



Keepmoat Homes

PROPOSED RESIDENTIAL DEVELOPMENT THURNSCOE BARNLEY

Framework Residential Travel Plan

N91706

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Transport Planning Specialists

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1 INTRODUCTION

1.1 Introduction

1.1.1 This document has been prepared to support a planning application for a proposed residential development on land at Thurnscoe in the Borough of Barnsley.

1.1.2 This document will set out the principle strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.1.3 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled "The Essential Guide to Travel Planning" was published in March 2008.

1.2 Development Site and its Location

1.2.1 The site is split into three phases identified as 1A, 1B and 2. The location of the site is shown on **Plan 1**. Phase 1A of the application site is located between the existing Reema Estate and the railway line to the east. Phase 1A is approximately 3.24 hectares and is currently undeveloped farmland. Phase 1B of the application site is the part of the Reema Estate which is located within the application site. Phase 1B is approximately 6.15 hectares.

1.2.2 Phase 2 of the application site is located immediately north of Phase 1A and Phase 1B. Phase 2 is approximately 10.15 hectares and is currently undeveloped farmland.

1.2.3 Vehicular access to the Reema Estate is currently afforded in two locations, via School Street to the south and via Lingamore Leys to the west. Pedestrian access is afforded via routes within the Reema Estate and via a pedestrian bridge over the railway which bounds the site to the east.

1.3 Development Proposals

1.3.1 This Framework Residential Travel Plan has been prepared in support of an outline planning application for a residential development with all matters except access reserved for later approval.



- 1.3.2 It is proposed to develop the site for residential use. It is proposed to demolish the existing 196 residential units located on the Reema Estate and replace them with new residential properties. As previously stated the development site is 19.52 hectares.
- 1.3.3 The density requirement of this site, as outlined in the draft Local Development Framework (LDF), is 45 dwellings per hectare, hence the resultant number of dwellings is of the order of 850 dwellings.
- 1.3.4 It is proposed that the development will incorporate a mixture of 2, 3 and 4 bedroom detached and semi-detached properties, 2 bed bungalows and apartments.
- 1.3.5 It is proposed to provide vehicular access to the development site in three locations. One access will be provided via the extension of School Street into the site while Lingamore Leys will also be extended into the site. In addition a new bridge will be constructed over the railway which bounds the site to the east in the same location as the existing pedestrian bridge. The bridge will link the development with Deighton Street and will connect the two areas of the village currently separated by the railway line. A more detailed description of the proposed access arrangements is provided in Section 4 of the Transport Assessment.

1.4 The Travel Plan

- 1.4.1 The aims of the Travel Plans are as follows:
- To encourage residents and visitors to use alternatives to the private car;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;

1.5 Residents Travel Pack

- 1.5.1 The principle measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.



2 NON-CAR ACCESSIBILITY OF THE SITE

2.1 Introduction

2.1.1 In order to accord with the aspirations of Planning Policy Guidance (PPG) Note 13, entitled 'Transport', any new developments should extend the choice in transport and secure mobility in a way that support sustainable development.

2.1.2 The accessibility of the proposed development by the following modes of transport has, therefore been briefly considered;

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail

2.1.3 The non car accessibility of the site is an important ingredient to provide a viable alternative to the private car when considering travel to and from the proposed development.

2.1.4 The non car accessibility of the site is a vital ingredient to provide a viable alternative to the private car when considering travel to and from the proposed development.

2.2 Accessibility on Foot

2.2.1 Provision for pedestrians within the vicinity of the application site is good. The application site is located on the boundary of an existing residential estate. As such provision for pedestrians within the vicinity of the site is good with an extensive network of footways linking the application site with the surrounding area which includes the retail centre of Thurnscoe which fronts onto the B6411 Houghton Road from the south.



- 2.2.2 In addition a bridge over the railway line to the east of the site currently provides pedestrian access to the residential estate located on the eastern side of the railway track.
- 2.2.3 Three public footpaths also provide pedestrian access to the site. One of the paths provides access to the site from the west before routing through the existing housing estate, the footpath then heads in a northerly direction where it links into the Barnsley Boundary Walk. A footpath also penetrates the site from the south where it runs along the edge of the railway line and provides access to Thurnscoe rail station and the B6411 Station Road. The final footpath provides pedestrian access to the site from the west via the existing bridge over the railway track. This footpath then routes north along the western edge of the railway before providing access to the Barnsley Boundary Walk.
- 2.2.4 Crossing facilities provided over the B6411 Houghton Road include pedestrian refuges with associated dropped kerbs and tactile paving at the Merrill Road/B6411 Houghton Road junction, a zebra crossing located adjacent to the Kingsway/Houghton Road junction, pedestrian refuges with associated dropped kerbs and tactile paving at the Merrill Road/Welfare Road junction and pedestrian refuges with associated dropped kerbs and tactile paving at the Merrill Road/School Street junction.
- 2.2.5 PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres.
- 2.2.6 **Plan 2** shows the pedestrian catchment areas for 2 kilometres, and indicates the areas that can be reached based on a leisurely walk. The distance of 2 kilometres is derived from the Institution of Highways and Transportation (IHT) document entitled 'Guidelines for Providing for Journeys on Foot'. The 2 kilometre distance relates to the maximum preferred journey for commuting, school trips and sight seeing.



2.2.7 As can be seen the 2 kilometres catchment encompasses the whole of Thurnscoe including Thurnscoe East. The catchment also encompasses a number of amenities along Houghton Road which include a bank, Post office, Doctors Surgery, and a Library. Other amenities include several schools and further education facilities including The Hill Primary School, Sacred Heart RC Primary School and Dearne Highgate Primary School. The Thurnscoe Rail Station is also accessible within the 2 kilometres catchment, further information about the station is provided in the 'Accessibility by Rail' section.

2.2.8 In conclusion the proposed development site benefits from excellent accessibility by foot with wide footways and pedestrian crossing facilities being provided in the sites locality. In addition three footpaths penetrate the application site which further enhances pedestrian accessibility. A range of amenities are available within walking distance including access to public transport services, schools, health services, retail and employment opportunities, all of which will significantly reduce dependence on the private car.

2.2.9 The site can therefore be considered as highly accessible on foot.

2.3 Accessibility by Cycle

2.3.1 PPG3 emphasises that cycling has the potential to replace short car journeys, particularly those under 5 kilometres. It has been demonstrated that a wide area can be accessed by foot; therefore, in turn an even wider area of Thurnscoe could be accessed by cycle, based on journeys under 5 kilometres.

2.3.2 As can be seen in **Plan 3**, the 5 kilometre catchment encompasses the whole of Thurnscoe, Goldthorpe, Bolton Upon Dearne and Great Houghton. This would equate to a journey of 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

2.3.3 This would help encourage cycling as an alternative form of transport to access the site.



2.4 Accessibility by Bus

2.4.1 The development site is located off School Street which is a bus route and there are bus stops located within 120 metres of the site along either School Street or Lingamore Leys. There are also bus stops located 400 metres to the south along Houghton Road, services stopping here provide further opportunities for bus travel.

2.4.2 A summary of the bus services along with their frequencies are presented in **Table 2.1** below:

| Service Number | Service Route | Monday – Friday (Frequency Per Hour) | | | | SAT | SUN |
|----------------|---|---|-------|---------|-----|-----|-----|
| | | AM PEAK | MID | PM PEAK | EVE | | |
| 203 | Old Denaby – Doncaster | 1 | 1 | 1 | 0 | 1 | 0 |
| 219 | Doncaster – Barnsley | 2 | 2 | 2 | 1 | 2 | 1 |
| 226 | Thurnscoe – Barnsley | 2 | 2 | 2 | 2 | 2 | 1 |
| 408 | Thurnscoe – Goldthorpe Dearne Lower School | 1 jny | 1 jny | 0 | 0 | 0 | 0 |
| 428 | Goldthorpe Dearne Lower School – Thurnscoe | 1 jny | 1 jny | 0 | 0 | 0 | 0 |
| 647 | Thurnscoe – Wath Comprehensive School | 1 jny | 1 jny | 0 | 0 | 0 | 0 |
| 661 | Thurnscoe – Wath Upon Dearne Pope Pius School | 1 jny | 1 jny | 0 | 0 | 0 | 0 |
| 668 | Thurnscoe – Wath Pope Pius School | 1 jny | 1 jny | 0 | 0 | 0 | 0 |

Table 2.1 – Summary of Bus Services in the Vicinity of the Site

2.4.3 The services listed in the table above all currently serve the bus stops located at the junction of School Street and Houghton Road and the buses which serve the stops closest the site along School Street and Lingamore Leys are the 219, 226, 408 and 428. On average as can be seen by the table there are a total of 7 services in each direction.



- 2.4.4 There are currently a number of services which only provide journeys during the school run. These are the 408, 428, 647, 661 and 668. These services are however available for all members of the public along with the school pupils.
- 2.4.5 The bus services provide direct access to a number of local destinations such as Goldthorpe, Deame, Doncaster and Bamsley.
- 2.4.6 These bus services would provide the opportunity to access the numerous employment, retail, leisure and educational facilities within these areas.
- 2.4.7 As such it has been concluded that the site is highly accessible by bus.

2.5 Accessibility by Rail

- 2.5.1 The nearest rail station to the proposed development site is Thurnscoe Rail Station located along the B6411 Station Road and is approximately 650 metres south of the site. The station is located on the Sheffield to Leeds line and further stations served on the line include Meadowhall, Rotherham and Wakefield.
- 2.5.2 A summary of the train services along with their frequencies are presented in **Table 2.2** below:

| Thurnscoe Rail Station | | |
|------------------------|------------|--------------|
| Destination | Frequency | Journey Time |
| Leeds | 1 per hour | 50 minutes |
| Sheffield | 1 per hour | 35 minutes |

Table 2.2 – Summary of Rail Services at Thurnscoe Rail Station

- 2.5.3 The table above shows the frequency of rail services stopping Thurnscoe Rail Station. The station is served by one train in either direction every hour Monday to Saturday. On Sundays the station is served by one train in either direction every two hours. Trips to Sheffield and Leeds from Thurnscoe take approximately 35 minutes to Sheffield and 50 minutes to Leeds.



2.5.4 As such it has been concluded that the site is accessible by rail.

2.6 Summary

2.6.1 The location of the site would facilitate pedestrian and cycle connectivity between the proposed development site and the surrounding areas of Thurnscoe.

2.6.2 The site is located close to frequent services along School Lane and Houghton Road providing frequent journeys both on weekdays and weekends.

2.6.3 In summary, the site is accessible by a range of non car travel modes and ideally located to promote sustainable modes of travel.



3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be considered:

- i) Residents Travel Pack
- ii) Travel awareness and Information
- iii) Promotion of Lift Share Scheme
- iv) Encouraging Walking/Cycling

3.2 Residents Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the existence of local bus services will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However in order to build on these locational advantages it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit.

3.2.4 The contents of such a travel pack could include information relating to walking and cycling routes in the area, the provision of up-to-date bus and rail timetable information and the identification of the location of nearby amenity facilities.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non car modes is promoted from the earliest occupation of a residential development.

3.2.6 The issue of the Residents Travel Pack will be the responsibility of the house builder who will need to ensure that the commitment to the Travel Plan is maintained once the development is built and houses are sold.



3.2.7 The provision of a Residents Travel Pack will form part of the terms of the lease or occupancy of the dwellings and as such any future occupier will be aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 Travel Information for residents could be provided for in numerous ways such as a central notice board displaying cycle and walking maps for the surrounding area.

3.3.3 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Promotion of Lift Share Scheme

3.4.1 Local authorities in the South Yorkshire area are committed to reducing private car journeys through a number of different schemes and car sharing is one of these.

3.4.2 Car sharing in the South Yorkshire is promoted through the South Yorkshire Car Share website. It allows users to register their details, where they are travelling to in the South Yorkshire area and if they are offering a lift or need a lift to their destination.

3.4.3 The website can be found at the following location www.liftshare.com.

Encouraging Walking/Cycling

3.4.4 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the *WalkBUDI/BikeBUDI* schemes. Information on these schemes is available on the following websites www.walkbudi.com/www.bikebudi.com.

3.4.5 The *WalkBUDI/BikeBUDI* schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.



- 3.4.6 The *WalkBUDI/BikeBUDI* schemes aim to help individuals to meet others wanting to travel the same way. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer.

- 3.4.7 The health benefits of walking will be particularly promoted to residents and consideration will be given to the provision of personal attack alarms if this is deemed appropriate to reduce personal safety issues especially in the dark winter months.



4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Barnsley Council Travel Plan officers and included in the final Travel Plan for the development.

4.2 Potential Targets

4.2.1 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- **Car trips per household** - targets set on the basis of predicted trip rates for the development.
- **Uptake of alternatives** - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.
- **Car ownership and mode of travel** - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- **Travel Plan awareness targets** - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.



4.3 Plan Monitoring and Assessment

4.3.1 DfT best practice guidelines state that monitoring of the travel plan should normally take place on the following basis:

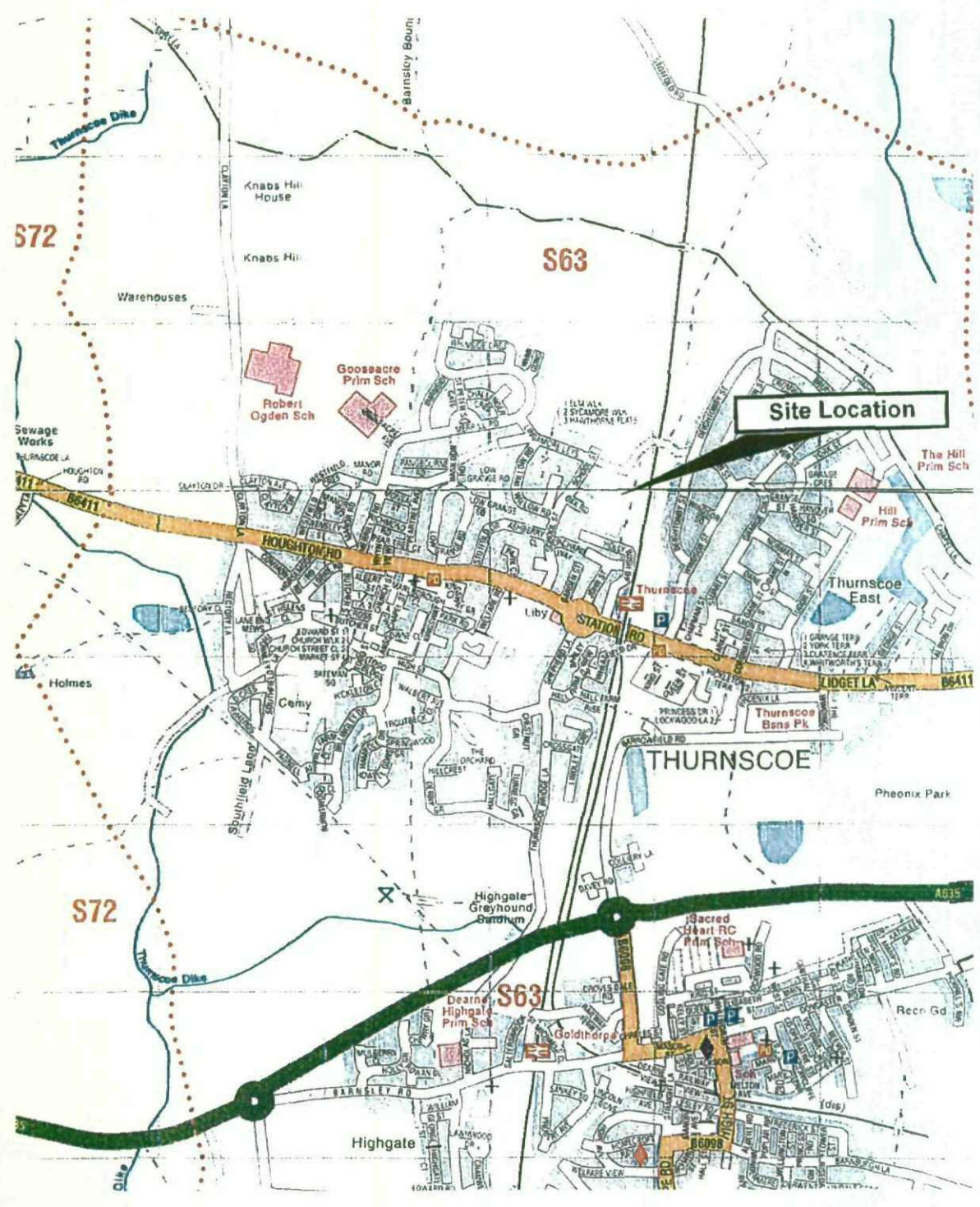
- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide ongoing information on the impact of the plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

4.3.2 The monitoring could include items such as:

- Full residential surveys to be completed between every 2 to 3 years and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

4.3.3 Consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with Barnsley Council's Travel Plan officer.

PLANS



Site Location

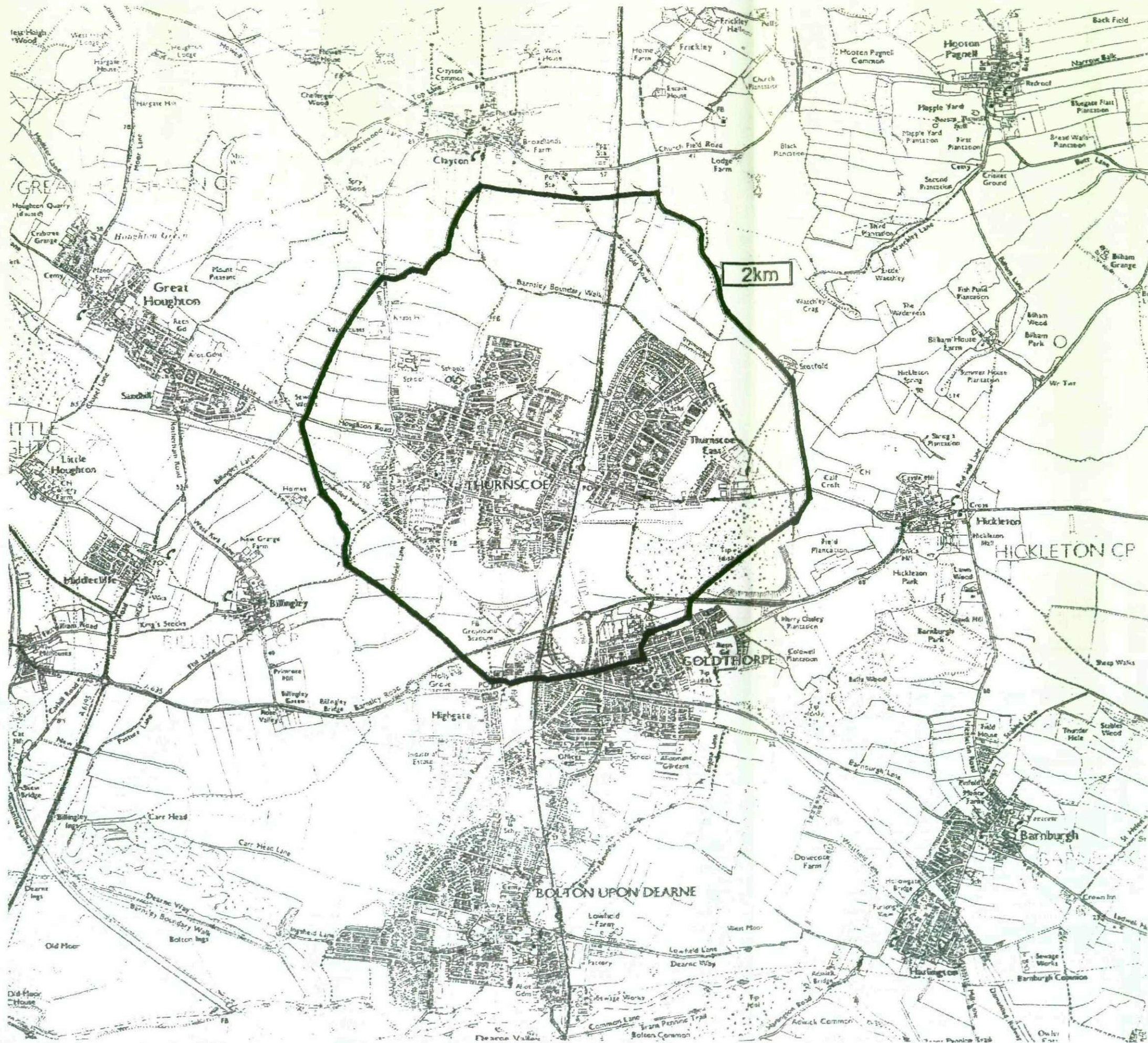
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PLAN 2

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CLIENT:
Keepmoat Homes

PROJECT:
Proposed Residential Development, Thurnscoe

DRAWING TITLE:
2km Pedestrian Catchment

SCALE:
1:25000

DRAWN: SP CHECKED: PW DATE: Oct 09

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PLAN 3

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CLIENT:
Keepmoat Homes

PROJECT:
Proposed Residential Development, Thurnscoe

DRAWING TITLE:
5km Cycle Catchment

SCALE:
1:50000

DRAWN: SP CHECKED: PW DATE: Oct 09

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