
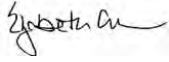
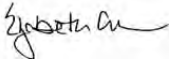


**Land South of Halifax Road, Penistone
Proposed Residential Development
Residential Travel Plan**

August 2021 (Planning Issue)

Prepared on behalf of
Barratt and David Wilson Homes (Yorkshire) Ltd

Quality Management

Land South of Halifax Road, Penistone - Residential Travel Plan Project No: 20005				
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Figure 4 Cycle Accessibility Plan

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APPENDICES

Appendix A STEN Architecture drawing no. 2001.01.Q - Planning layout (A1)



1. Introduction

1.1 BACKGROUND

1.1.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents and visitors.

1.1.2 This version of the Travel Plan has been prepared to discharge Condition 34 of the planning permission for 'Residential Development, Open Space, Landscaping & Associated Infrastructure' (Ref: 2020/0274) on Land to the south of Halifax Road, Penistone, Barnsley.

1.1.3 Condition 34 states:

"The development hereby permitted shall not be commenced until an updated detailed Travel Plan has been submitted, approved and signed off by the LPA.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Local Plan Policy T3."

1.1.4 The planning permission is subject to the terms of an agreement made under Section 106 of the Town and Country Planning Act 1990 (as amended) (Section 106 Agreement) which contains details of required sustainable travel measures and commitments on behalf of the Owner, the Option Holder and on behalf of the Developer, Barratt and David Wilson Homes (Yorkshire) Ltd (BDWH).

1.1.5 These relevant measures and commitments are reflected within this Residential Travel Plan (RTP).

1.2 SCOPE

1.2.1 This RTP has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6th March 2014, and other appropriate local guidance including the Barnsley Local Plan Supplementary Planning Document 'Sustainable Travel', adopted November 2019.

1.2.2 This RTP provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on the developer to encourage residents to use sustainable modes of transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.2.3 Following the introduction, this RTP contains the following:

- Chapter 2 – summarises the development proposals;
- Chapter 3 – defines the RTP objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;



- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



2. The Proposed Development

2.1 DEVELOPMENT PROPOSALS

2.1.1 The scheme proposals are shown on STEN Architecture drawing no 2001.01.Q - Planning layout (A1), a copy of which is contained at Appendix A. The proposals comprise a total of 400 affordable and open market dwellings and include:

- A mix of townhouses, semi-detached and detached houses:
 - 16 x 1 bed;
 - 76 x 2 bed;
 - 135 x 3 bed; and
 - 173 x 4 bed.
- A central area of Public Open Space (POS) with play equipment and areas.

2.1.2 A pedestrian / cycleway link is provided out to the south of the development on to Well House Lane and another to the north on to Halifax Road. The pedestrian/cycle access points on to Halifax Road will incorporate central pedestrian refuges to assist in crossing this route.

2.1.3 A spine road runs through the development and links Halifax Road to the north with Well House Lane to the east.

2.2 PROPOSED ACCESS

2.2.1 The development will be served from a new access formed on to Halifax Road to the north and from a new access formed on to Well House Lane to the east. Both accesses will take the form of uncontrolled priority junctions.

2.2.2 Within the development there will be a network of residential streets with the main spine street having a footway/cycleway to both sides. Parts of the development are served from shared surface streets and some properties will be served from shared private drives.

2.3 PARKING PROVISION

2.3.1 Each dwelling has off-street parking available with a mix of driveways only and driveways with an additional garage being provided. A limited number of dwellings have parking provided in a shared parking court.

2.3.2 Parking for visitors can be safely accommodated on-street (where the carriageway width is 5.5m). The proposed parking provision will ensure that the demand from the development will not affect the operation or safety of the local highway network.

2.3.3 Every dwelling will be installed with a full mode 3 Electric Vehicle Charging Point (EVCP) either externally or within a garage. Dwellings without a garage will be provided with a garden shed for secure cycle storage.



3. Vision, Objectives and Targets

3.1 THE TRAVEL PLAN VISION

3.1.1 The vision for this Residential Travel Plan is:

To make the development a place where residents can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance on the private car and the resultant impact on the local environment.

3.2 TRAVEL PLAN AIMS AND OBJECTIVES

3.2.1 To achieve this vision, the aims of this Residential Travel Plan are to:

- Maximise the attractiveness of the development to residents and future residents by highlighting its accessibility by a range of sustainable travel options; and
- Minimise the effect the development has on the environment and the local highway network by promoting the use of these sustainable travel options ahead of less sustainable modes such as single person trips by car / van.

3.2.2 The objectives of the Travel Plan are therefore to:

- Identify and communicate the range of travel options available to residents;
- Maximise the use of sustainable modes by residents through effective promoting and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of travel plan measures at the development.

3.3 TRAVEL PLAN BENEFITS

3.3.1 The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of public transport, cycling and walking for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

3.4 TRAVEL PLAN TARGETS

3.4.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5). Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

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

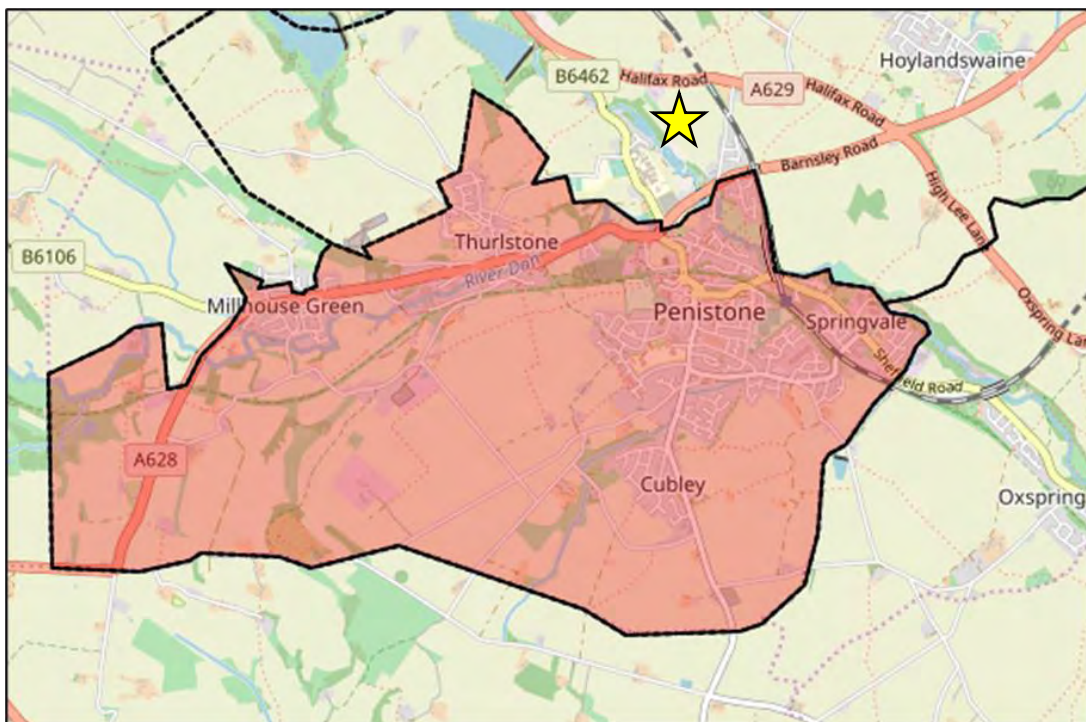


- Realistic; and
- Time related.

3.4.2 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for Barnsley 024 Mid Layer Super Output Area (MSOA).

3.4.3 The development will be within 2011 Barnsley 016 MSOA; however, this is a predominantly rural area and therefore Barnsley 024 has been selected as this covers Penistone and its main residential areas. This is illustrated in Image 3.1 with the journey to work mode split data given in Table 3.1.

Image 3.1 Barnsley 024 MSOA



Source: www.nomisweb.co.uk/

Table 3.1 Method of Travel to Work – Barnsley 020 MSOA

Method of Travel to Work	Total Residents in MSOA	Percentage
Train/Light Rail/Tram	110	2.7
Bus, Minibus or Coach	109	2.6
Taxi	7	0.2
Motorcycle, Scooter or Moped	30	0.7
Driving a Car or Van	3117	75.7
Passenger in a Car or Van	228	5.5
Bicycle	37	0.9
On Foot	469	11.4
Other	2.6	0.3
Total	4118	100.0%



3.4.4 The 2011 Census mode split indicates that 75.7% residents in the Barnsley 024 MSOA drive in a car or van for their journey to work with 5.5% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle this equates to 71% single occupancy cars and vans.

3.4.5 The initial targets are set out below and these are to be met within 5 years from first occupation:

- 5% reduction in 71% driving a car without any passengers = **66%**;
- 50% increase in cycling trips = **2%**
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.

3.4.6 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Barnsley Metropolitan Borough Council (BMBC).



4. Roles and Responsibilities

4.1 INTRODUCTION

4.1.1 An important aspect of a successful RTP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN CO-ORDINATOR

4.2.1 Barratt and David Wilson Homes (Yorkshire) Ltd (BDWH) will appoint a Travel Plan Co-ordinator (TPC) prior to first occupation of the development. Once appointed the TPC will inform BMBC of the date that this work commenced and provide a contact name and details.

4.2.2 For the purposes of this version of the RTP, the TPC is:

- Elizabeth Green, Associate Director, Optima – liz.green@optimahighways.com

4.2.3 The main duties of the TPC will include:

- Implementation of the Residential Travel Plan;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the development via sustainable modes;
- Undertaking regular monitoring and review, and reporting the outcomes to BMBC; and
- Liaison with BMBC and other key stakeholders such as South Yorkshire Passenger Transport Executive and public transport operators.

Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator

Travel Plan Measure – TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	6 months prior to 1 st occupation and retained for 10 years.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	BDWH



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the RTP is to carry out a questionnaire survey of residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases awareness of travel issues.

5.2.2 A travel survey of residents will take place following occupation of the 100th dwelling. The results of the survey will be provided to BMBC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 35% will be targeted. If this target is not met, a prize draw will be introduced to increase the response rate.

5.2.4 If possible (subject to GDPR) the survey will be undertaken using an online questionnaire software such as 'SurveyMonkey'.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	Following occupation of the 100 th dwelling.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The Travel Plan will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents in place at the time of the survey. Within 3 months of the annual review the TPC shall agree the following Travel Plan items with BMBC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.3.2 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to the relevant external organisations including BMBC, South Yorkshire Passenger Transport Executive (SYPTTE) and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with BMBC and any other relevant stakeholders.

5.3.4 Potential secondary measures/actions could include the following for which the TPC would be responsible:



- Arrange for a local cycle store to provide a troubleshooting/maintenance day. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

Table 5.2 Travel Plan Measure 3 – Monitoring and Review

Travel Plan Measure – TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during TPC role.
Notes	To monitor Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.3.5 In order that BMBC can take an active role in travel planning at the development in terms of mitigating and providing for its impacts, the Section 106 Agreement includes provision for a Travel Plan Contribution to be paid to BMBC.

Table 5.3 Travel Plan Measure 4 – Sustainable Travel Contribution

Travel Plan Measure – TPM4	
Summary	Sustainable Travel Contribution.
Guideline Timescale	Prior to commencement of development.
Notes	To assist in the delivery of necessary public transport enhancements scheduled for Penistone.
Responsibility	Owner (as defined in the Section 106 Agreement). BMBC/SYPTE – delivery of measures.

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



6. Walking

6.1 EXISTING PEDESTRIAN FACILITIES

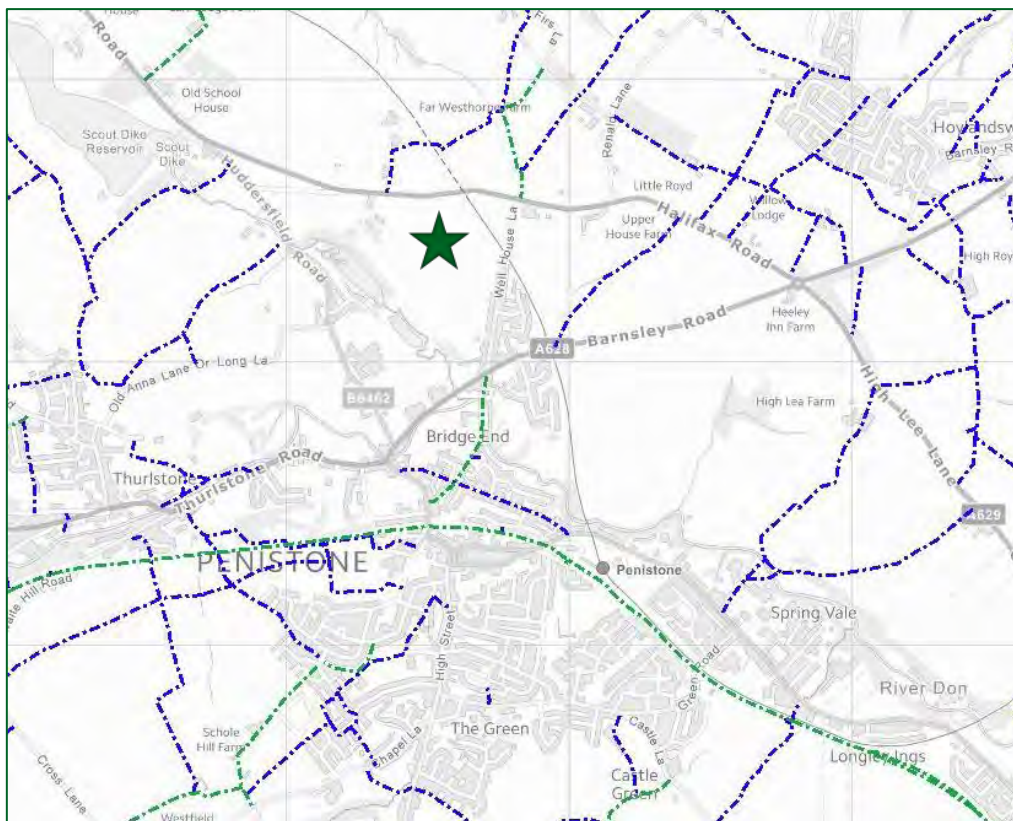
6.1.1 There is a continuous footway on the eastern side of Well House Lane from the railway bridge south to the junction with A628 Barnsley Road. The footway on the west side of Well House Lane starts to the south of the Site frontage and this will be extended along the frontage to connect with the pedestrian infrastructure within the development.

6.1.2 At the southern end of Well House Lane pedestrians can cross A628 Barnsley Road and continue in a southerly direction down Water Hall Lane into Penistone Town Centre. This route which is designated as a Public Bridleway (Footpath Number 75) leads through Water Royd Park and on to Wentworth Road before following a route on to B6462 Bridge Street.

6.1.3 There are also continuous footways on both sides of A628 Barnsley Road leading B6462 Huddersfield Road and the traffic signal controlled junction with B6462 Bridge Street. There is a controlled pedestrian crossing facility on the A628 Barnsley Road arm of the junction. A footway continues up the western side of B6462 Huddersfield Road to Penistone Grammar School.

6.1.4 An extract from Barnsley's Public Rights of Way map is shown in Image 6.1 with Footpaths shown in blue, Bridleways in green and Restricted Byways in purple.

Image 6.1 Public Right of Way Map Extract



Source: www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/

6.2 ACCESSIBILITY ON FOOT

6.2.1 The measures proposed which will positively influence trips on foot by residents and visitors include:



- Boundary connections with the existing highway network on the northern frontage on to Halifax Road and on the eastern frontage on to Well House Lane;
- Internal links and pedestrian routes to create the shortest possible distances to the boundary connections;
- Dedicated pedestrian routes within the development to ensure that pedestrians can safely negotiate past parked and manoeuvring vehicles; and
- Travel Plan initiatives for residents.

6.2.2 The residential design guide 'Manual for Streets' (MfS) advises that *"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..."* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *"the greatest potential to replace short car trips, particularly those under 2km"*. The acceptability of walking trips up to 2km (an approximate 25 minutes' walk time) is also supported in the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', 2000.

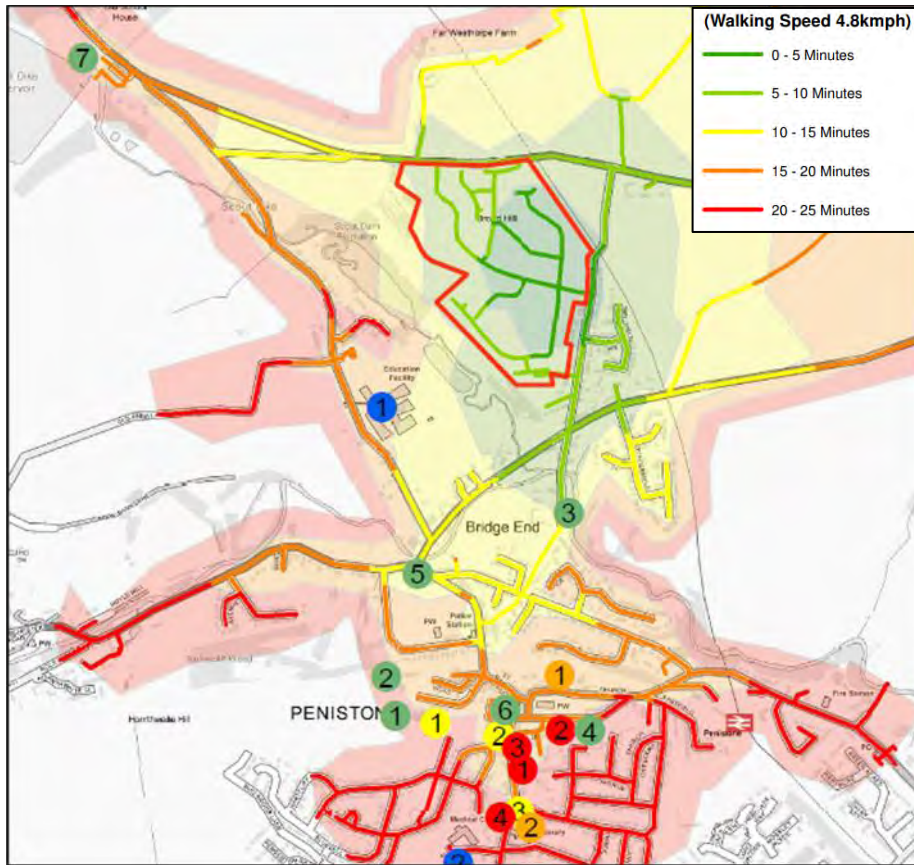
6.2.3 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years, respectively.

6.2.4 Using GIS Network Analysis software, typical walk times (up to 25 minutes which equates to a distance of 2km) from the centre of the Site are shown on Figure 3 with an extract provided in Image 6.2 below. This figure and the extract in Image 6.2 demonstrate that the development is within a reasonable walking distance of the following:

- Saint John the Baptist Primary School and Saint John the Baptist Church of England (VC) Infant School and Spring Vale Primary School (within a 20-25 minute walk);
- Penistone Grammar School on Huddersfield Road (within a 15-20 minute walk);
- The centre of Penistone with its wide range of local shops, services and amenities (within a 15-25 minute walk);
- Local medical facilities including Penistone Group Practice, Auckland Opticians and Penistone Pharmacy (within a 20-25 minute walk); and
- The Bridge and Taste of India restaurant and take away (within a 10-15 minute walk).



Image 6.2 Pedestrian Accessibility



6.2.5 The proposed residential development will be provided with acceptable accessibility on foot to a wide range of services and facilities in accordance with national MfS, CIHT and DfE guidance.

6.3 WALKING MEASURES

6.3.1 Apart from the hard measures outlined in para. 6.2.1 the following measure will be implemented.

Table 6.1 Travel Plan Measure 5a – Travel Information Leaflet (Walking)

Travel Plan Measure – TPM5a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.



6.4 USEFUL LINKS

Table 6.2 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/ https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/
Walking journey planners	www.my.viewranger.com/places/gb/penistone-walks www.google.com/maps
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Cycling

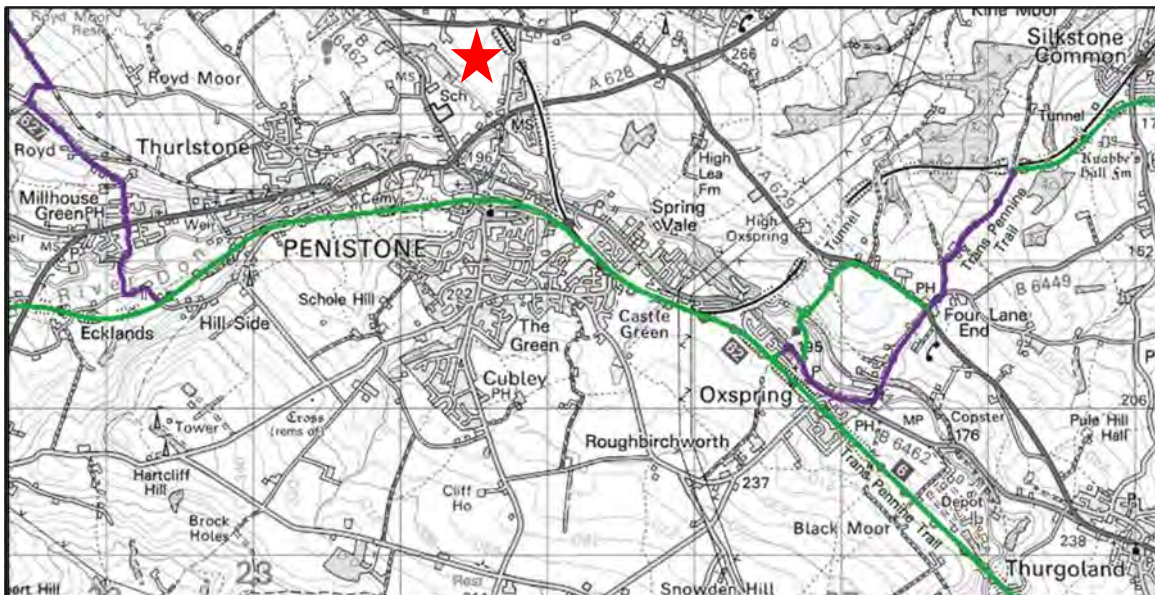
7.1 CYCLE FACILITIES

7.1.1 As well as on-road routes for cycles, Penistone lies on the National Cycle Network Route 62. National Route 62 connects Fleetwood in the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running coast to coast across northern England. To the west of Penistone is the on-road Route 627 which starts in Kirkburton and goes through Shepley and Millhouse Green before connecting to the Trans Pennine Trail off Shore Hall Lane.

7.1.2 This section of the Trans Pennine Trail follows the route of a disused railway and, to the east of Penistone, in Oxspring the route splits. One spur of the route continues to follow the disused railway line to the south towards Sheffield and Rotherham and another spur continues to the north east towards Barnsley before heading north to Wakefield and Leeds.

7.1.3 An extract from Barnsley's Cycle Network map is shown in Image 7.1 with existing routes shown in blue and traffic-free national routes shown in green.

Image 7.1 Extract from the Barnsley Cycle Network Map



Source: www.barnsley.gov.uk/barnsley-maps/national-cycle-network

7.2 CYCLE ACCESSIBILITY

7.2.1 The hard measures proposed that will positively influence trips on foot by residents and visitors will also assist in influencing trips by cycle.

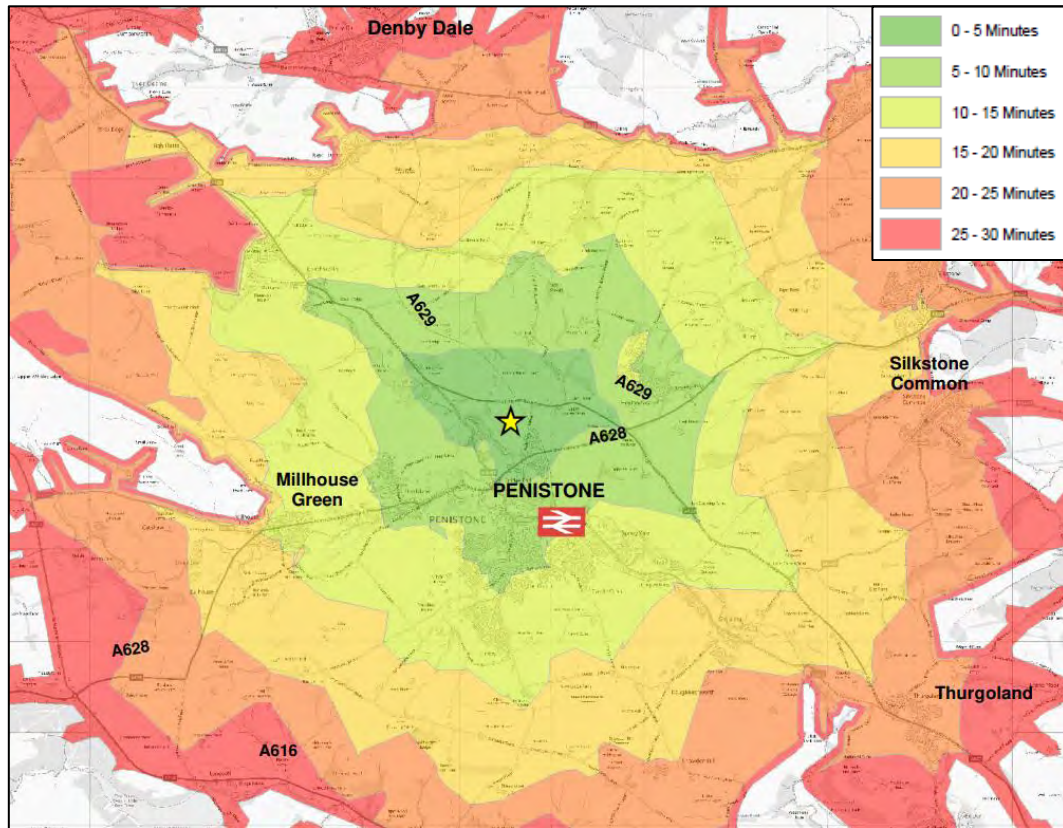
7.2.2 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km.

7.2.3 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.



7.2.4 Using GIS Network Analyst software typical cycle times (up to 30 minutes which broadly equates to a distance of 8km) from the Site are shown in Figure 4 and an extract is provided in Image 7.2.

Image 7.2 Cycle Accessibility Plan



7.2.5 Figure 4 (Image 7.2) demonstrates that from the development, an 8km catchment area encompasses Penistone with the Town Centre within a 5 minute cycle ride, Silkstone Common, Millhouse Green and Thurgoland. The industrial area within Springvale to the south east of Penistone is within a 10-15 minute ride and the large industrial area to the north west of Dodworth incorporating Fall Bank Industrial Estate and Dodworth Business Park is within a 25-30 minute cycle ride.

7.2.6 Penistone Station is a 5-10 minute cycle ride from the development.

7.2.7 The proposed development will be provided with good accessibility by cycle to a wide range of local services, facilities and employment opportunities, many of which are within a short cycling distance.



7.3 CYCLE MEASURES

Table 7.1 Travel Plan Measure 5b - Travel Information Leaflet (Cycling)

Travel Plan Measure – TPM5b	
Summary	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 7.2 Travel Plan Measure 6 – Cycle Storage

Travel Plan Measure – TPM6	
Summary	Secure cycle storage areas to be provided for every dwelling either within an integral garage or garden shed.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	BDWH

7.4 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/ www.visitpenistone.co.uk/see and do sport/cycling.html www.cyclepenistonecic.com community bike facility and shop promoting an inclusive approach to cycling.
Sustrans On-line Mapping National Cycle Network map which is based on OS mapping.	https://www.sustrans.org.uk/national-cycle-network/
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk



8. Public Transport

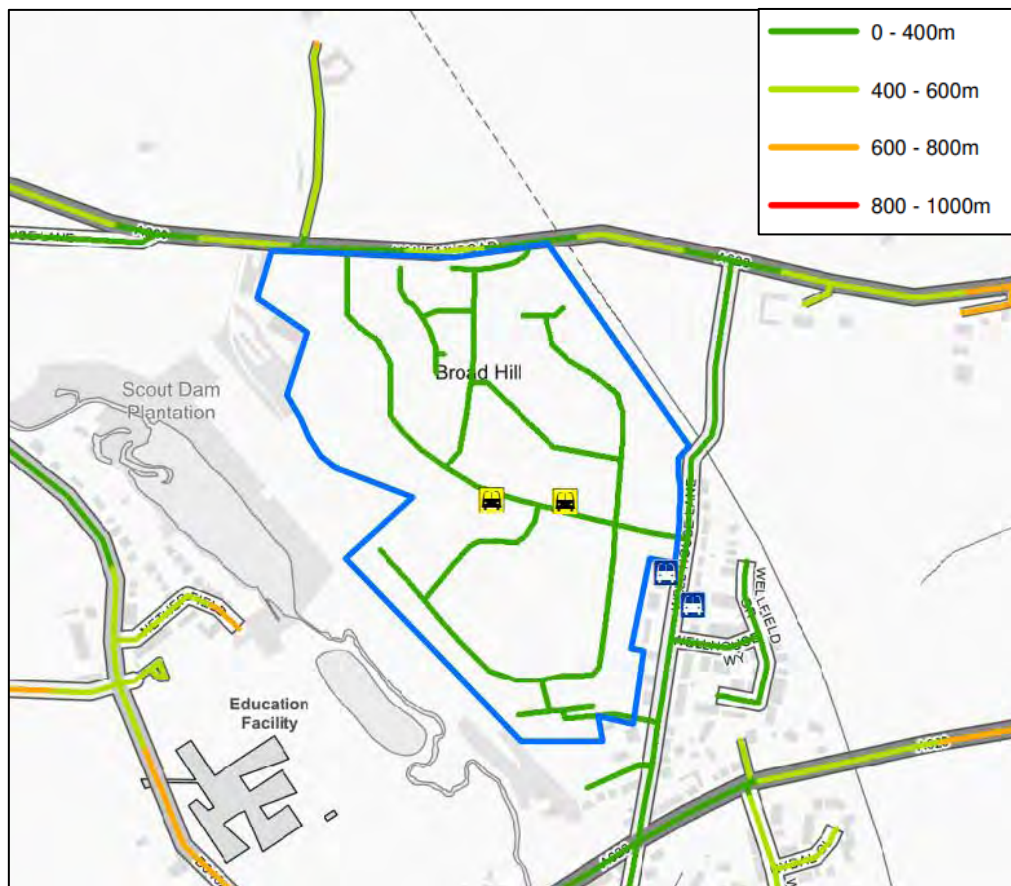
8.1 PUBLIC TRANSPORT SERVICES AND ACCESSIBILITY

Bus

8.1.1 The Chartered Institution of Highways and Transportation (CIHT) document, 'Planning for Public Transport in Developments', March 2009, suggests that the maximum walking distance to a bus stop should not exceed 400m. CIHT's later document, 'Buses in Urban Environments', January 2018, recognises that people will walk further to access more frequent bus services.

8.1.2 An analysis has been undertaken of the walk distances and accessibility to the proposed bus stops within the development using GIS Network Analyst software. Figure 5 illustrates the walk distances from these stops and shows that the entire development can be reached within a 400m walk distance. An extract is provided in Image 8.1.

Image 8.1 Bus Stop Accessibility



8.1.3 There is a bus stop on both sides of A628 Barnsley Road close to the junction with Well House Lane. Both stops are equipped with a shelter, seating and timetable information. There is a pedestrian refuge in the middle of Barnsley Road which allows safer crossing to and from the bus stop on the southern side of the road. These bus stops are used by Service 20 Barnsley Centre - Cubley.

8.1.4 Whilst these are not evident on the ground, up-to-date Bus Service Timetable information for Services 23, 23a, 24, 24a shows that there are bus stops on Well House Lane which are used by



Service 24 Barnsley Centre - Ingbirchworth. These stops are to be upgraded as part of the development proposals (through a Section 106 contribution).

8.1.5 Penistone Market Place is the interchange location for bus travel in and around Penistone and all services use the stop in Market Place with some using the nearby stop outside Penistone Church on Shrewsbury Road.

8.1.6 Details of the bus services that use these stops are provided in Table 8.1.

Table 8.1 Summary of Local Bus Services

Service	Route	Days of Operation	Approx. Frequency Each direction	Time of Operation
20	Barnsley Interchange to Cubley	Mon - Fri	1 per hour	06:26-17:58
		Sat	1 per hour	08:50-18:00
		Sun	No Service	-
	Cubley to Barnsley Interchange	Mon - Fri	1 per hour	08:05-18:30
		Sat	1 per hour	09:23-17:12
		Sun	No Service	-
21/21a	Barnsley Interchange to Crow Edge	Mon - Fri	1 per hour	07:02-18:26
		Sat	1 per hour	08:50-18:00
		Sun	1 per hour	09:57-21:55
	Crow Edge to Barnsley Interchange	Mon - Fri	1 per hour	06:30-22:14
		Sat	1 per hour	08:21-21:57
		Sun	1 per hour	10:14-22:14
24/24a	Barnsley Interchange to Ingbirchworth	Mon - Fri	1 every 2 hours	09:17-23:05
		Sat	1 every 2 hours	09:17-19:03
		Sun	(terminates at Penistone Market place) 1 every 2 hours	10:05-23:05
24/24a	Ingbirchworth to Barnsley Interchange	Mon - Fri	1 every 2 hours	06:20-17:39
		Sat	1 every 2 hours	07:09-17:39
		Sun	1 every 2 hours	09:00-22:00
29	Sheffield to Holmfirth	Mon - Fri	1 every 3 hours	09:30-21:57
		Sat	1 every 3 hours	09:30-21:57
		Sun	1 every 2 hours (Chapelton-Penistone)	08:57-21:57
29	Holmfirth to Sheffield	Mon - Fri	1 every 3 hours	07:10-23:07
		Sat	1 every 3 hours	07:15-23:07
		Sun	1 every 2 hours (Penistone-Chapelton)	10:07-23:07

Rail

8.1.7 The closest railway station to the development is Penistone Station, located approximately 1.2 km straight line distance to the south east of the Site. Penistone is on the Northern Huddersfield to Sheffield (Penistone Line) which provides services between Penistone and Huddersfield, Barnsley, Meadowhall and Sheffield. Between Peniston and Huddersfield the local stations of Denby Dale, Shepley, Stockmoor, Brockholes, Honley, Berry Brow and Lockwood are served.



8.1.8 The Penistone Line provides 1 train per hour in each direction, Monday to Saturday (06:20-23:23) and 1 train per hour in each direction on Sunday (09:41-20:23).

8.1.9 The railway station can be accessed by:

- Cycle – within a 5-10 minute journey time; and
- By car – typical 5 minute journey time (plus any walking time between car park and platforms)

8.1.10 The station has cycle storage for 16 bicycles which is covered by CCTV and a free car park for 15 vehicles.

8.1.11 Indicative journey times from Penistone Station to the following destinations are as follows:

- Barnsley: 15-16 minutes, with onward connections to Wakefield Kirkgate (15 minutes) and Leeds (35 minutes);
- Sheffield: 45 minutes; and
- Huddersfield: 31 minutes, with timely connections through to Leeds (20 minutes) and Manchester (30 minutes).

Summary

8.1.12 The development will be provided with reasonable accessibility by public transport to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.

8.2 PUBLIC TRANSPORT MEASURES

Table 8.2 Travel Plan Measure 5c – Travel Information Leaflet (Public Transport)

Travel Plan Measure – TPM5c	
Summary	Production and distribution of a Travel Information Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Notes	To encourage public transport use.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 8.3 Travel Plan Measure 7 – Bus Stop Contribution

Travel Plan Measure – TPM7	
Summary	Contribution towards the provision of two new bus stop poles and one shelter on Well House Lane and similar within the development.
Guideline Timescale	No later than the occupation of 200 dwellings .
Notes	To encourage public transport use.
Responsibility	Owner (as defined in the Section 106 Agreement). BMBC/SYPTE – delivery.



8.3 USEFUL LINKS

Table 8.4 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticket and real time information	https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/bus-timetables/ www.journeyplanner.travelsouthyorkshire.com www.travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search https://www.stagecoachbus.com/
Rail times and journey planner	www.nationalrail.co.uk
Coach information	www.nationalexpress.com www.megabus.com
Personalised journey planning	https://www.stagecoachbus.com/timetables



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 8 – Car Share

Travel Plan Measure – TPM8	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk/search/from/barnsley
Guideline Timescale	Upon occupation
Notes	To encourage car sharing particularly for commuter journeys
Responsibility	TPC to include in Travel Leaflet at each annual review

9.2 CAR CLUB

Table 9.2 Travel Plan Measure 9 – Car Club

Travel Plan Measure – TPM9	
Summary	The Enterprise Car Club will be promoted by the TPC www.enterprisecarclub.co.uk Whilst there are no local car clubs, the TPC will encourage business trips within City Centres such as Leeds and Sheffield to be by car club vehicle to allow commuting trips by other modes.
Guideline Timescale	Upon occupation
Notes	To encourage car club use as an alternative to owning / using a car for commuter trips.
Responsibility	TPC to include in Travel Leaflet at each annual review

9.3 USE OF ELECTRIC VEHICLES

Table 9.3 Travel Plan Measure 10 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM10	
Summary	The TPC will encourage the use of electric vehicles and EVCPs will be provided for each dwelling.
Guideline Timescale	Upon occupation.
Notes	To encourage more sustainable driving practices.
Responsibility	TPC / BDWH

9.4 COMMUNICATION

9.4.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted i.e. as an initiative, fliers may be provided on buses for bus users or on car windscreens for car drivers to raise awareness.

9.4.2 Publicity material could include the following:

- Details of the Development’s accessibility by sustainable modes on the development website;



- Providing details of the Development’s accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.4.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



10. Action Plan

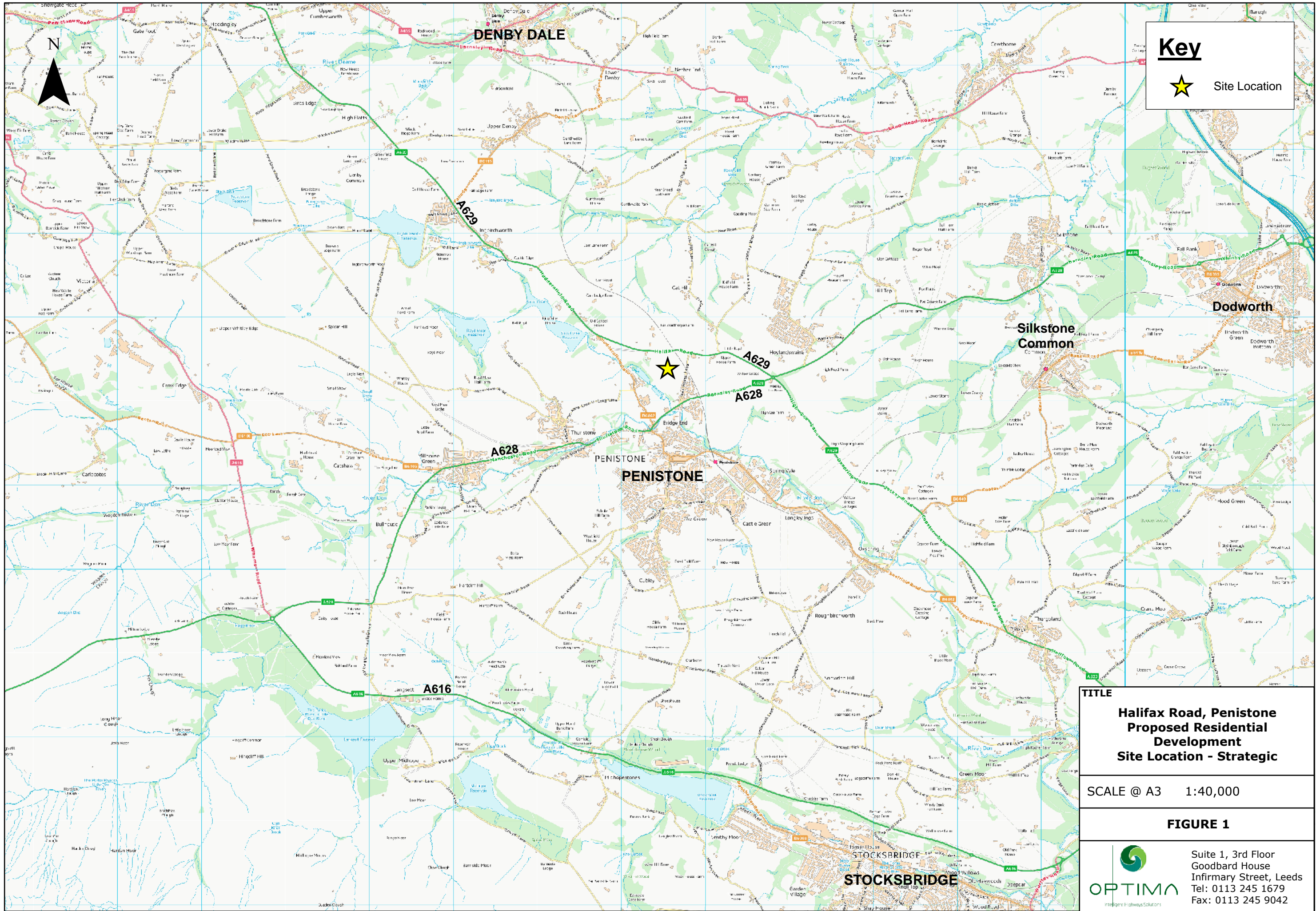
Table 10.1 Initial Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	3 months prior to first occupation	BDWH
TPM2	Undertake resident and employee travel surveys	To gather baseline travel information and inform measures	Within 12 months of first occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance	Annually	Travel Plan Coordinator
TPM4	Sustainable Travel Contribution	To mitigate the impacts of the development and encourage sustainable travel	Prior to commencement of development	Owner/BMBC/SYPTE
TPM5a/5b/5c	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM6	Provide cycle storage	To encourage cycling	Upon occupation	BDWH
TPM7	Bus Stop Contribution	To encourage use of public transport	Prior to occupation of 200 th dwelling	Owner/BMBC/SYPTE
TPM8	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM9	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM10	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Travel Plan Coordinator / BDWH



Figures





Key


★ Site Location

TITLE

**Halifax Road, Penistone
Proposed Residential
Development
Site Location - Strategic**

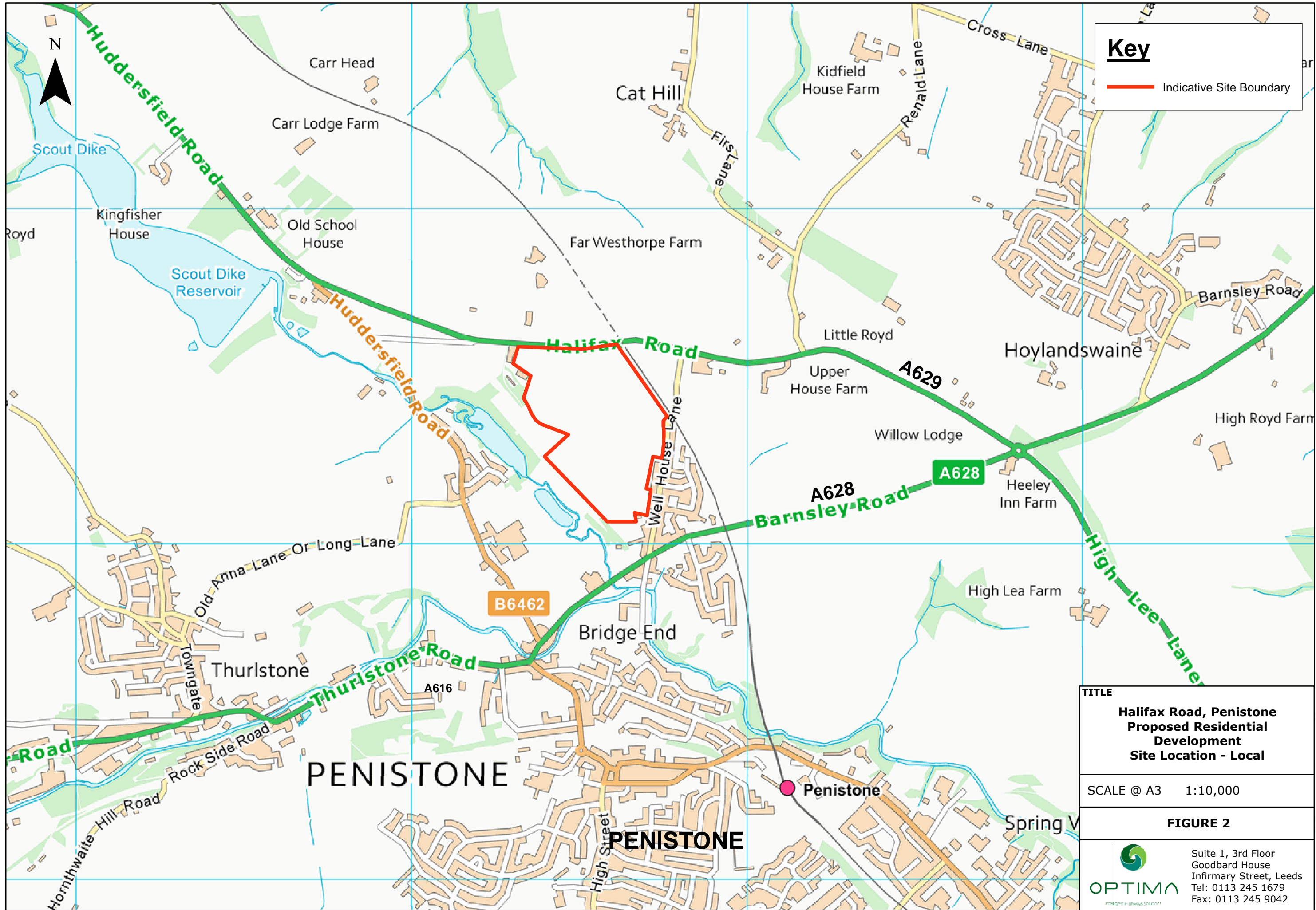
SCALE @ A3 1:40,000

FIGURE 1



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

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR1 - Site Location - Strategic.mxd



Key

— Indicative Site Boundary

TITLE
Halifax Road, Penistone
Proposed Residential
Development
Site Location - Local

SCALE @ A3 1:10,000

FIGURE 2



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

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\2. Site Location - Local.mxd

Key

Indicative Site Boundary

Pedestrian Accessibility (Walking Speed 4.8kmph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes

Railway Station

Retail

- 1 Tesco Superstore
- 2 Co-op Food
- 3 SPAR Penistone

Health

- 1 Penistone Group Practice
- 2 Kingswell Surgery
- 3 mydentist Penistone
- 4 Alex Jones Dentistry

Services

- 1 St. Johns Community Centre
- 2 Penistone Library

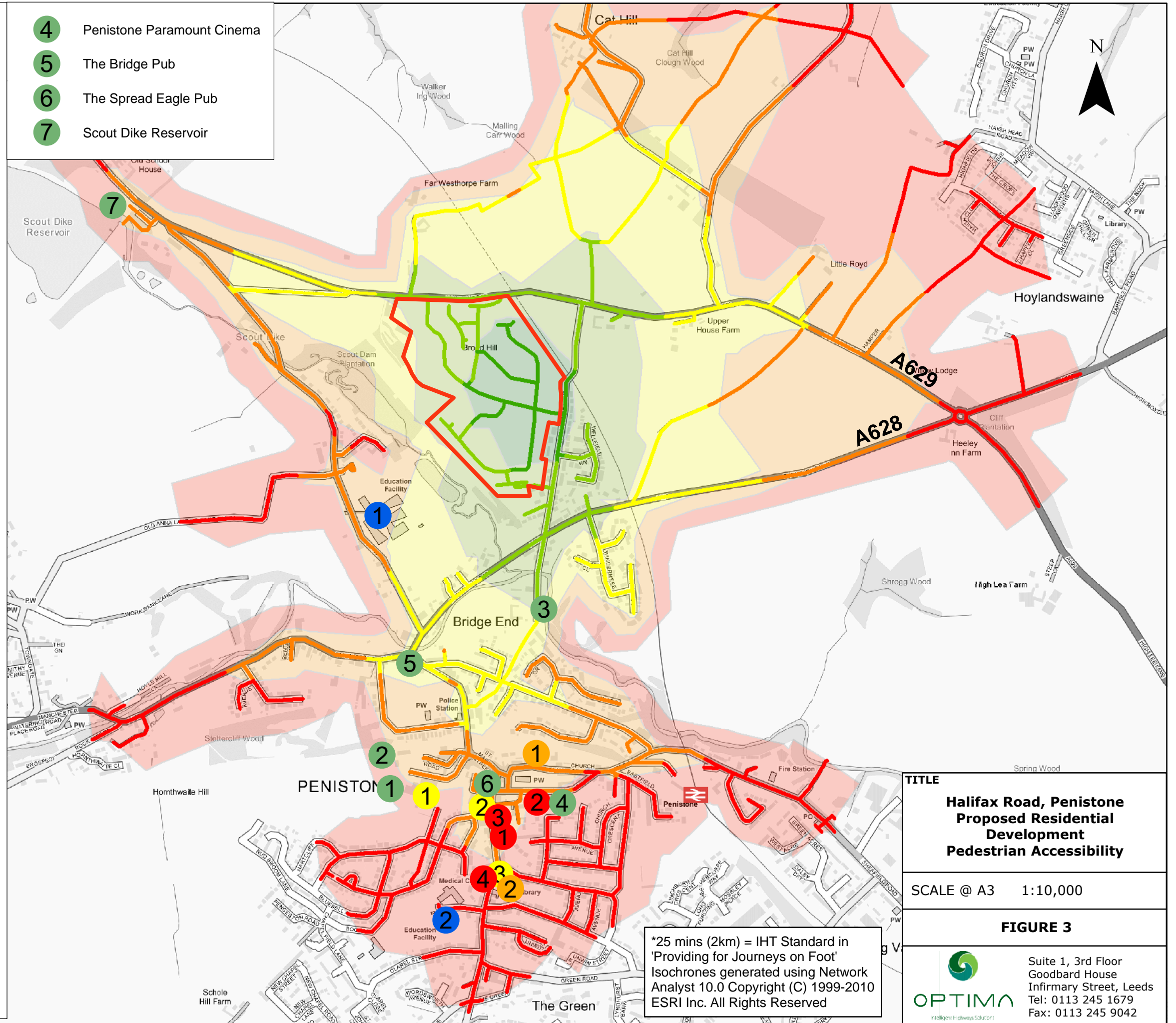
Education

- 1 Penistone Grammar School
- 2 Saint John the Baptist Primary School

Leisure & Recreation

- 1 Penistone Showground
- 2 Penistone Skate Park
- 3 Watermeadows Park

- 4 Penistone Paramount Cinema
- 5 The Bridge Pub
- 6 The Spread Eagle Pub
- 7 Scout Dike Reservoir



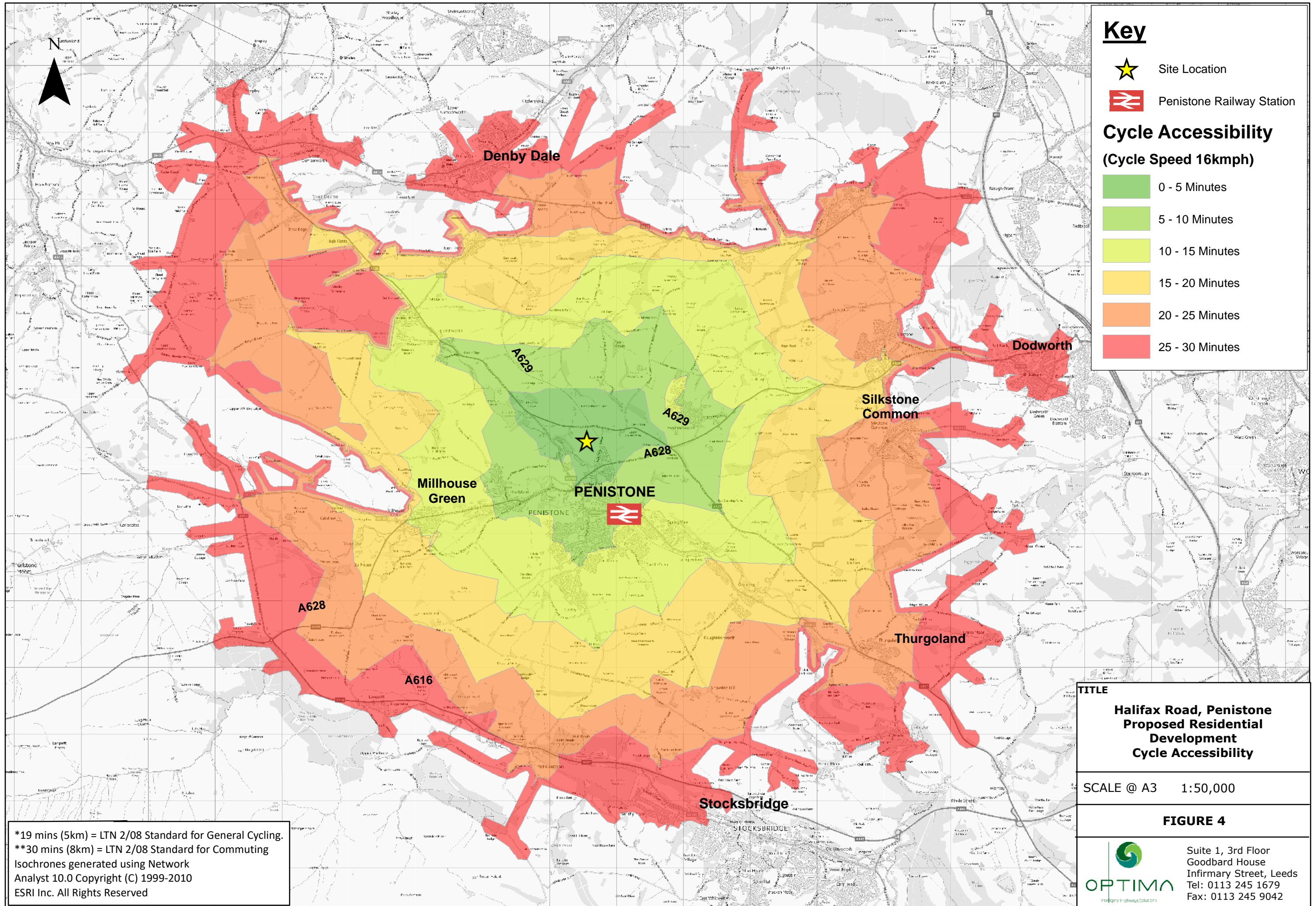
*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot' Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

TITLE
**Halifax Road, Penistone
 Proposed Residential
 Development
 Pedestrian Accessibility**



SCALE @ A3 1:10,000

FIGURE 3




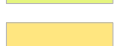
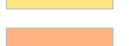
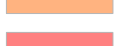
OPTIMA
 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042



Key

-  Site Location
-  Penistone Railway Station

**Cycle Accessibility
(Cycle Speed 16kmph)**

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes
-  25 - 30 Minutes

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\EDITOR\4. Cycle Accessibility.mxd

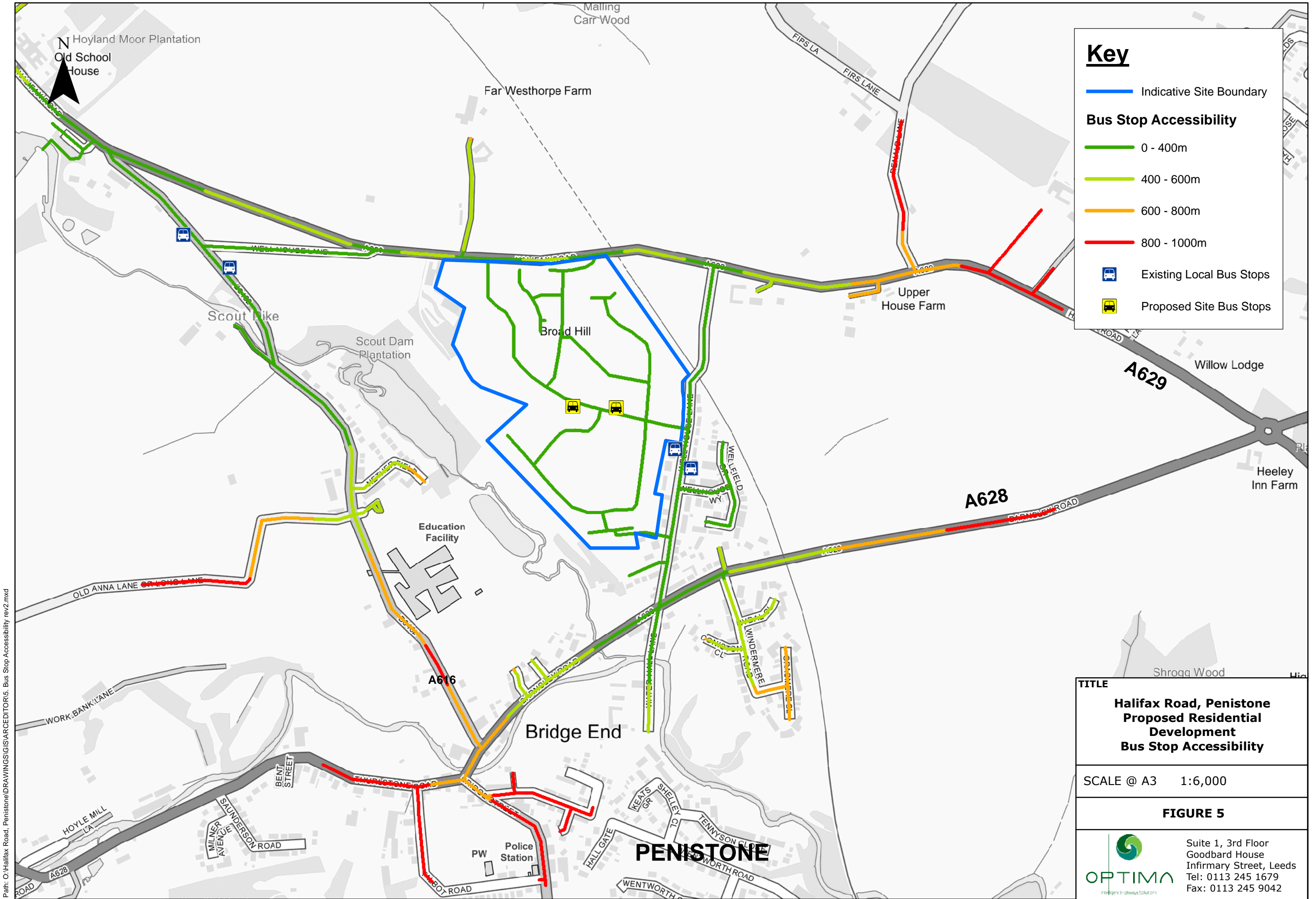
*19 mins (5km) = LTN 2/08 Standard for General Cycling.
 **30 mins (8km) = LTN 2/08 Standard for Commuting
 Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010
 ESRI Inc. All Rights Reserved

TITLE
**Halifax Road, Penistone
 Proposed Residential
 Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4

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



Key

- Indicative Site Boundary
- 0 - 400m
- 400 - 600m
- 600 - 800m
- 800 - 1000m
- Existing Local Bus Stops
- Proposed Site Bus Stops

TITLE	
Halifax Road, Penistone Proposed Residential Development Bus Stop Accessibility	
SCALE @ A3 1:6,000	
FIGURE 5	
	Suite 1, 3rd Floor Goodbard House Infirmary Street, Leeds Tel: 0113 245 1679 Fax: 0113 245 9042

Path: O:\Halifax Road, Penistone\DRAWINGS\GIS\ARCEDITOR\5. Bus Stop Accessibility rev2.mxd

Appendices



Appendix A STEN Architecture drawing no. 2001.01.Q - Planning layout (A1)





ACCOMMODATION SCHEDULE

Name	Floor Area Sq Ft	Beds	Units	Total
Masham	584	1	8	4752
Denford Semi	669	2	2	1338
Denford End	669	2	4	2676
Denford Mid	669	2	2	1338
Maidstone Semi	830	3	24	19920
Maidstone End	830	3	2	1660
Maidstone Mid	830	3	1	830
Elerton Semi	830	3	12	9960
Elerton End	830	3	2	1660
Elerton Mid	830	3	1	830
Moresby Det	854	3	15	12810
Moresby Semi	854	3	4	3416
Overly	880	3	29	25520
Kingsville Semi	1072	4	6	6432
Kingsville End	1072	4	2	2144
Kingsville Mid	1072	4	2	2144
Blenford	1162	3	4	4648
Windsore	1073	4	17	18241
Kingsley	1080	4	9	9720
Woodcote Semi	1217	4	4	4868
Woodcote End	1217	4	2	2434
Woodcote Mid	1217	4	1	1217
Ashley	1225	4	5	6125
Sub Total			158	144683

Private DW

Name	Floor Area Sq Ft	Beds	Units	Total
PS41 Hasley	1001	3	6	6006
H403 Ingaby	1081	4	17	18377
H423 Kettlewell	1334	4	19	25346
H433 Cornall	1374	4	19	26084
H417 Bradgate	1434	4	21	30114
H456 Aurdale	1491	4	6	8946
H469 Holdern	1536	4	34	52224
H487 Chelworth	1703	4	6	10218
H421 Winslow	1785	4	6	10710
Sub Total			122	171999

Affordable - Rent

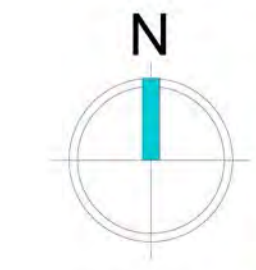
Name	Floor Area Sq Ft	Beds	Units	Total
Severn	625	1	2	1050
Birley	622	1	2	1244
Masham	584	1	4	2376
Kingsley	1080	4	5	5400
Type 67 Mid	701	2	11	7711
Type 67 End	701	2	26	18226
Type 69 Mid	828	3	4	3312
Type 69 End	828	3	18	14904
Sub Total			72	54223

Affordable - DMS

Name	Floor Area Sq Ft	Beds	Units	Total
Maidstone Mid	830	3	1	830
Maidstone End	830	3	16	13280
Type 67 Mid	701	2	0	0
Type 67 End	701	2	16	11216
SP50 Mid	750	2	1	750
SP50 End	750	2	6	4500
Archford Mid	632	2	2	1264
Archford End	632	2	6	3792
Sub Total			48	37232

Grand Total

	400		408137
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Scaled @ 1:1000
0 50m 100m



Notes:
This drawing, design and concept are copyright of STEN Architecture.
All Dimensions are to be verified on site before any work commences. If any discrepancies, errors or omissions are noted, these are to be reported to STEN Architecture immediately.
If any other drawings are referenced within this layout, please refer to the specific detailed drawing for design, materials and specific working practices.

PLANNING LAYOUT KEY

Boundary treatments

- 1.8m Masonry wall
- 1.8m Close boarded timber fence
- 1.2m Estate railing
- 0.450m Knee rail
- 0.9m Post & Rail
- 1.8m Paladin
- 0.9m Masonry wall

For clearer boundary definition, please refer to drg 2001.06

General

- Herringbone block paving; Brindle
- Affordable - Rented
- Affordable - Discounted market sale
- Tree/vegetation to be retained.
- Root protection Zone.
- Bin collection point (bin collection day only)
- Reinforced tarmac to accommodate fire vehicle turn.
- Proposed 3m pedestrian/cycleway (Proposed route in black tarmac with white painted markings and directional signage at junctions.)

REV.	DESCRIPTION:	BY:	DATE:
Q	Fencing to well house lane revised to BMBC comments. substations added.	TS	26.05.21
P	Radii to junction at Well house lane reduced to 10m. Marsham renamed Masham and bed numbers clarified.	TS	25.05.21
N	Schedule added. Boundary treatment to central open space and Well house lane amended. Bus location and built outs clarified. Updated vis displays shown. Alignment of wall adjacent 189 amended.	TS	21.05.21
M	Landscaped buffer to well house lane removed. margins to shared surfaces amended to 675mm wide. Boundary specs updated to boundary plan. Radii to junction onto Well House Lane increased to 10m. Maidstone house type updated to latest house type design.	TS	06.05.21
L	Overall unit numbers reduced to 400. Marsham & Birley house type shown on layout. Distribution of POS of southern part of the layout amended to suit clients comments. Affordable mix updated and clarified on schedule.	TS	27.04.21
K	Plot 260 handed, plot 46 parking repositioned. Plots 69-74 & 115-124 amended, all to reduced number of instances where more than 4 parking spaces occur in a row.	TS	06.04.21
J	Layout amended to suit BMBC planning and highway comments, private drive to plots 1-3 widened to 4.8m, speed restraints outside plots 162 & 173 removed. Updated visibility splays and forward visibility overalls, footways and plots 255-303 amended to suit. Combined pedestrian and cycle way notes added regarding demarcation and signage. Knee rail fence added to central POS area. Restraints at ends of turning areas removed, parking to plots 127-128 amended. Review of parking spaces undertaken and increased in size to suit BMBC comments.	TS	06.04.21
H	Layout amended to suit BMBC comments. Affordable contribution updated to clients comments.	TS	21.03.21
G	Boundary fence to Well House Lane removed. walling introduced to plots 33-34, 87, 103, 127, 141, 192-193, 198-199 & 216-217. Plots 17, 18 & 34-43 repositioned.	TS	16.03.21
F	House type mix and affordable positioning updated to suit planners comments. parking court designs update to remove tandem parking.	TS	04.03.21
E	Existing wall and fence along western boundary to be retained, proposed fences moved to accommodate, amends to parking spaces of plots 46, 112 & 152-154. Driveway entrances to plots Severn/BIRLEY house type amended. Roof lines to Maidstone/Moresby configuration updated to show Maidstone with Gable. Clarification on Bin storage units added.	TS	25.01.21
D	Layout updated suit highways comments	TS	18.01.21
C	H469/H417 on plots 341/385 switched to proposed H469 within the sales area.	TS	13.01.21
B	Private driveway to plots 1-3 created, position of plots 3 & 4 amended to suit.	TS	11.01.21
A	Junction and road radii amend adjacent plots 271, 85, 176, 70, 224 & 232 to incorporate vis splays and forward visibility	TS	18.12.20

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Facebook: stenarchitectureuk
LinkedIn: Sten Architecture

CLIENT: **DAVID WILSON HOMES**
WHERE QUALITY LIVES

BARRATT HOMES

SITE: **Penistone**

TITLE: **Planning Layout**

SCALE AT A1: 1:1000	DATE: 17.12.20	DRAWN: TS	CHECKED: SL
PROJECT NO: 2001	DRAWING NO: 2001.01	REVISION: Q	