



Doncaster Road, Darfield

Travel Plan

June 2024

Project number 1229C

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	June 2024			
Prepared by	LO			
Checked by	CH			

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Contents

1.0	Introduction	4
2.0	Objectives.....	6
3.0	Development Proposals.....	7
4.0	Travel Plans	9
5.0	Accessibility.....	13
6.0	Transport Impact.....	17
7.0	Travel Plan Initiatives.....	18
8.0	Targets.....	23
9.0	Responsibility / Ownership	24
10.0	Implementation.....	25
11.0	Monitoring and Review.....	27

Appendices

Appendix A	Proposed Site Layout
Appendix B	Sample Travel Questionnaire

Figure

Figure 1.1	Site Location Plan
Figure 4.1	The Benefits of a Travel Plan
Figure 5.1	Walking Isochrone
Figure 5.2	Cycling Isochrone
Figure 5.3	Bus Services
Figure 8.1	Initial Travel Plan Targets
Figure 10.1	Action Plan Framework

1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Travel Plan in relation to a residential development off Doncaster Road, Darfield. Figure 1.1 shows the site location in relation to the local and regional highway network.

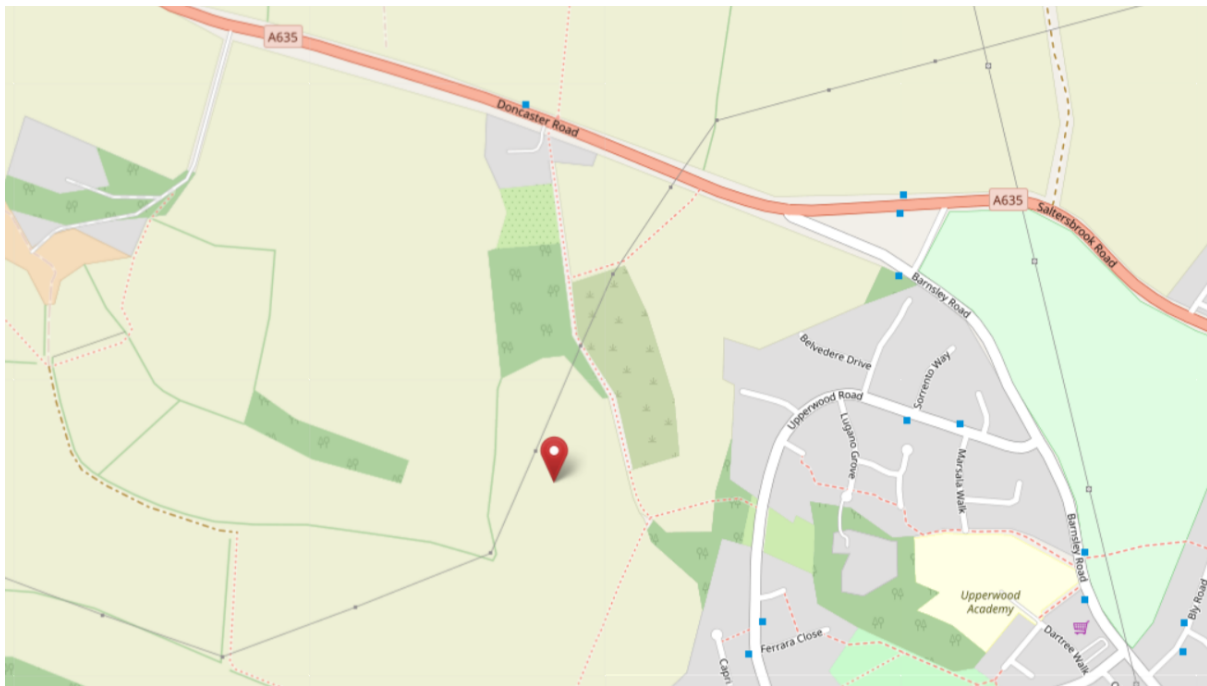


Figure 1.1 Site Location Plan

- 1.2 The proposals are to develop the site for residential purposes for around 460 dwellings overall, with phase 1 of the development expected to be around 260 dwellings, which is the subject of this application. The dwellings would be a mix of detached, semi-detached and terrace type dwellings. Access to the site will be from a right turn lane junction off Doncaster Road, and a simple priority junction arrangement from Barnsley Road.
- 1.3 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage, particularly single occupancy car trips, and increase the use of public transport, walking and cycling.

- 1.4 The location of the site is close to bus services, local shops and essential services in and around Darfield and neighbouring Wombwell, which provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

2.0 Objectives

2.1 This Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. This Travel Plan is focussed on the future occupiers of the proposed development. The specific measures will help to provide a focussed and effective Travel Plan to encourage users to vary or change from their reliance on private car travel.

2.2 There are several objectives both at local and national level which the implementation of the Travel Plan is intended to help fulfil. These include:

- To influence the behaviour of residents and visitors
- Reduce the number of single occupancy car trips.
- Promote car sharing.
- Promote ownership of low emission vehicles
- Include within the design for the charging of plug-in vehicles in safe and convenient locations.
- To reduce the need for unnecessary journeys by residents and their visitors
- Reduction in travel distances
- To help improve the health of residents; and
- Accommodating those journeys that need to be made by car.

3.0 Development Proposals

Proposed Development

- 3.1 The proposals are to develop the site for residential purposes and at the time of writing this report it is proposed to provide circa 260 new dwellings, which would be Phase 1 of the larger site that would accommodate around 460 dwellings in total.
- 3.2 As part of Phase 1 the 260 proposed dwellings will be a mix of detached, semi detached and terrace type dwellings. The internal arrangements will follow street hierarchy with a mix of traditional estate roads, shared surface streets, and shared driveways. The internal arrangement will follow Barnsley Council's adoptable standards and would conform to the South Yorkshire Residential Design Guide 2011.
- 3.3 Access to the site will be from a new main access off Doncaster Road with a secondary access located off Barnsley Road. Once into the site, the spine road will form connections with residential access roads forming internal loops.
- 3.4 The proposed layout can be viewed in full at Appendix A.

Access and Parking Provision

- 3.5 The proposed access will include the provision of a new junction arrangement off the A635 Doncaster Road, which will serve as the main spine road for the majority of the development.
- 3.6 The junction will take the form of a give-way arrangement with a new right-turn lane provided on the A635 Doncaster Road, and the carriageway will be widened to accommodate this. The geometry of the junction arrangement will meet current requirements contained within the Design Manual for Roads and Bridges (DMRB).
- 3.7 The proposals also include a secondary access from Barnsley Road, which will also meet the current requirements within (DMRB).
- 3.8 The proposed internal roads and footways will meet the geometry requirements found within the South Yorkshire Residential Design Guide, with an appropriate level of street lighting and speed limit applied to the proposed road, which is to be agreed with the LPA.

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- 3.9 Barnsley Council's requirements for car parking for new residential developments is contained within the Supplementary Planning Document 'Parking' of the Barnsley Local Plan. The parking proposals meet these requirements.
 - 3.10 Electric vehicle charging points will be provided; the standard and location of which to be agreed with the LPA.
 - 3.11 Visitor parking spaces will also be provided, with the actual number to be agreed with the LPA.

Pedestrian and Cycle Provision

- 3.12 The proposals include footways within the site connecting to other internal streets along with pedestrian connections to neighbouring off site streets including Belvedere Drive, Genoa Close and through green space to the west of Upperwood Road.
- 3.13 The development proposes a shared pedestrian/ cycle facility along the main feeder road that runs from north to south and the loop arrangement from Barnsley Road. The shared facility is 4.5m in width and complies with geometric requirements contained within Local Transport Note 1/20 Cycle Infrastructure Design. The shared facility will connect to the existing shared cycleway facility along the north side of Doncaster Road via the proposed refuge island.
- 3.14 It is proposed to provide a footway across the site frontage along Doncaster Road and Barnsley Road, connecting both proposed access junctions via the external footway network. From the Barnsley Road junction it is proposed to provide a footway connection to the nearby bus stop.
- 3.15 Cycle parking will be provided for each dwelling in accordance with Barnsley Council's SPD.

Servicing

- 3.16 Service vehicles will use the same access to the site as all other traffic. Large turning / manoeuvring areas are available within the site.
- 3.17 The servicing requirements for the proposed development can be adequately catered for.

4.0 Travel Plans

4.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and potentially their visitors to choose an alternative to single occupancy car use, and to reduce the need to travel in connection with their work or for recreation, shopping and leisure purposes.

4.2 The TP should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle facilities, restraining car parking or providing high speed broadband to facilitate working from home to assist with business travel and commuting. The purpose is to make the more sustainable transport modes safe and practical, and therefore more attractive to residents.

The Benefits of a Travel Plan

4.3 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.

4.4 It is necessary to look at the ways residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or public transport use in preference to single occupancy car use. The TP should encourage residents to reconsider how they make regular journeys.

4.5 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by reducing the demand for parking spaces, including visitor provision.

4.6 The table below summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Residents / Visitors	Community / Environment
Cost savings	✓	
Healthier lifestyle	✓	
Improved site access	✓	✓
Reduced congestion	✓	✓
Time savings	✓	✓
Improved quality of life	✓	✓
Reduced stress		✓
Improved local air quality		✓
Reduced noise		✓

Figure 4.1 The Benefits of a Travel Plan

- 4.7 TPs produce indirect but significant benefits, such as improving the punctuality of people attending work. Residents who walk or cycle to and from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to residents, their visitors and the local community.

Transport Policy

- 4.8 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. The policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.9 The National Planning Policy Framework was first published in March 2012 and was updated most recently in December 2023. The framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Give priority first to pedestrians and cycle movements, both within the scheme and the surrounding network	Cycle parking facilities, footways and shared cycleway are proposed as part of the development to aid pedestrian and cycle access to the site
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	Access along the existing network to bus facilities is considered acceptable for people with reduced mobility due to provision of new footways
Create places that are safe, secure and attractive, and minimise the scope for conflict between all users	The architects have acknowledged these issues within the overall design
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road
Allow within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the development at a level to be agreed with the LPA

Figure 4.2 Transport Considerations

4.10 Paragraph 117 of the NPPF states, “All developments that will generate significant amounts of movement should be required to produce a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposals can be assessed.”

Local Transport Plan

4.11 The Sheffield City Region Transport Strategy sets out the transport priorities for the region up to 2040. The Transport Strategy seeks to:

- To improve connection for residents and businesses to economic opportunity
- Provide a cleaner and greener Sheffield City Region
- Provide a safe, reliable and accessible transport network

4.12 The Strategy seeks to strengthen the region’s economy and provide sufficient housing to support economic and population growth. Also, the following will have to be considered as part of the Strategy:

-
- Improving the transport network connectivity and providing greater capacity are vital in enabling growth.
 - Travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved.
 - Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely.
 - Enhancements to improve the overall network to make it more fit for journeys in the future.

4.13 It is considered that the site is compliant with local and national transport policies due to the sustainable location of the site, with good facilities to enable travel using modes other than single occupancy car trips.

5.0 Accessibility

Introduction

- 5.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Figure 1.1 shows the local highway network within the vicinity of the site.
- 5.2 The applicant is highly committed to providing a development that is accessible to all residents and visitors. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure improvements to achieve this objective and provide secure, safe and convenient links to the existing network are provided in the following paragraphs.

Site Location / Local Facilities

- 5.3 The site is located around 1.3km to the southeast of the village of Darfield and around 5km to the east of Barnsley town centre. It is bound by Doncaster Road to the north, residential properties to the east, and open fields to the south and west.

Walking

- 5.4 The site is situated in easy reach of nearby services and amenities include a beauty salon, several convenience stores, a butcher, a public house, a restaurant, a café and a hot food takeaway. There are also two primary schools and a community centre located within walking distance, in addition to a wealth of independently owned and operated shops and businesses.
- 5.5 Footway provision is already provided along the northern edge of Doncaster Road in the form of a shared footway/ cycleway that links Darfield to Stairfoot before providing further links to Barnsley town centre. A shared footway/ cycleway facility will be provided within the site and will connect to the north side shared facility. The proposals include a footway along the south side of Doncaster Road and southwest side of Barnsley Road along the site frontage to provide improved connectivity with the local village amenities. Street lighting will also be provided as part of the works.
- 5.6 The walking catchment can be found below at Figure 5.1 and covers a 20-minute walking distance from the proposed development site.

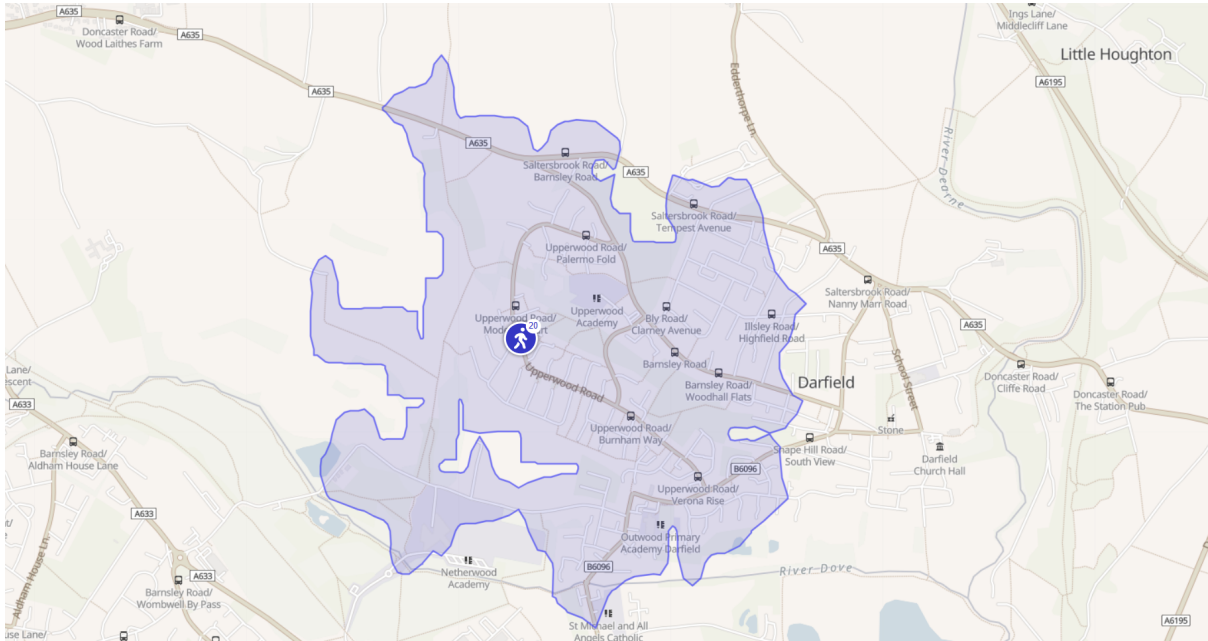


Figure 5.1 Walking Isochrone

Cycling

5.7 The catchment plan below depicts the destinations which can be reached during a 20-minute cycle journey from the proposed development site. The areas of Little Houghton, Billingley, Edderthorpe, Darfield, Broomhill, Wombwell, Hemingfield, Ardsley and Stairfoot are all located within this catchment and provide further employment, social and leisure opportunities for residents.

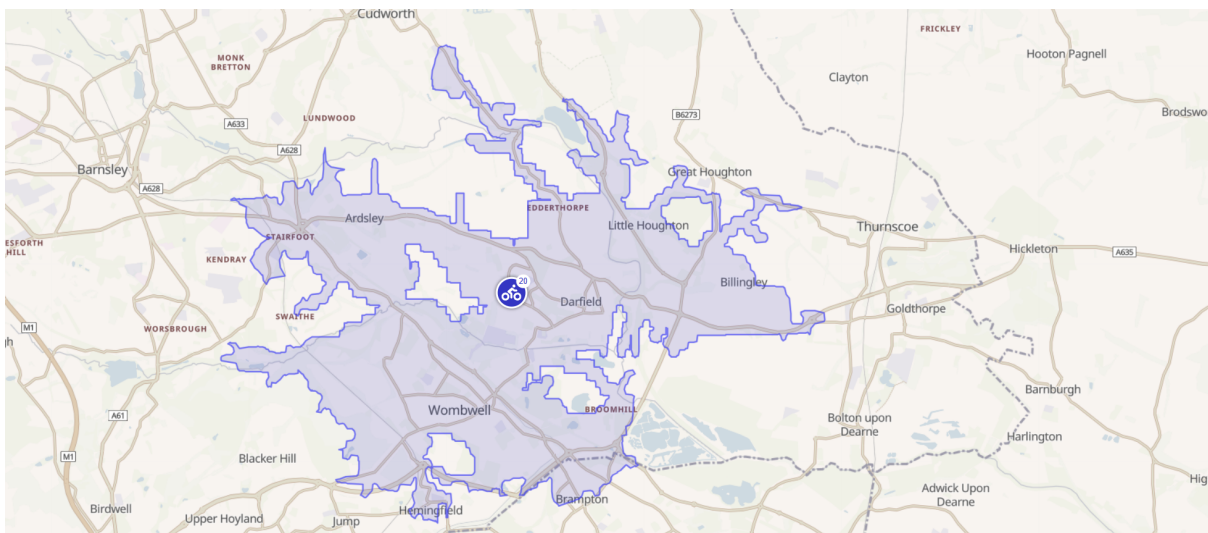


Figure 5.2 Cycling Isochrone

Public Transport

- 5.8 The bus stop located closest to the proposed development site is known as 'Barnsley Road / Doncaster Road' and is situated approximately 111 metres to the southeast of the proposed Barnsley Road access. This local fare stage has the benefit of a flagpole, timetable case and passenger shelter.
- 5.9 There is also a bus stop located on the A635 Doncaster Road around 155m west of the proposed site access. This includes tactile paving and flag pole.
- 5.10 The table below summarises the services which utilise these local fare stages.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
218	Rotherham Town Centre / Interchange – Barnsley Town Centre / Interchange	30 mins	60 mins	N/A	Stagecoach Yorkshire
218a	Rotherham Town Centre / Interchange – Barnsley Town Centre / Interchange	60 mins	60 mins	N/A	Stagecoach Yorkshire
219	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	60 mins	60 mins	120 mins	Stagecoach Yorkshire
219a	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	Infrequent	Infrequent	N/A	Stagecoach Yorkshire
X19	Doncaster Town Centre / Frenchgate Interchange – Barnsley Town Centre / Interchange	30 mins – 60 mins	60 mins	60 mins	Stagecoach Yorkshire
481	Worsborough Bridge – Kendray	School service only	N/A	N/A	Peter Hodgson Travel

Figure 5.3 Bus Services

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- 5.11 As can be identified from the above table, there are bus services that provide links to the settlements of Rawmarsh, Swinton, Manvers, Goldthorpe, Darfield, Ardsley, Spotborough, High Melton, Harlington, Thurnscoe, Great Houghton, Stairfoot, Grimethorpe, Worsborough Bridge, Ward Green, Monk Bretton, Worsborough Common, Lundwood, Cundy Cross and Kendray. In addition, there are links via bus to the interchanges at Rotherhan, Mexborough, Barnsley and Doncaster Frenchgate which provide opportunities for travel to destinations further afield by sustainable means.
- 5.12 The development would include a bus route within the site if required. It is envisaged that the internal loop road that connects Doncaster Road and Barnsley Road access points would satisfy this requirement. Any bus stop infrastructure and internal routing would be agreed with South Yorkshire PTE and the LPA.
- 5.13 Wombwell railway station is also located within the range of a 20-minute cycling distance from the proposed development site. This station serves the following lines: Leeds to Nottingham and Leeds to Sheffield via Castleford; and the Huddersfield to Sheffield (Penistone Line). Wombwell station has the benefit of 12no. cycle storage stands which are sheltered and covered by CCTV, located on the platform.
- 5.14 As can be seen, there are suitable public transport links available to a wide range of destinations. It is evident that the site benefits from being in close proximity to these links for travelling around the area via sustainable means, with plenty of scope for multi-modal travel.

6.0 Transport Impact

Travel Questionnaire

- 6.1 To provide a focussed Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of residents' travel characteristics when they move to the site. A copy of a sample questionnaire is included at Appendix B.

Traffic Impact

- 6.2 The traffic impact of the development has been considered as part of the Transport Assessment and Addendum No1.
- 6.3 The Transport Assessment and Addendum No1 shall confirmed that the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

7.0 Travel Plan Initiatives

- 7.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices.
- 7.2 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the 'soft' management measures that will be used are then provided.

Infrastructure Improvements

Proposed Infrastructure to Increase Pedestrian Usage

- 7.3 The site layout will provide safe and convenient access for pedestrians to link to the footways in the immediate area. Appropriate levels of lighting will be provided along pedestrian routes within the site.
- 7.4 The proposals include pedestrian connectivity works including footways along the Doncaster Road and Barnsley Road frontage along with a pedestrian refuge island.

Proposed Improvements to Increase Cycle Usage

- 7.5 Safe and convenient access through the site for cyclists will be provided.
- 7.6 The development proposes a shared cycleway along the feeder road connecting to Doncaster Road and Barnsley Road. The development proposes a refuge island across Doncaster Road for easy access to the shared cycleway facility along the north side of Doncaster Road.
- 7.7 Secure cycle storage facilities will be provided within the site in the form of a garage or shed located in the rear garden.

'Soft' Measures

- 7.8 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as personalised travel plans, travel information packs and a dedicated website.

- 7.9 Travel information and initiatives will be promoted to all residents. This will be achievable via the Travel Information Welcome Pack. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Coordinator (TPC)

- 7.10 To deliver the 'soft' measures it will be necessary for a Travel Plan Coordinator to be appointed to implement the measures. This appointment will be made at least 3 months prior to the marketing of the units on site and will continue for a minimum of 12 months after full (95%) occupation of the site and a minimum period of 5 years. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for all travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of Barnsley Council.
- 7.11 The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan Officer, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site.
- 7.12 One of the first tasks of the TPC on their appointment will be to ensure their contact details are included in the marketing suite for the development, within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 7.13 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

- 7.14 The health, environmental and financial benefits of walking will be promoted to residents and visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of residents to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying if requested.
- 7.15 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Reference to a walking planner website will also be provided within the Travel Information Welcome Pack.

Measures to Promote and Facilitate Cycling

- 7.16 The TPC will promote cycling to work, particularly for those residents who work within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. If viable, a Bike User Group (BUG) and forum will be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area wide initiatives.
- 7.17 Information on local cycle routes will be made available to residents and visitors. This information will be included on maps to be produced and made available through the Travel Information Welcome Pack. Details of the Department for Transport / local Council cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

- 7.18 The TPC will liaise with Barnsley Council and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for disseminating this information and to promote the use of these services via promotional and marketing material, and the Travel Information Welcome Pack.
- 7.19 The TPC will make arrangements to demonstrate to residents, if requested, how to access real-time bus information and how to use the journey planner on the Travel South Yorkshire website. Visitors will also be made aware of the relevant websites administered by public transport operators.

Measures to Reduce Car Use

- 7.20 Car sharing is a good means of reducing single occupancy car use. It represents a relatively convenient form of travel and significant potential exists to reduce the total private mileage of people travelling to and from the site by implementing and publicising a formal scheme. This can be established by setting up a database of users via the internet.
- 7.21 It is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the Travel Information Welcome Pack with specific reference to operating companies such as www.liftshare.com.

- 7.22 The developer is committed to providing charging infrastructure for electric vehicles to ensure that if car journeys are necessary then they have the opportunity to be made by electric vehicles.

Measures to Residents

- 7.23 Upon the appointment of the TPC, residents will be provided with a Travel Information Welcome Pack. Details of the onsite facilities will be provided in the Pack which, if residents are fully aware of, will assist with a reduction in travel demand.

- 7.24 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- The Travel Plan, its objectives and the role of the TPC
- Local public transport facilities, including maps, timetables and the location of nearby bus stops
- Public rights of way / cycle path network maps for the local area and beyond
- Local bicycle user groups and cycle shops
- Local footpath network
- Car sharing scheme / local taxi service

Summary of Initiatives

- 7.25 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the local footways and footpaths. Appropriate levels of lighting will be provided along routes within the site. Links to the local highway network to provide access for pedestrians and cyclists are also included.

- 7.26 A Travel Plan Coordinator (TPC) will be appointed for this development and will be put in place at least 3 months prior to the marketing of the site and will continue for a minimum of 5 years in total. The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan Officer, including the monitoring and reporting via the annual travel surveys. They will also act as the main point of contact for all organisations outside the development.

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- 7.27 The TPC will promote walking, cycling and the use of public transport. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area wide initiatives.
- 7.28 Should the targets outlined in Section 8 not be met upon completion of the development, it is suggested that the TPC role be extended by 12 months until the actual agreed targets are achieved. During this period, additional onsite modal surveys and data collection will be made and information obtained from residents to be forwarded to the Council's Travel Plan Officer for discussion and agreement.

8.0 Targets

8.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART – specific, measurable, achievable, realistic and timed.

8.2 A commitment to specific targets is difficult to achieve at this stage. It is not considered possible to identify a true base level of travel behaviour until the development is 60% occupied and the travel survey has been undertaken. However, indicative targets have been identified to monitor the effects of the Travel Plan, with an overall goal of reducing single occupancy car use by 10% over the 5 year monitoring period.

Objective	Target	Base Year	Year 1	Year 3	Year 5	End Target
Private car use	Single occupancy car trips	63%	-2%	-2%	-2%	53%
	Car sharers	7%	0.5%	0.5%	0.5%	9.5%
Accessibility	Public transport users	10%	0.3%	0.3%	0.3%	11.5%
Health and wellbeing	Cycle and walking	8%	1%	1%	1%	13%

Figure 8.1 Initial Travel Plan Targets

9.0 Responsibility / Ownership

- 9.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report. The developer will appoint a TPC, and this will be maintained whilst the site is being developed / marketed and shall maintain this role for at least 5 years.
- 9.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer, the local communities and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.
- 9.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for the delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the Local Authority.
- 9.4 The TPC will be provided with a budget to fund the provision of travel information, marketing and promotional activities, etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results, discussing targets with the Local Authority and relaying this information to all involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed.

10.0 Implementation

- 10.1 The infrastructure provision outlined above will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to the full occupation of the development.
- 10.2 The TPC will carry out a questionnaire survey of residents' travel characteristics once 60% of the dwellings have been occupied. Whilst the primary reason for the surveys is to gather information on travel behaviour and to refine the initial targets, it will also be used to inform residents of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 10.3 The survey will provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of this survey and the refined targets will be submitted to the Council for approval.
- 10.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for residents, if requested.
- 10.5 The Travel Plan will be continually marketed through the provision and updating of travel information and the dedicated website. This will be the responsibility of the TPC.
- 10.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town Without My Car and World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 10.7 A suggested Framework for the actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

Action Plan	Delivery Period
Infrastructure provision (cycle, pedestrian, highways improvements)	Post-planning permission, prior to first occupation
Appointment of TPC	3 months prior to marketing
Travel questionnaire	Upon 60% occupation, yearly thereafter
'Soft' measures / promotional material	Prior to first occupation
Monitor and review	Annually
Action plan	Prepared at the start of the year, then implemented during that period

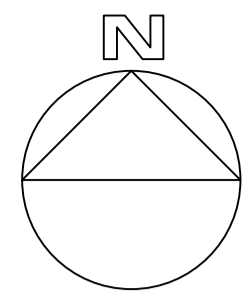
Figure 10.1 Action Plan Framework

11.0 Monitoring and Review

- 11.1 An objective of this Travel Plan is that there will be an ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be viewed in consultation with the Council's Travel Plan Officer.
- 11.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will then be communicated to residents via leaflets and newsletters. The TPC will liaise with the Travel Plan Officer of the Council to agree the surveys to be undertaken and the monitoring and reporting procedure.
- 11.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The surveys will be based upon the sample travel questionnaire found at Appendix A. A written analysis of the results of the survey will be provided to the Local Authority within 1 month of completion. The survey results will be used to identify the targets mentioned in Section 8. The results of the monitoring will be fed back to the Travel Plan Officer.
- 11.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.
- 11.5 At this stage, it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum, it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

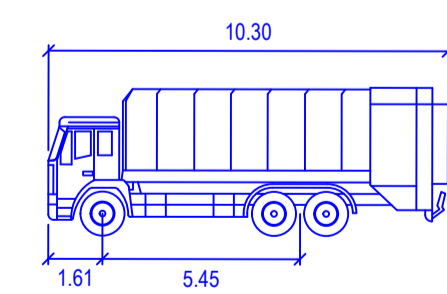
Appendix A

Proposed Site Layout



General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



10.3m Refuse Vehicle

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.3



PROJECT TITLE
DONCASTER ROAD, DARFIELD

DRAWING TITLE
VEHICLE TRACKING DRAWING

DRAWING NUMBER	ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN - 1229	HGN	-	DR	-	CH	- 0002B

CLIENT
SAUL HOMES

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:1000	A1	JJH	LJO	JJH	JUN 24

PARAGON HIGHWAYS
20 - 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM

Appendix B

Sample Travel Questionnaire

Residents Travel Questionnaire

In developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

Section A: About Yourself

1 *What is your age?*

- Under 55
- 55-65
- Over 65

2 *What is your employment status?*

- Full time employment
- Part time employment
- Not working / retired

Section B: About Your Travel Patterns

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

- | | | | |
|------------------------|--------------------------|-------------------|--------------------------|
| Walk | <input type="checkbox"/> | Car (alone) | <input type="checkbox"/> |
| Cycle | <input type="checkbox"/> | Car (with others) | <input type="checkbox"/> |
| Bus | <input type="checkbox"/> | Motorcycle | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | _____ | |

4 *What are your main reasons for using a car? (tick up to three boxes)*

- | | | | |
|--------------------------------|--------------------------|-------------------------|--------------------------|
| Time savings | <input type="checkbox"/> | Personal safety | <input type="checkbox"/> |
| Cost savings | <input type="checkbox"/> | Health reasons | <input type="checkbox"/> |
| Car needed during day | <input type="checkbox"/> | Convenience/flexibility | <input type="checkbox"/> |
| Public transport not available | <input type="checkbox"/> | No alternative | <input type="checkbox"/> |
| Other uses to/from work | <input type="checkbox"/> | _____ | |
| Other (please specify) | <input type="checkbox"/> | _____ | |

5 *If you didn't use the car today, what were your main reasons?*

- | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|
| No car available | <input type="checkbox"/> | Time saving | <input type="checkbox"/> |
| Cheaper alternative | <input type="checkbox"/> | Health / fitness reasons | <input type="checkbox"/> |
| Avoid traffic congestion | <input type="checkbox"/> | _____ | |
| Other (please specify) | <input type="checkbox"/> | _____ | |