Planning Authority is KC Planning and the Local Highways Authority is KC Highways. West Yorkshire Combined Authority (WYCA) is the local integrated Transport Authority for West Yorkshire.

Development Potential

2.1.3 The KC Strategic Housing Land Availability Assessment (SHLAA) identified the potential to provide up to 2,445 new homes at the Site. The previous KC Core Strategy (CS) Development Plan Document (DPD) identified the Site as a strategic location for growth, and that it has the potential to accommodate a development of some 35 hectares (ha) of non-residential (employment) land use and some 500 residential dwellings. In response to this, three Indicative Concept Masterplan options were previously developed in 2012/2013 which were:

- **Option A** – A CS DPD compliant Concept Masterplan scheme comprising 35 ha of employment land plus approximately 500 residential dwellings.



- **Option B** – A Concept Masterplan scheme comprising 35 ha of employment land plus approximately 1,050 residential dwellings.
- **Option C** – A Concept Masterplan Scheme comprising 35 ha of employment land plus approximately 1,800 residential dwellings.

2.1.4 The Indicative Concept Plans for each development option identified areas of land that could be developed, the locations of Site accesses and potential Site layouts. The Indicative Concept Plans included arrangements for traffic circulation within the Site, corridors for walking and cycling and for providing linkages with surrounding communities, and provision of a local centre and other community facilities which, it is considered, could be supported by the residential and employment development. Masterplan Options B and C also included the provision of a new primary school.

WYG Transport Feasibility Study and Sustainable Transport Strategy Report (2013)

2.1.5 The 2013 WYG report concluded that a comprehensive and overarching Sustainable Transport Strategy is required to actively promote and encourage travel to and from the Site by sustainable (i.e. non-car) travel modes, such as walking, cycling and public transport. This will reduce the overall impact of the masterplan scheme on the surrounding local and strategic road networks.

2.1.6 The report identified that there are numerous services and facilities located within recommended walking, cycling and public transport travel times. It concluded that the Site is highly accessible and conveniently located in relation to core services and facilities, as determined through an accessibility appraisal carried out with reference to Department for Transport (DfT) Core Accessibility Indicators.

2.1.7 The previous WYG report recognised that there is great potential with the Site to encourage a significant modal shift away from single occupancy car use towards sustainable modes, including 'active' travel modes such as walking and cycling. It also concluded that the proposed Masterplan options (whether Option A, B or C) would likely create the need to enhance existing bus services and to improve existing bus frequencies to key local destinations. Public transport penetration into the Site was also considered, together with the potential provision of a new shuttle bus, linking the masterplan Site with the nearby Dewsbury Railway Station.

3.0 Site Location and Description

3.1.1 The Site is located to the east of the A653 Leeds Road dual carriageway which is a strategic corridor between Dewsbury and Leeds. In the immediate vicinity of the Site, Leeds Road runs in the north-south direction adjoining the A638 Wakefield Road in the south and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. In addition, the A638 Wakefield Road links with the M1 Motorway Junction 40 to the east of the Site.

- 3.1.2 The Site extends to Hey Beck Lane to the north and Chidswell Lane to the south. Chidswell Lane provides access back onto Leeds Road to the south-west of the Site and to the B6128 Owl Lane, via Windsor Road, to the south. Owl Lane in turn connects to the A638 Wakefield Road to the east, which connects to the M1 Junction 40, and heads towards Ossett to the west.
- 3.1.3 To the east of the Site there is land predominantly in agricultural uses.
- 3.1.4 A Site location plan is provided in **Figure 3.1**.

Figure 3.1 Site Location Plan



4.0 Current Masterplan Proposals

- 4.1.1 This report is written in the context of a Concept Masterplan for a mix of residential and employment development, which was presented informally to Officers at Kirklees Council in June 2015. It is noted that the previous three masterplan options, developed in 2012/2013, are no longer current, nor is the KC Local Plan of which a replacement is currently being produced.
- 4.1.2 The Concept Masterplan has been informed by a detailed assessment of the technical constraints and opportunities which demonstrate that development in this location is sustainable, deliverable, viable and justified.



4.1.3 The current development parameters are set out in **Table 4.1**.

Table 4.1 Concept Masterplan

Density (Dwellings per Hectare)	Proposed Residential Land (Hectare)	Approximate No. dwellings	Proposed employment land (Hectare)
30	43.37	1,300	35
35	43.37	1,520	35

5.0 Proposed Access Arrangements

- 5.1.1 Within the 2013 WYG report, it was noted that, in order to accommodate up to 1,800 residential units, up to four points of access would be required for the Site. These would consist of two primary Site accesses to the west of the Site, on the eastern side of the A653 Leeds Road, including one to the south near the village of Chidswell and one to the north, south of the Leeds Road junction with Hey Beck Lane. Other accesses would include an access on Hey Beck Lane to the north of the Site and on Chidswell Lane to the south of the Site.
- 5.1.2 The proposed Site accesses will provide important links to both the local and strategic highway networks, with good connections to Leeds, Dewsbury, and the M1 and M62 motorways. The accesses will also provide a number of points whereby pedestrians and cyclists can pass through the Site, allowing access to existing pedestrian and cyclist networks and facilities. The provision of these accesses at various locations will further enhance the Site's sustainability, providing opportunities to travel by means other than private vehicle.

6.0 Local Highway Network

- 6.1.1 The A653 Leeds Road is a two-lane dual carriageway providing access between Leeds and the M62 Junction 20 to the north and Dewsbury to the south. It is fronted by residential properties and also has a number of small farm accesses.
- 6.1.2 South of the Site, Leeds Road becomes a single carriageway road with a single lane of traffic in each direction. It continues to be fronted by residential properties although various local shops and facilities are provided between the Site and Dewsbury town centre. As Leeds Road enters Dewsbury town centre, it meets the A638 / A644 Dewsbury Ring Road which is dual carriageway road with limited active frontage.
- 6.1.3 The B6128 Owl Lane is a single carriageway road with a single lane of traffic in each direction. It connects the A653 Leeds Road with the A638 Wakefield Road. The junction of Leeds Road and Owl Lane is a signalised crossroads.
- 6.1.4 The Leeds City Regional Transport Strategy (RTS) (October 2009) as well as the previous KC CS DPD (p. 99 'Core networks') identify strategic transport corridors. These corridors, which include road and rail routes, connect Leeds to the north with Bradford, Wakefield, Halifax and



the main towns within Kirklees District, including Dewsbury and Huddersfield, with the Highways England (HE) (formerly Highways Agency (HA)) Strategic Road Network (SRN).

- 6.1.5 The West Yorkshire 'Plus' Transport Fund promoted by the West Yorkshire Combined Authority (WYCA) has secured funding in the region of £12.5M for multi-modal corridor improvements on the A653 Leeds to Dewsbury corridor. It is proposed that these improvements will include:

"Improvements incorporating; bus reliability, capacity enhancements, Park and Ride facilities and highway capacity improvements at key junctions along the corridor. Includes developing express bus services between Leeds City Centre and Dewsbury (with stops at key locations such as business parks, park and ride sites, and shopping centres), creation of bus lanes, bus priority schemes, and highway, junction and traffic light improvements which supports housing and employment growth in north Dewsbury (Chidswell) while providing existing and new residents with faster access (by car and bus) to Leeds city centre, White Rose, Aire Valley and the M62 corridor. It addresses local congestion issues, helps cyclist and pedestrian movement and provides better access to Leeds city centre, thereby helping to accommodate further city centre and local employment growth."

7.0 Public Transport Services

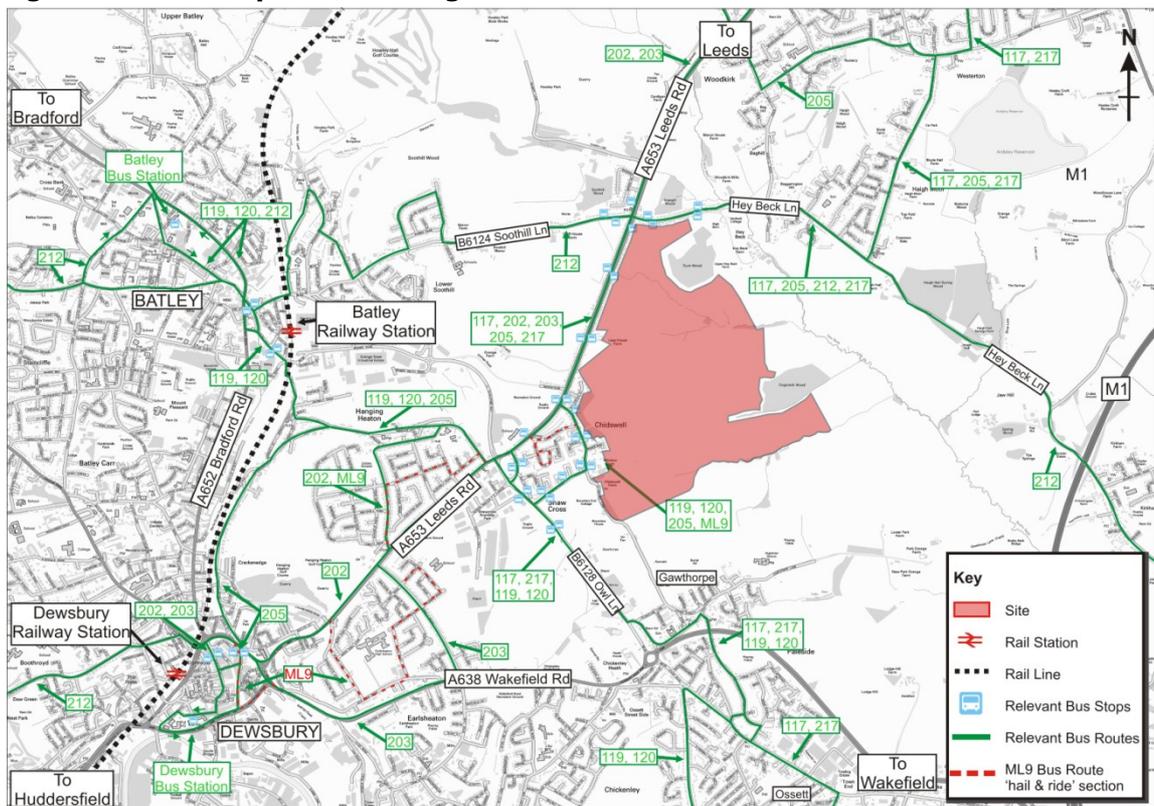
Bus Services

- 7.1.1 The Site is situated within a pivotal point on the local bus network, being served by a large number of bus routes providing key convenient links to major employment areas and town centres elsewhere in the District and beyond. There are various existing bus stops located within close proximity to the Masterplan Site, including at the northern, western and southern edges of the Site, with bus stops situated along the A653 Leeds Road, Hey Beck Lane and Chidswell Lane respectively.
- 7.1.2 The northern part of the Site is served by local bus routes 117, 205, 212 and 217 in both directions along Hey Beck Lane. Routes 117 and 217 connect Wakefield with Leeds via Chidswell; route 205 connects Dewsbury with Pudsey; and route 212 connects Wakefield with Batley, to the west, providing a direct bus service between the Masterplan Site and Batley Rail Station.
- 7.1.3 The Site's western edge, along Leeds Road, has three bus stops. These are served by routes 117, 202, 203, 205 and 217; routes 202 and 203 run from Huddersfield to Leeds via Dewsbury, all major nearby employment centres.
- 7.1.4 The Site's southern edge is also served by route 205 and additionally routes 199, 120 and ML9. Route ML9 connects Chidswell with Dewsbury town centre by five buses a day (Monday to Saturday), once an hour between 10:00 and 14:00 hours, offering a 'hail and ride' service for most of the route. Routes 199 and 120 link Wakefield to Batley via Chidswell.



- 7.1.5 As stated in the West Yorkshire Transport Plan (2011-2026), there is to be further introduction of real-time bus information; as well as the provision of new bus services linking to local hospitals.
- 7.1.6 In terms of Dewsbury town centre, there is a FreeTownBus service in operation providing greater mobility to key locations in the town centre. This service runs every ten minutes from 7:30am to 6:30pm, Monday to Friday, and on Saturdays from 8:30am to 5pm.
- 7.1.7 **Figure 7.1** shows the various bus routes connecting the Site. **Table 7.1** provides a summary of existing bus services passing the Site, including their typical Monday to Saturday daytime and evening, and Sunday, frequencies, and closest bus stops to the Site.

Figure 7.1 Bus Stops Surrounding the Site



**Table 7.1 Summary of Existing Bus Services Surrounding the Site**

Bus Route	Route Description	Frequency (minutes)			Closest Bus Stop
		Monday to Saturday		Sunday	
		Daytime	Evening		
117/217	Wakefield - Ossett Bus Stn - Chidswell - White Rose Centre - Leeds City Bus Stn	60	60	60	Hey Beck Lane / Leeds Rd / Chidswell
119/120	Wakefield Bus Stn - Horbury Jnc - Ossett Bus Stn - Owl Ln - Batley Bus Stn	60	60	-	Chidswell
202/203	Huddersfield Bus Stn - Dewsbury Bus Stn - Chidswell - White Rose Centre - Leeds City Bus Stn	15	30	30	Leeds Rd
205	Dewsbury - Chidswell - Morley Town Hall - Gildersome Green - Pudsey Bus Stn	60	-	-	Hey Beck Lane / Leeds Rd / Chidswell
212	Dewsbury Bus Stn - Batley Bus Stn - Babes in the Wood - Wakefield Bus Station	60	60	60	Hey Beck Lane
ML9	Dewsbury Long Causeway - Bennet Lane - Chidswell - Bendigo Road - Dewsbury	60	60	-	Chidswell

7.1.8 Chidswell is placed in a strategic location and benefits from bus services to Dewsbury, Batley, Leeds, Wakefield and Huddersfield. **Table 7.2** includes the average journey times from Chidswell to the main attractors in the area. A strategic Site location plan is shown in **Figure 7.1**.

Table 7.2 Average Journey Times from Chidswell

Destination	Average Journey Time
Dewsbury	13 minutes
Batley	15 minutes
Leeds	39 minutes
Wakefield	50 minutes
Huddersfield	60 minutes

Bus Service Accessibility

7.1.9 The previous KC CS seeks to locate new developments within a 'convenient walking distance' of the core public transport network. It defines 'convenient' as equal to an approximately 10 minute walk, which in turn equates to an approximately 800 metres walk distance.

7.1.10 It is noted that the Site satisfies this criterion with the full extent of the previous CS DPD Compliant Masterplan Scheme being within an 800m distance of frequent bus services operating on Leeds Road. Additionally, should a wider scheme come forward, this would also



7.1.15 Both stations are served by the Northern Rail Train Operating Company (TOC) and are served by half hourly daytime services to both Leeds and Huddersfield (calling at most intermediate stations). In addition, Dewsbury Rail Station, which is also served by the First TransPennine Express TOC, also provides fast train services to Leeds, Huddersfield, Manchester Piccadilly, York and Newcastle. **Table 7.3** demonstrates destinations within 30-45 minutes by rail from Dewsbury rail station, and **Table 7.4** provides a summary of typical journey times from both Batley and Dewsbury Rail Stations.

Table 7.3 Destinations within 30-45 minutes of Dewsbury Railway Station

Origin	Destination	Average Journey Time
Dewsbury	Batley	3 minutes
	Mirfield	6 minutes
	Cottingley	13 minutes
	Bridghouse	17 minutes
	Sowerby Bridge	27 minutes
	Mytholmroyd	32 minutes
	Hebden Bridge	36 minutes

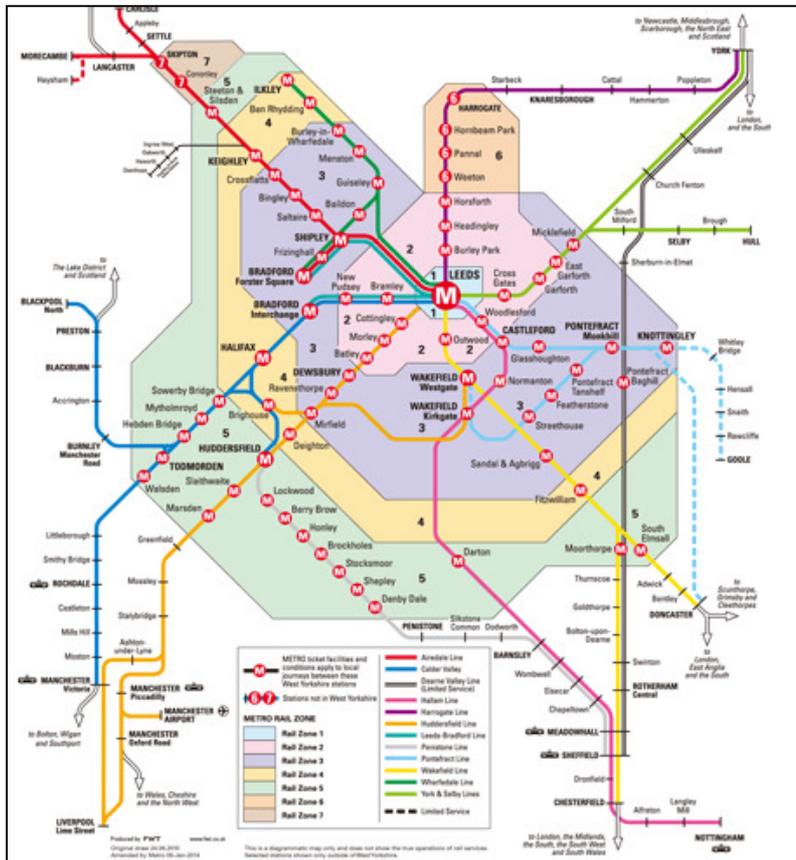
Table 7.4 Typical Journey Times from Batley and Dewsbury Railway Stations

Origin	Destination	Average Journey Time
Batley	Leeds	18 minutes
	Huddersfield	24 minutes
	Manchester Victoria	87 minutes
Dewsbury	Leeds	15 minutes
	Huddersfield	9 minutes
	York	45 minutes
	Manchester Piccadilly	43 minutes
	Newcastle	120 minutes



7.1.16 A map of local and strategic rail connections from Leeds and Dewsbury is provided in **Figure 7.3**.

Figure 7.3 West Yorkshire Rail Network



Source: Metro, Transport for West Yorkshire.

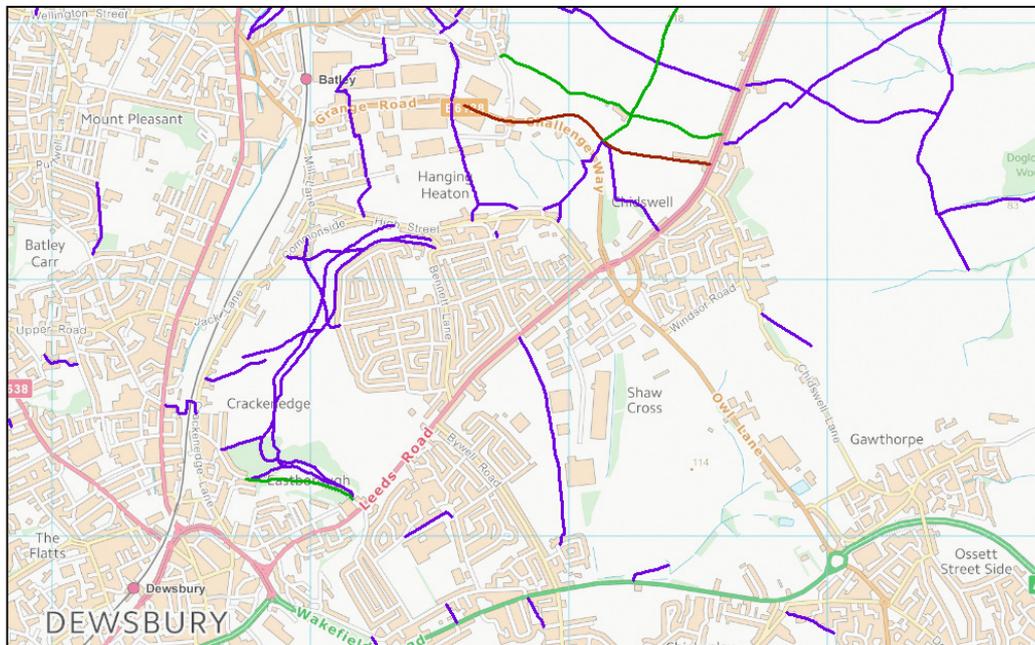
8.0 Pedestrian and Cycle Networks and Facilities

Pedestrian Networks and Facilities

- 8.1.1 According to the Department for Transport (DfT), walking is considered to be the most important mode of travel at the local level with the greatest potential to replace short car trips, particularly under 2 kilometres. WYG has undertaken an appraisal of the Site in accordance with DfT accessibility criteria identifying the various services and destinations accessible within various walking and cycling catchments from the Site. Within 2km of the Site, which equates to a less than half an hour walk, Chidswell village, Hanging Heaton, Ossett Street Side and parts of West Ardsley can all be reached.
- 8.1.2 The majority of roads surrounding the Site, including Leeds Road, Hey Beck Lane, Chidswell Lane and Windsor Road, have footways provided on both sides of the carriageway to facilitate pedestrian movement, as confirmed during the two previous WYG Site visits carried out on Tuesday 20 November 2012 and Thursday 24 January 2013.

- 8.1.3 Along the A653 Leeds Road, good quality wide footways are provided on both sides of the carriageway. Pedestrian crossing facilities are also provided at various junctions, to provide pedestrian connectivity. Leeds Road is well lit and is considered safe for pedestrians.
- 8.1.4 Hey Beck Lane also provides good quality wide footways on both sides of the carriageway. It is also well lit making this a safe walking environment for pedestrians.
- 8.1.5 Chidswell Lane provides good quality footways on both sides of the carriageway, which are considered sufficiently wide for high volumes of pedestrian traffic and are also well lit.
- 8.1.6 There is a network of Public Rights of Way (PROW) throughout the Dewsbury area, which provides connections from the Site to Dewsbury town centre and the town of Batley. At present, there are routes that pass through the Proposed Site. **Figure 8.1** shows the Public Rights of Way network in Dewsbury.

Figure 8.1 Public Rights of Way Network



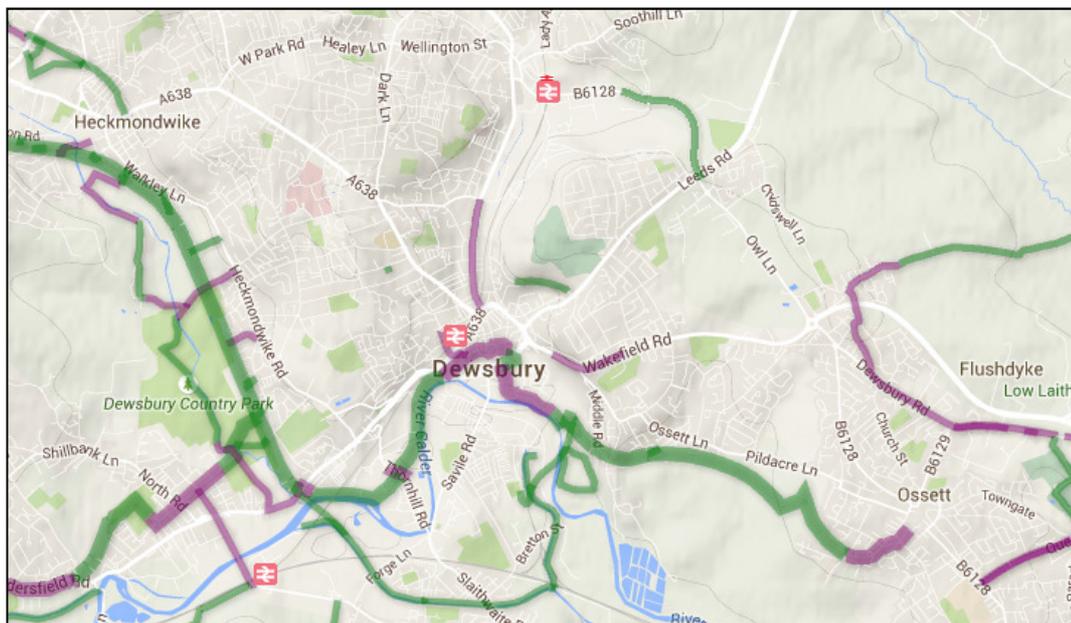
Source: Kirklees Council, 2015.

Cycle Network and Facilities

- 8.1.7 According to the DfT, cycling has potential to replace short car trips, particularly those under 5km. The 5km cycling catchment from the Site includes Dewsbury, Batley, Morley, East Ardsley, Ossett and parts of Wakefield.
- 8.1.8 Appropriate cycling provision is available in the local area with cycle lanes being provided on Leeds Road in order to promote cycling. This allows for a direct cycle route from the Site to Dewsbury town centre.
- 8.1.9 In addition, towns such as Wakefield, Horbury, Morley and Middleton can all be reached by bicycle within 30 minutes via existing safe cycle routes and Public Rights of Way (PROWs).

- 8.1.10 The Site is surrounded by, and connected to various destinations by various National Cycle Network (NCN) routes. NCN route 69 connects Dewbury with Ravensthorpe and, in turn via NCN route 66, with Huddersfield and Bradford. NCN route 69 also connects Dewbury with Ossett and, in turn via NBCN route 699, to the 'Wakefield Wheel'.
- 8.1.11 Furthermore, to the north of the Site, there are several local traffic-free routes that also link Tingley to Beeston and Middleton to Leeds City Centre.
- 8.1.12 **Figure 8.2** shows the cycle network throughout Dewbury.

Figure 8.2 Cycle Network



Source: Sustrans, 2015.

9.0 Site Accessibility and Connectivity

DfT Core Accessibility Indicators

- 9.1.1 The DfT publishes Core Accessibility Indicators as ways of measuring accessibility from a Site by walking, cycling, public transport and car to various types of services, namely employment centres; primary, secondary and further education; healthcare including GP surgeries and hospitals; and retail including food stores and town centres. Recommended, and maximum acceptable, travel times are given for each type of services.
- 9.1.2 The eight DfT key services and facilities are:
- Employment centres;
 - Primary schools;
 - Secondary schools;



- Further education institutions (e.g. colleges, universities);
- GP surgeries;
- Hospitals,
- Food stores / supermarkets; and
- Town centres.

9.1.3 WYG has carried out a Geographic Information Systems (GIS) modelling exercise in order to identify the accessibility of the Site to the various types of services and facilities, to compare with the recommended and maximum DfT travel times. The outcomes of this exercise are presented in the following paragraphs of this Technical Note.

Methodology

Site Selection

9.1.4 The DfT Accessibility Destinations for the 2012 Assessment (with data from June 2011) have been used to identify the locations of the various types of services and facilities, including primary schools; secondary schools; further education institutions; GP surgeries; hospitals; and town centres.

9.1.5 The DfT data does not provide a comprehensive record of employment destinations in the local area. Therefore, in order to establish the various employment destinations a desk-top based research exercise has been carried out, where general areas of employment were located and a primary 'access point', to act as a proxy for the purposes of the GIS mapping exercise, have been selected. The access point to each employment site have been taken to be the nearest point to the Site that could be reached by the existing highway network.

9.1.6 The locations of existing food stores / supermarkets have been determined through a similar research exercise together with reviewing historic DfT food store data available. The historical data has been checked for the immediate surroundings of the Site using a Google Maps search and Google Street View for large food stores (i.e. supermarkets) and smaller food stores (i.e. local convenience stores).

9.1.7 Whilst every effort has been made to ensure that this data is up to date, there is still the possibility that some services have subsequently been opened or closed that are not captured. However, the scenario presented is considered to be representative of current conditions.

Walking Journey Times

9.1.8 To calculate the walking times to the destinations a network based on OpenStreetMap data has been updated to ensure it included designated Public Rights of Way (PROW) in the area. Journeys have been taken from the Site origin and routes have been taken from there as straight lines to the main Site accesses and any other points where the site boundary intersected existing PROW. The distance travelled to each destination has been converted to a time using the walking speed of 4.8km/hour.



Cycling and Public Transport Journey Times

- 9.1.9 The cycle and public transport journey times have been generated using the Transport Direct Batch Journey Planner. The origin has been taken as the point on the main road where the Site accesses are proposed to be located. Furthermore, an additional journey time of 6 minutes for walking (to public transport) and 2.5 minutes for cycling have been added to account for this link to the journey times generated by Transport Direct. The inputs to Transport Direct are the eastings and northings of each of the destination points. The default option of the cycle journey planner (on the Transport Direct Batch Journey Planner) prioritises the use of cycle paths, cycle lanes, quiet streets and routes recommended for cycling, and where possible avoids steep hills. The cycle journey results on Transport Direct take into account the input cycle speed, 12km/hour (in accordance with DfT); the gradient of the paths and roads and appropriate speeds for those paths and roads.
- 9.1.10 The public transport routes that have been selected included up to two interchanges and allow the use of both bus and rail.

DfT Core Accessibility Summary Results

Summary of Results

- 9.1.11 The travel time indicators measure the time taken for users to reach the nearest service. The DfT recommended and maximum acceptable journey times are set out in **Table 9.1**. Also shown in this table is the number of centres identified to be within both the recommended and maximum acceptable journey times.

Table 9.1 DfT Core Accessibility Indicators and Centres Identified

Service	DfT Travel Time Indicator (min)		Number of Centres Identified	
	Recommended Travel Time	Maximum Travel Time	Within the Recommended Travel Time	Within the Recommended & Maximum Travel Time
Employment	20	40	7	25
Primary School	15	30	11	73
Secondary School	20	40	4	21
Further Education	30	60	9	27
GP Surgeries	15	30	7	46
Hospitals	30	60	2	7
Food Stores	15	30	7	37
Town Centres	15	30	1	8



Accessibility Mapping

- 9.1.12 **Figures A.1 to A.3** included at **Appendix A** identify the number of services that can be reached from the Site by public transport.
- 9.1.13 **Figures A.4 to A.6** included at **Appendix A** identify the number of services that can be reached from the Site by bicycle.
- 9.1.14 **Figures A.7 to A.9** included at **Appendix A** identify the number of services that can be reached on foot from the Site.

Public Transport

- 9.1.15 **Table 9.2** provides a summary of the service centres located within the recommended and maximum travel time when travelling by public transport.

Table 9.2 Service Centres Reached by Public Transport

Service	Number of Centres Identified	
	Within the Recommended Travel Time	Within the Recommended & Maximum Travel Time
Employment	3	13
Primary School	2	21
Secondary School	2	8
Further Education	2	16
GP Surgeries	0	11
Hospitals	0	4
Food Stores	2	13
Town Centres	0	2

Cycling

- 9.1.16 **Table 9.3** comprises a summary of the service centres that can be reached by cycle within the recommended and maximum travel time.

**Table 9.3 Service Centres Reached by Cycle**

Service	Number of Centres Identified	
	Within the Recommended Travel Time	Within the Recommended & Maximum Travel Time
Employment	6	23
Primary School	11	71
Secondary School	3	20
Further Education	9	25
GP Surgeries	7	41
Hospitals	2	6
Food Stores	7	34
Town Centres	1	7

Walking

9.1.17 **Table 9.4** comprises a summary of the service centres that can be reached on foot within the recommended and maximum travel time.

Table 9.4 Service Centres Reached on Foot

Service	Number of Centres Identified	
	Within the Recommended Travel Time	Within the Recommended & Maximum Travel Time
Employment	2	5
Primary School	1	7
Secondary School	0	2
Further Education	0	2
GP Surgeries	0	1
Hospitals	0	2
Food Stores	1	4
Town Centres	0	0

Accessibility to Local Services

9.1.18 As identified in the tables above, there is a high quantity and variety of local services within the Recommended and Maximum Travel Times from the Site. In particular, local services within the vicinity/walking distance of the site include a range of schools such as Shaw Cross Infant & Nursery School, Hanging Heaton C of E Junior & Infant School, Bywell Junior School,



Hill Top Primary School, Highfield School, Gawthorpe Primary School, and Mill Lane Infant & Primary School.

- 9.1.19 There are two employment centres within the Recommended Travel Time of 20 minutes, by foot. The nearest employment centre is the Shaw Cross Business Park, located in the village of Shaw Cross along the B6128, to the west of the Site. The Business Park consists of modern industrial and warehouse units. The other employment centre is located in Batley, to the west of Chidswell village, which is also of an industrial nature.
- 9.1.20 There are also four food stores accessible by foot; these include two Co-operative food stores, a Londis store and a Tesco Express. In terms of recreational facilities, there is a recreation field within the vicinity of the site, located on the western side of Leeds Road, south of Grange Road.
- 9.1.21 Thus, the site can be described as highly accessible to local services by sustainable means other than private vehicle.

College Relocation

- 9.1.22 As part of the Dewsbury Strategic Development Framework (November 2010), there were proposals to relocate the Dewsbury site of Kirklees College to a more central location in the town centre. The college subsequently moved to a new site on Manchester Road in 2013, as a result increasing accessibility to education facilities from the Site including by sustainable (non-car) modes.

Leisure Routes

- 9.1.23 In the Dewsbury Strategic Development Framework, leisure routes have been proposed to improve connectivity of neighbourhoods to Dewsbury town centre, with the aim to encourage walking and cycling. These routes would be in the form of dedicated routes or the development of shared surfaces, "*where motorised vehicles have less priority than in normal highway corridors*". Therefore, with the implementation of these leisure routes, there will be greater connectivity between the Site and Dewsbury town centre.

10.0 Summary and Conclusions

- 10.1.1 WYG is retained by the Church Commissioners for England (the 'Commissioners') to provide transport planning and highways consultancy advice in connection with proposals for a new major strategic mixed-use residential and employment masterplan development at land situated to the north-east of Chidswell, near Dewsbury, West Yorkshire ('Land at Chidswell' and the 'Site').
- 10.1.2 The purpose of this Technical Note is to provide a review and update of the current accessibility and connectivity aspects of the Site and further demonstrate how the Site is linked to existing nearby settlements, including Chidswell, Dewsbury and Leeds.

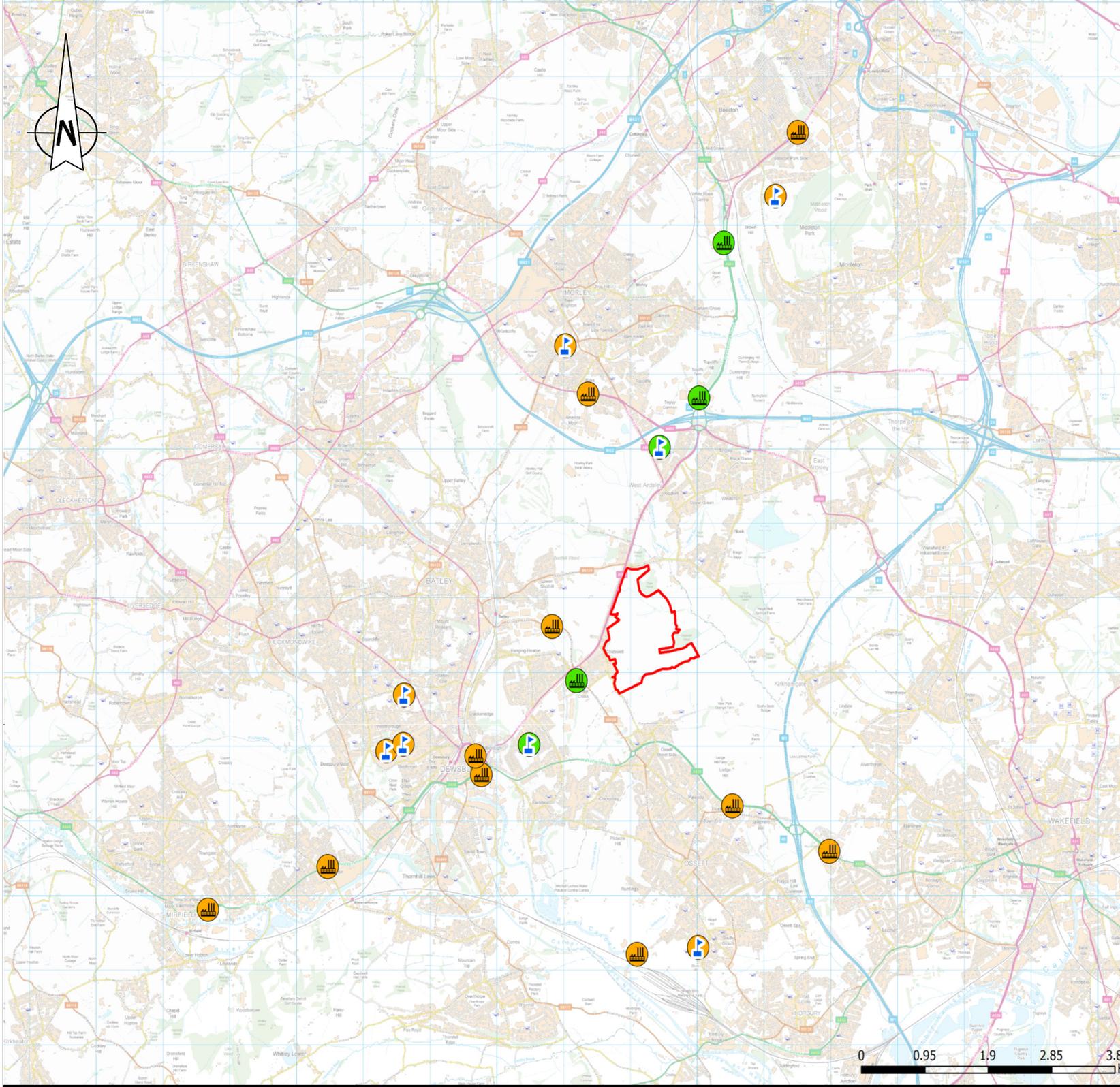


- 10.1.3 This Technical Note has provided confirmation of the Concept Masterplan currently being pursued by the Commissioners and how this contributes to future housing demand in the area. It provides confirmation of the proposed points of access to the Site in the context of the concept Masterplan; and provides an update in respect of various aspects of the 2013 WYG Transport Feasibility Study and Sustainable Transport strategy report related to accessibility and connectivity, including to Dewsbury town centre.
- 10.1.4 This Technical Note concludes that the Site remains highly sustainable in terms of access to public transport, walking and cycling routes as well as to local services. Together with the proposed points of access to the Site, strategically connecting the Site to Leeds Road, Hey Beck Lane and the village of Chidswell, it is confirmed that the Site is highly accessible and will be comprehensively integrated with surrounding settlements and the surrounding transport networks.



Appendix A





Legend

 Site Location

Destination

 Employment

 Secondary School

Travel Time Indicator

PT Journey Time Within:

 Recommended (20 min)

 Maximum (40 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
Accessibility by Public Transport – Employment & Secondary Schools

SCALE:
NTS

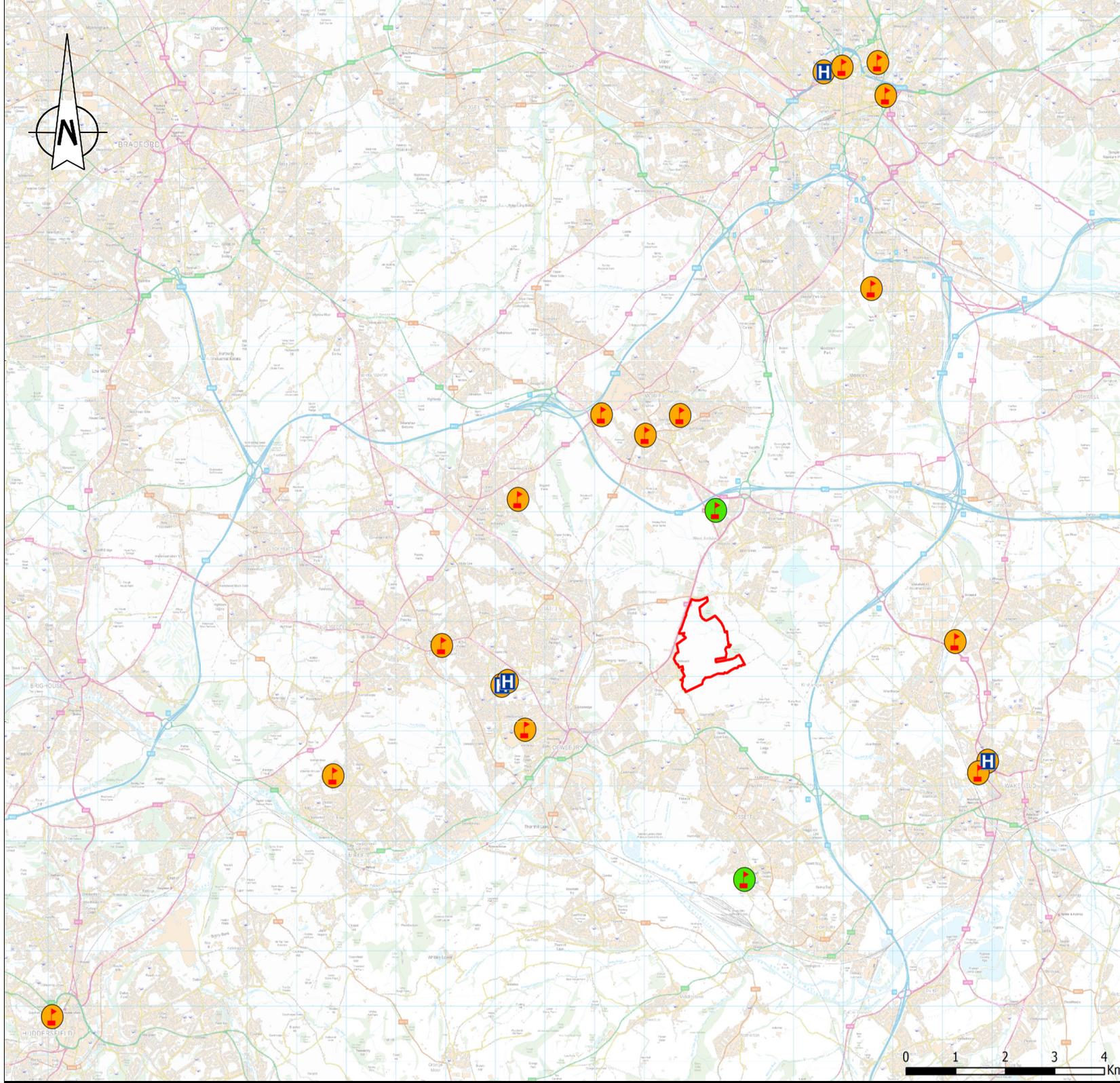
DRAWN:	JL	CHECKED:	SME	DATE:	23/10/15
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REFERENCE:
Figure A.1

REV:





Legend

- Site Location
- Destination**
- 🚩 Further Education
- H Hospital
- Travel Time Indicator**
- PT Journey Time Within:
- Recommended (30 min)
- Maximum (60 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
Accessibility by Public Transport – Further Education & Hospitals

SCALE:
NTS

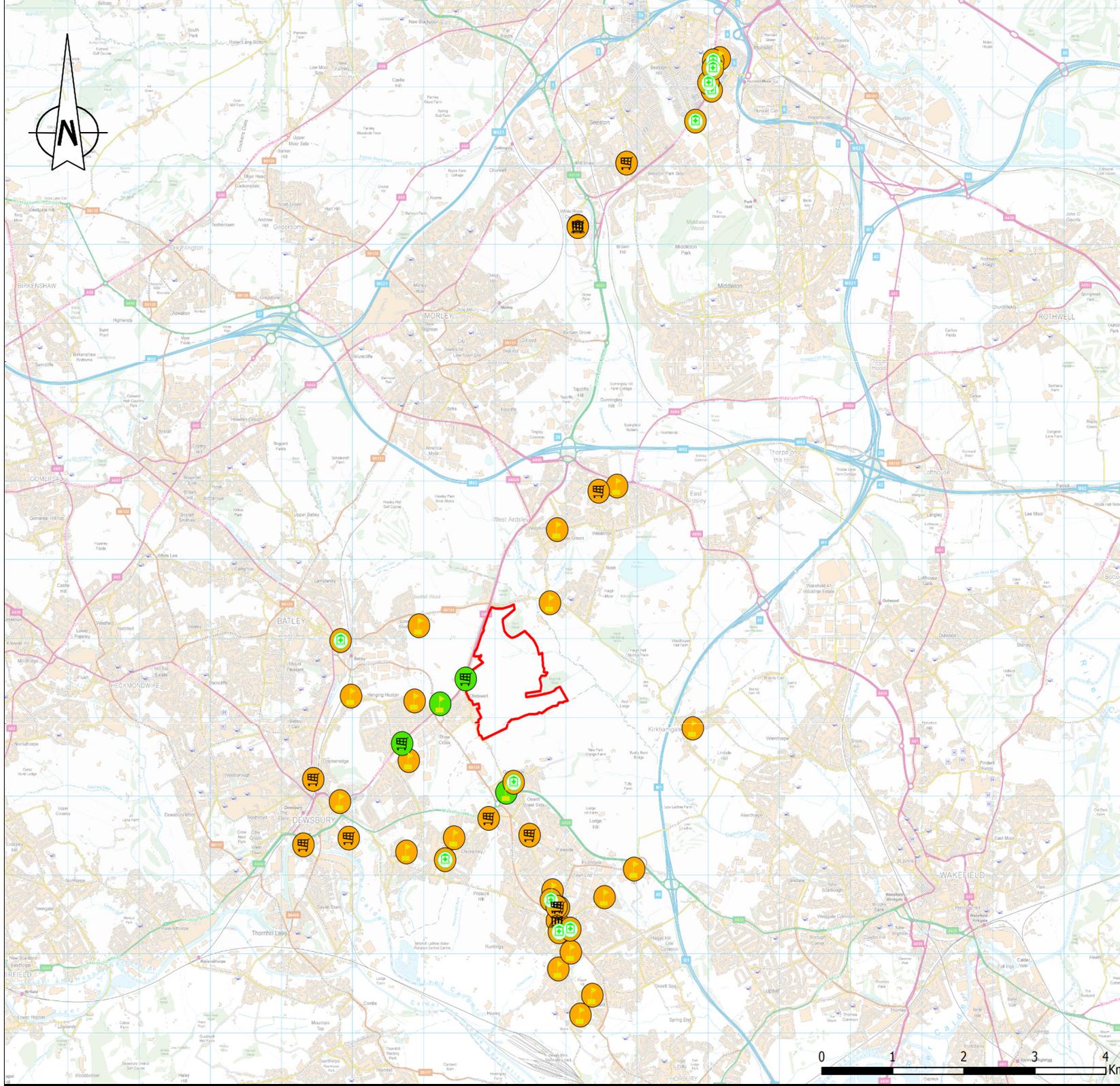
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WYG Transport
part of WYG group

100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

REFERENCE: **Figure A.2** REV:





Legend

 Site Location

Destination

 Town Centre

 GP Surgery

 Primary School

 Food Store

Travel Time Indicator

PT Journey Time Within:

 Recommended (15 min)

 Maximum (30 min)

CLIENT:
Church Commissioners for
England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility by Public
Transport – Town centres,
GP Surgeries, Primary
Schools & Food Stores**

SCALE:
NTS

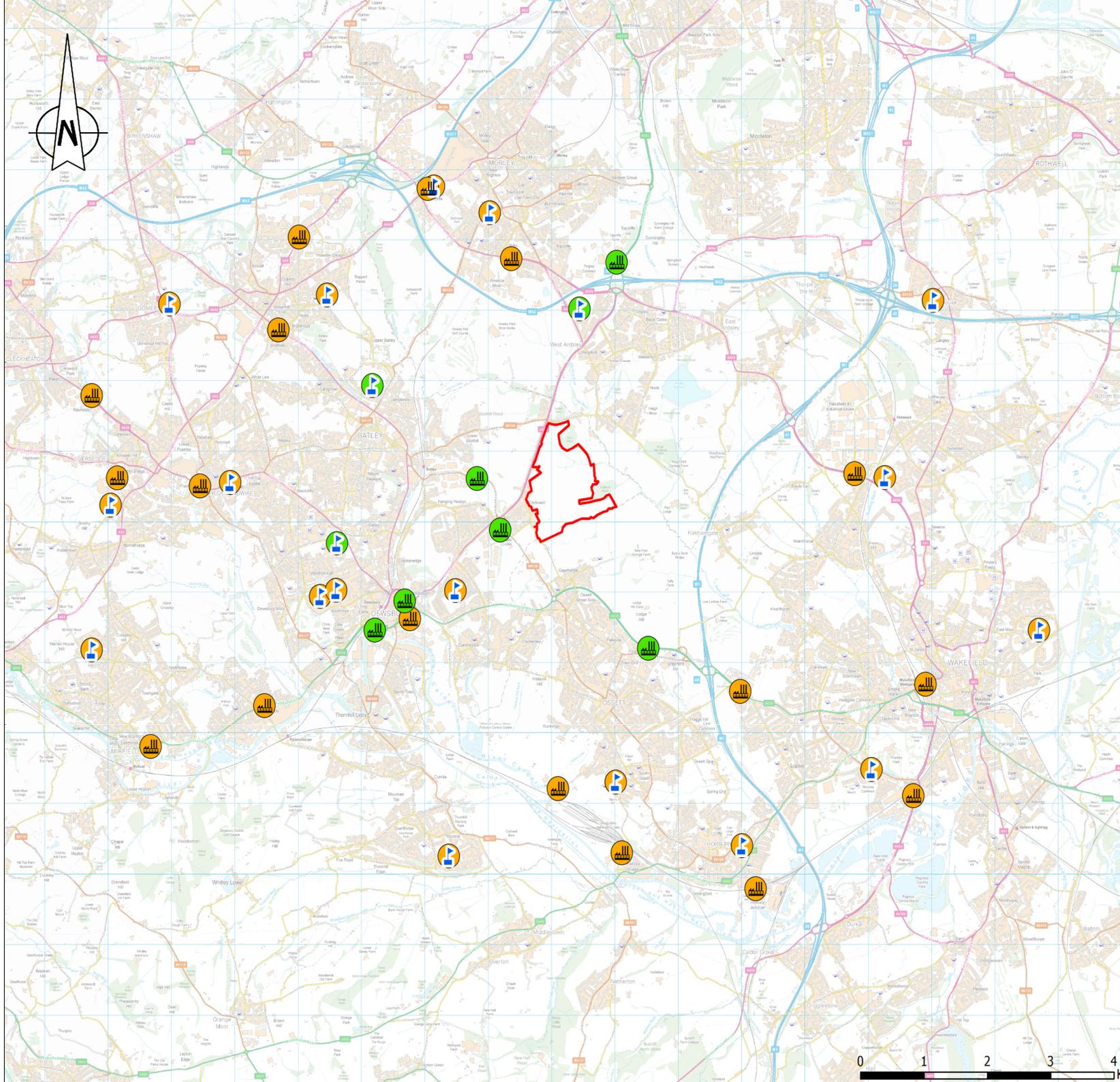
DRAWN: JL CHECKED: SME DATE: 23/10/15



REFERENCE:
Figure A.3

REV:





Legend

 Site Location

Destination

 Employment

 Secondary School

Travel Time Indicator

Cycle Journey Time Within:

 Recommended (20 min)

 Maximum (40 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility by Cycle –
Employment & Secondary
Schools**

SCALE:
NTS

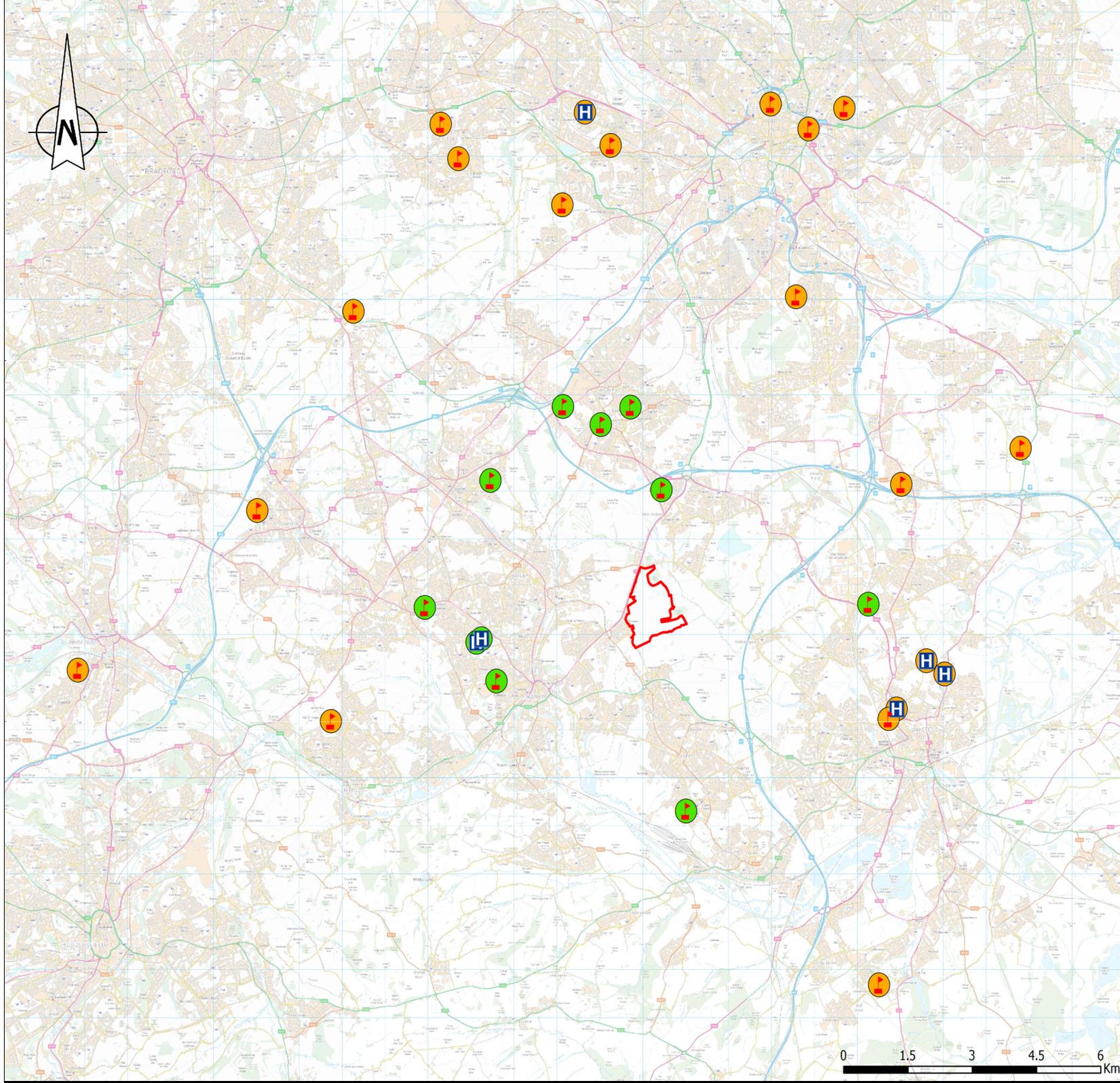
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100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

REFERENCE:
Figure A.4

REV:



Legend

Site Location

Destination

Further Education

Hospital

Travel Time Indicator

PT Journey Time Within:

Recommended (30 min)

Maximum (60 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility by Cycle –
Further Education &
Hospitals**

SCALE:
NTS

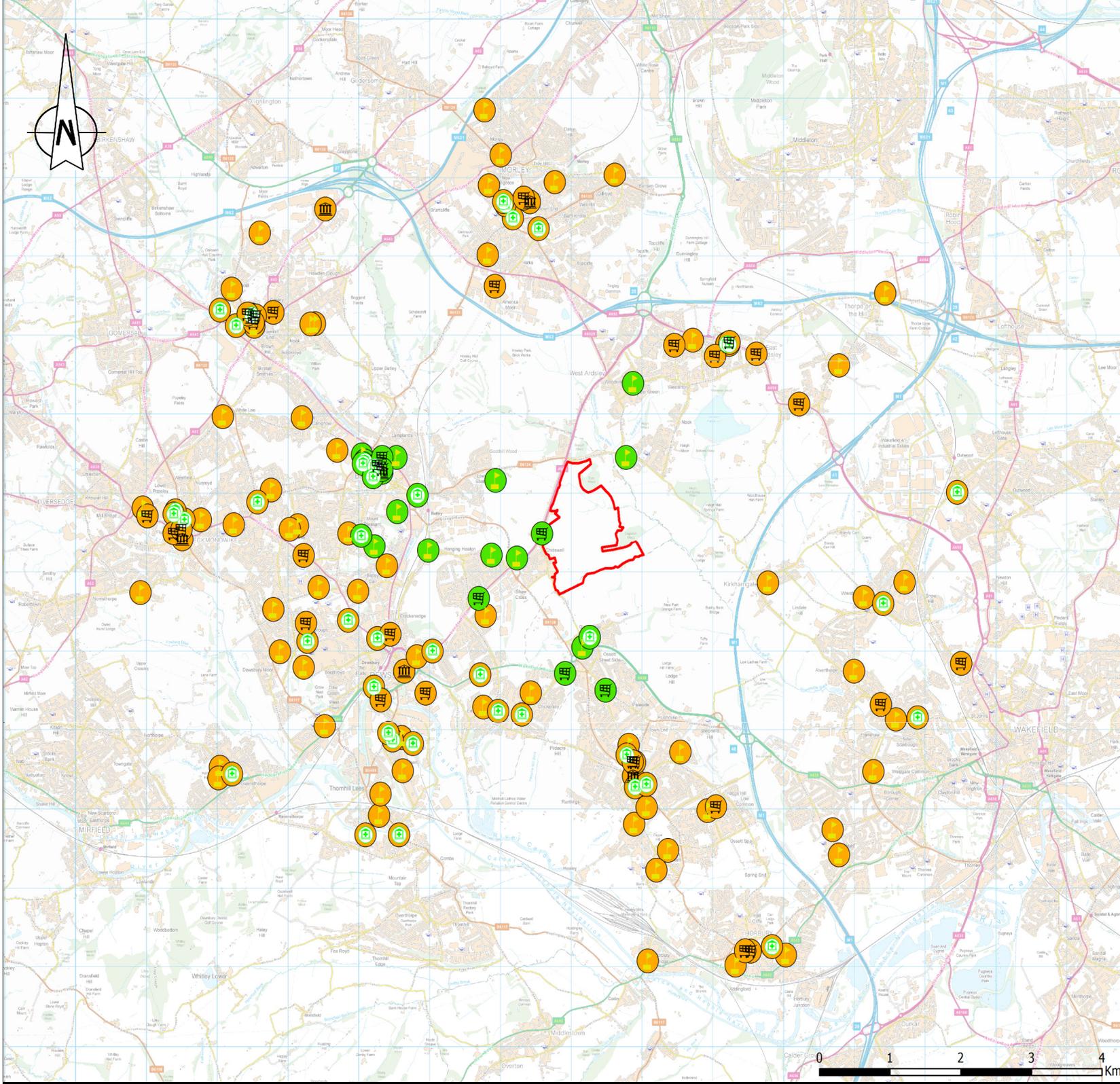
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WYG Transport
part of WYG group

100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

REFERENCE:
Figure A.5

REV:



Legend

 Site Location

Destination

 Town Centre

 GP Surgery

 Primary School

 Food Store

Travel Time Indicator

PT Journey Time Within:

 Recommended (15 min)

 Maximum (30 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility by Cycle –
Town centres, GP Surgeries,
Primary Schools & Food
Stores**

SCALE:
NTS

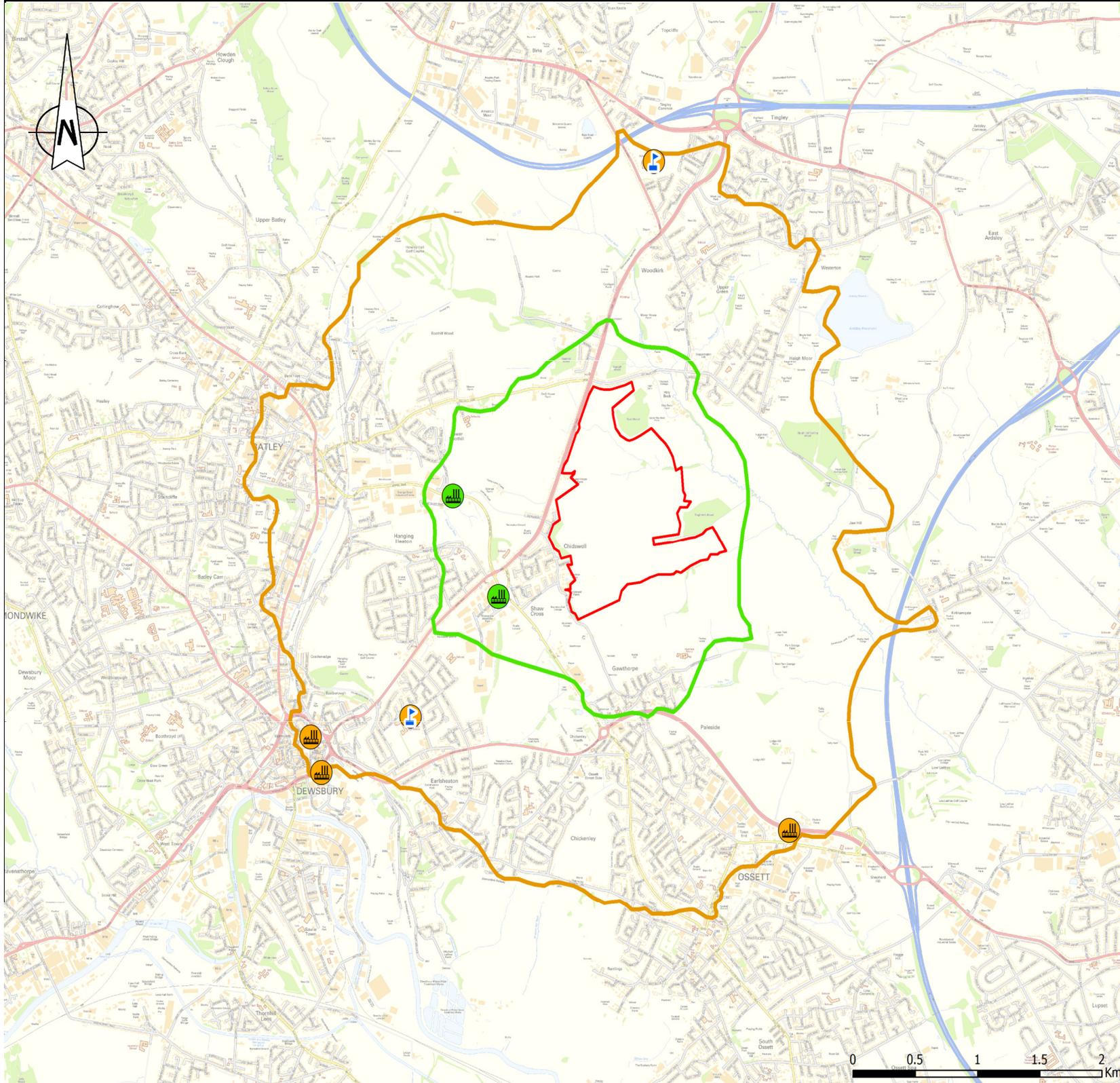
DRAWN: JL	CHECKED: SME	DATE: 23/10/15
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REFERENCE:
Figure A.6

REV:





Legend

 Site Location

Destination

 Employment

 Secondary School

Travel Time Indicator

Cycle Journey Time Within:

 Recommended (20 min)

 Maximum (40 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility on Foot –
Employment & Secondary
Schools**

SCALE:
NTS

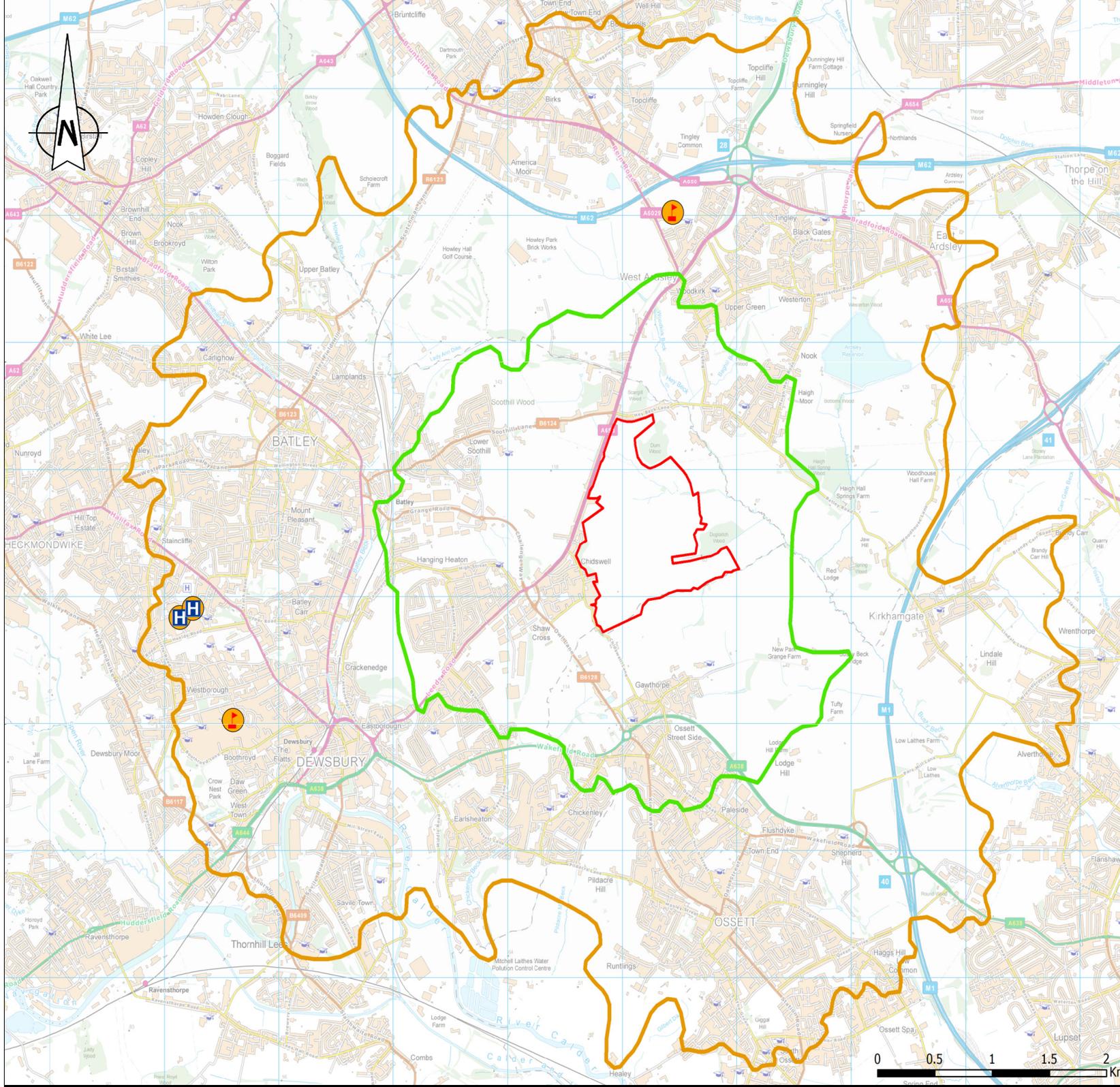
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100 St. John Street London EC1M 4EH
t: 0207 250 7500 f: 0207 250 7501 e: transport@wyg.com

REFERENCE:
Figure A.7

REV:



Legend

- Site Location
- Destination**

 - 📍 Further Education
 - H Hospital

- Travel Time Indicator**
- PT Journey Time Within:

 - Recommended (30 min)
 - Maximum (60 min)

CLIENT:
Church Commissioners for England

PROJECT:
Land at Chidswell

TITLE:
Accessibility on Foot – Further Education & Hospitals

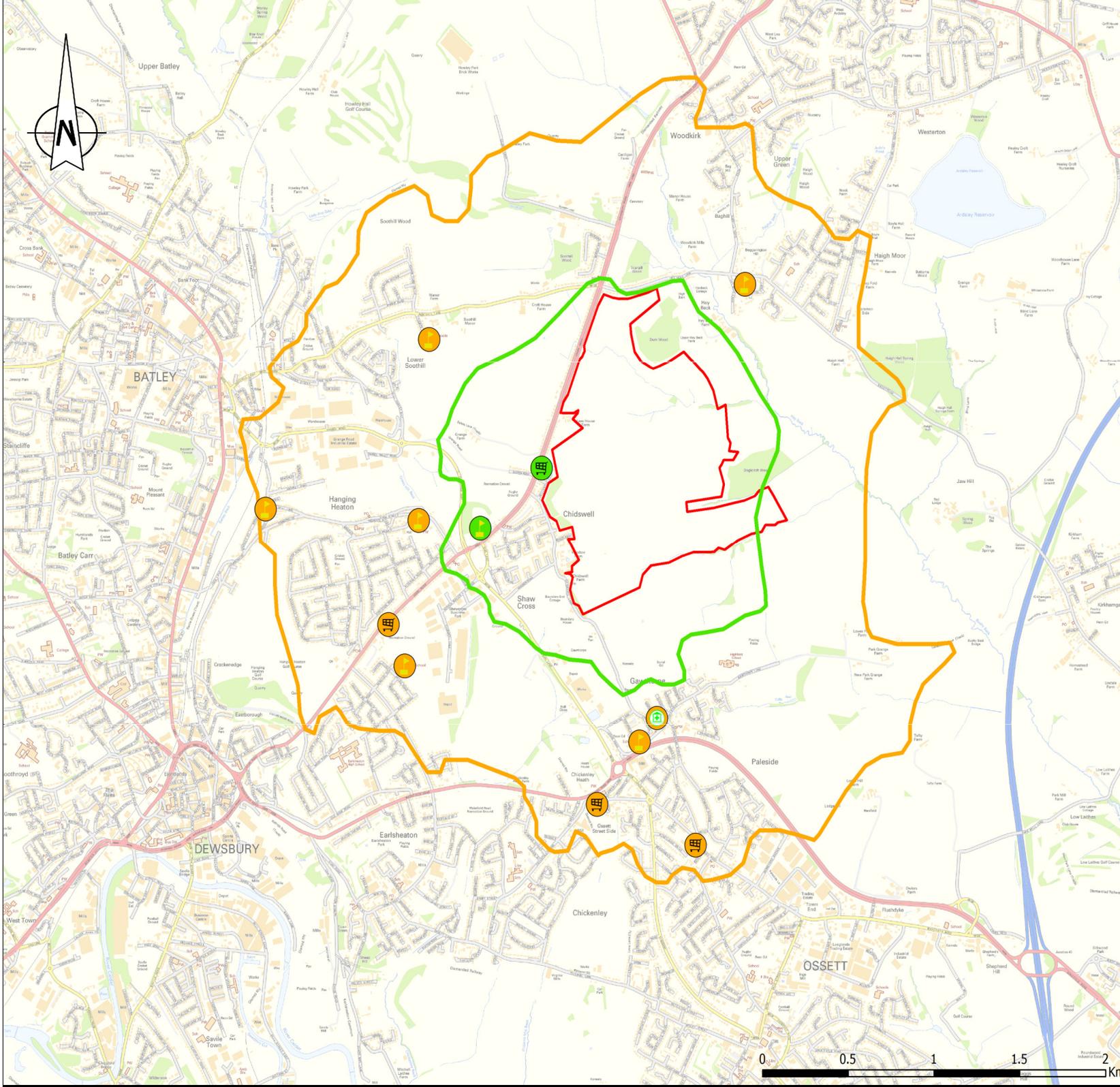
SCALE:
NTS

DRAWN: JL	CHECKED: SME	DATE: 23/10/15
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 t: 0207 250 7500 f: 0207 250 7501 e: transport@wyt.com

REFERENCE: **Figure A.8** REV:



Legend

 Site Location

Destination

 Town Centre

 GP Surgery

 Primary School

 Food Store

Travel Time Indicator

PT Journey Time Within:

 Recommended (15 min)

 Maximum (30 min)

CLIENT:
Church Commissioners for
England

PROJECT:
Land at Chidswell

TITLE:
**Accessibility on Foot – Town
centres, GP Surgeries,
Primary Schools & Food
Stores**

SCALE:
NTS

DRAWN: JL CHECKED: SME DATE: 23/10/15

WYG Transport
part of WYG group



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t: 0207 250 7500 f: 0207 250 7501 e: transport@wyt.com

REFERENCE:
Figure A.9

REV:

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