PROPOSED RESIDENTIAL DEVELOPMENT
ON LAND AT GREEN ROAD
DODWORTH
BARNSLEY

TRAVEL PLAN

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October 2008

Ref: 08-375-002.02

Planning Issue

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1.0 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan forms part of an outline planning application submitted by Adrian Wilkinson for a residential development off Dodworth Green Road in the Dodworth area of Barnsley. The proposed development consists of the erection of some 51 residential units. The proposed site layout showing pedestrian and cycle access and routes within the site is attached at Appendix TP1.

1.1.2 The purpose of the Travel Plan is to put forward a specific collection of key targets and measures that can be transferred directly into the Residential Travel Plan which will be prepared, implemented and monitored by the Travel Plan Co-ordinator of the 'Dodworth Green Road' site. Delivery of the Travel Plan commences from start of sales and marketing. The key measures will be implemented then following monitoring refined and developed to meet the specific needs of the residents. The Travel Plan also contains details of the existing accessibility of the site for travel by modes other than the private car.

1.1.3 The operation of a development Travel Plan, which should be made available to all residents, is a mechanism to provide incentives to travel by other modes of transport that has less environmental impact than the car. A plan therefore usually begins with a review of existing travel patterns at the time of its initiation, focusing both on travel arrangements for a single trip purpose and on existing infrastructure and systems. That information defines a starting point against which the success of the Plan is measured as part of the ongoing review process.

1.2 Policy

National Policy

1.2.1 In its White Paper "A New Deal for Transport", the Government identified the responsibility for transport problems and solutions to be shared between the private and public sectors. It identified the importance that the planning system could play in reducing the need to travel by car (particularly single occupancy journeys) by the careful planning of new developments in a sustainable manner.

1.2.2 The Department for Transport document 'Making Residential Travel Plans Work: Good Practice Guidelines for New development', October 2005, provides guidance on producing and developing Travels Plans for new residential development. It sets out that the national sustainability agenda and modernisation of the planning system have reinforced the important and positive role that travel planning, including for residential development, can play in achieving a wide range of national and local objectives. These include:

- Helping to reduce the need to travel and to cut congestion;
- Supporting mixed community and housing objectives, including development location, density, design and parking;
- Supporting social inclusion objectives, particularly through improvement of accessibility to and from new development;
- Providing a mechanism through which ongoing sustainability appraisal and integration can be built into planning and implementation arrangements.

Regional Policy

1.2.3 "The introduction of Travel Plans is a key element of the Transport Strategy of the draft 'Yorkshire and Humberside Regional Spatial Strategy (YHA 2006) and is supported by Policy TI, Personal Travel Reduction and Model Shift. The Region will facilitate a reduction in travel demand and a shift to modes with lower environmental impacts by a range of complementary measures – from land use policies through to measures that discourage inappropriate car use, encourage the use of lower emission vehicles and promote the highest

standards of safety and personal security. The growth of congestion should be addressed through positive measures including:

- Improvements to public transport, both strategic (as Policy T3) and local
- The use by employers of Travel Plans, which include modal share targets and encourage more flexible working and school hours
- Incentives to use public transport at new housing developments
- Improve facilities for cyclists and pedestrians
- Using wider travel options such as the West Yorkshire Yellow Bus Initiative and safe routes to schools
- Encouragement of travel awareness campaigns, car clubs and car sharing"

Local Policy

1.2.4 The Transport Act 2000 requires all local transport authorities in England, outside London, to prepare Local Transport Plans. The relevant local policy documentation in the context of this framework Travel Plan is the Second South Yorkshire Local Transport Plan 2006-2011 (LTP2).

1.2.5 The Second South Yorkshire Local Transport Plan contains the strategy and implementation plan for local transport investment in the sub-region for the five year period 2006/7 to 2010/11. Like the first LTP before it, this document is a requirement of the Transport Act 2000 and has been prepared jointly by Barnsley, Doncaster, Rotherham and Sheffield Councils and the South Yorkshire Passenger Transport Authority.

1.2.6 In line with Department for Transport Guidance in the preparation of Local Transport Plans, LTP2:

- Sets transport in the wider context of national regional and local policy objectives and provides a long term vision;
- Identifies locally relevant targets linked to the wider vision and objectives;

- identifies best value for money solutions that are evidence based and which aim to make best use of existing infrastructure;
- Contains targets and trajectories for key outcome indicators reflecting the shared priorities agreed between central and local government in 2004.

1.2.7 The vision for transport in South Yorkshire contains the following six core elements, all of which relate to the national/local government shared priorities of improving accessibility, tackling congestion, better road safety and addressing air quality and quality of life issues:

- Excellent road, rail and air links from South Yorkshire that build on the county's relatively strong position on the motorway network, and on crucial north-south and TransPennine rail routes
- A core, high quality public transport system that links the four main urban centres and the new international airport in South Yorkshire
- High quality, car competitive public transport giving good access to jobs and services and feeding into the four main urban centres. This will be based primarily on improved bus networks and operations but could include the extension of Supertram and/or the use of other appropriate technologies
- A road network in good condition, managed and enhanced, in conjunction with car parking policies and other appropriate demand management measures to maximise the use of existing road space, minimise congestion and facilitate the free movement of goods
- A safe transport system for all users
- Improved air quality and reduced energy consumption through improved use of public transport, reduced congestion and the encouragement of cycling and walking.

1.2.8 The statutory development plan in Barnsley is the Barnsley Unitary Development Plan (UDP). The UDP was prepared in the 1990s and involved two major rounds of public consultation and a year-long public inquiry. It was formally adopted in 2000 but was in use throughout the 1990s. The main aims

of the Barnsley UDP are to increase job opportunities, to conserve and improve the environment and to revitalise communities. The UDP therefore has a key role in helping to deliver the Barnsley Community Plan. The Community Plan provides a long-term vision for Barnsley to 2020. It is prepared by One Barnsley a partnership of the public, private, voluntary and community sectors. The Council is currently working to produce the LDF for Barnsley which will replace the current UDP. The site is located within the UDP as D02 Housing Policy Area.

1.2.9 PPG 12 advises that supplementary planning guidance can be taken into account as a material consideration in deciding planning application which can be given substantial weight. PPG1 advises that applicants should be able to demonstrate that they had regard to development plan policies and supplementary planning guidance.

2.0 SITE ACCESSIBILITY

2.1 Pedestrian Accessibility

2.1.1 The Institution of Highways and Transportation publication [2000] 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

2.1.2 Walking is also an essential part of public transport travel, bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities as are currently available to the application site.

2.1.3 The IHT Guidelines also describe 'acceptable' walking distances for pedestrians without any mobility impairment. They suggest that, for commuting and education, up to 500 metres is the desirable distance, up to 1000 metres is an acceptable distance and 2000 metres is the preferred maximum.

2.1.4 The Department of the Environment publication [1996] 'PPG13 A Guide to Better Practice' states that distances under 1.6 kilometres are suited to journeys on foot. The plan attached at Appendix TP1 shows the areas within reasonable walking distance of the application site, based on straight-line distances of 1.6 and 2.0 kilometres.

2.1.5 Dodworth Railway Station is located on Station Road approximately 0.4 miles north west of the development site. The maximum recommended walking distance of 2.0 kilometres covers Dodworth Railway Station and the whole of Dodworth along with parts of Wentworth Castle including lots of facilities such as many shops, a library and a post office. The walking catchment areas and a plan showing local services are attached at Appendix TP2.

2.1.6 As regards walk distances to retail outlets, the IHT Guidelines suggest a 'preferred maximum' walking distance to town centres of 800 metres. This advice is reflected in the Department for Transport, Local Government and the Regions in conjunction with CABE published 'Better places to live: By design – A companion guide to PPG3', September 2001. This suggests that:

> "Having established the site's broad setting in terms of its relationship to a city, town or village centre, a good starting point is to examine the area within 10 minutes' (about 800m) walking distance of the site. This can help to identify the range of facilities which residents may access comfortably access on foot, as well as opportunities to reach more distant facilities by public transport."

The plan attached at Appendix TP2 shows the areas within 800 metres, of the application site, based on straight-line distances.

2.1.7 Keresforth Primary School is situated off Keresforth Road approximately 0.4 miles from the development site, Dodworth Primary School, The Kingstone School, Greenacre School, Holgate School, Shawlands Primary School, Holy Road Catholic Primary School, Gawber Primary School and Longcar Primary School are also within the preferred maximum walking distance of 2.0km for walking to schools. Footway provision along the local roads is good and routes to the schools are well lit and overlooked residential roads.

2.2 Public Transport Accessibility

2.2.1 There are existing bus stops on both sides of Dodworth Green Road and the both sides of the High Street. The stops on Dodworth Green Road are approximately 60 metres north of the proposed site access and the stops on High Street approximately 180 metres north east of the proposed site access. The route from the proposed development site to the bus stops is fully lit with adequate footways, dropped crossings and tactile paving present.

2.2.2 These bus stops are used by services 20/20A/21, 23 and 24/24A, all of these services stop at Dodworth Railway Station and at Barnsley Interchange, where

both local and national bus and train services are available. A summary and route map of the bus services in the vicinity of the site is given at Appendix TP3 along with details of recent changes made to these services.

2.2.3 The nearest railway station to the development site is Dodworth Railway Station. The station is located on Station Road approximately 0.4 miles from the development site which is within a reasonable walking and cycling distance from the development and as previously mentioned is also accessible via the bus services mentioned above.

2.2.4 Dodworth Railway Station is managed by Northern Rail. There are regular trains available on a daily basis to Barnsley Interchange where both local and national trains are available. There is a free car park with 14 spaces which is open 24hrs. A summary of the trains available from Dodworth Railway Station is attached at Appendix TP3.

2.2.5 Barnsley Interchange is a combined bus and rail station offering a wealth of facilities to the travelling public including a newsagents, a chemist, a café, rail ticket office, information centre, offices & meeting room, toilets, cash machines, telephone, cycle racks, lifts & escalators, real time information screens a car park with 74 spaces for rail users and a secure, fully enclosed, high quality passenger concourse and waiting area. There are many buses and trains available form Barnsley Interchange, a summary of which is attached at Appendix TP3.

2.2.6 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states:

> "The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes"

2.2.7 'Planning for Public Transport in Developments' also sets out that new development should be located so that walking distances to the nearest bus stop should be less than 400 metres and than 200 metres in city centres.

2.2.8 The bus stops situated on Dodworth Green Road and High Street, which as previously mentioned are approximately 60m and 180m from the proposed site access, are within the recommended maximum walking distance to a bus stop.

2.3 Cycle Accessibility

2.3.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. PPG13 [March 2001] states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

2.3.2 Many residential settlements including Dodworth, Hood Green, Kendray, Silkstone and Barugh Green, Dodworth Railway Station and the majority of the Barnsley Town Centre lie within an 8 kilometre catchment area and Barnsley has a network of cycle routes and lanes as shown on the map attached at Appendix TP4 along with a plan showing the 5km and 8km cycle isochrones.

2.3.3 The site is therefore considered to be in a sustainable location in relation to the availability of public transport, walking and cycle provision. It will further the aims and objectives of the Central and Local Government's Sustainable Transport Policy by promoting the use of alternative modes of transport and hence reducing the need to travel by private car.

3.0 TRANSPORT IMPACT

3.1 Multi Modal Trip Generation

3.1.1 In order to predict the level and type of trips which will be made as a result of the residential development and as required in the Department for Transport's "Guidance on Transport Assessment", the person trips to the proposed development have been assessed using information contained within the TRICS 2007 (b) database extracted from the original Transport Assessment. The TRICS outputs are attached at Appendix TP5.

3.1.2 The TRICS database has been used to assess the total person trips to the proposed residential development assuming the land-use category Residential – *Houses Privately Owned and the results are summarised below:-*

Table 1

Total Person Trips

Assessment Period	Total No of Units	Trip Rates per Unit			Trips for 51 Units		
		IN	OUT	2-WAY	IN	OUT	2-WAY
08:00 – 09:00	51	0.159	0.487	0.646	8	32	40
17:00 – 18:00		0.432	0.255	0.687	21	34	55

3.1.3 Following the above estimation of person trips, the modal split for these trips has been derived from the National Statistics Census 2001 data for journeys to work for the ward area of Dodworth. This provides a percentage breakdown of different modes of transport currently used to travel to/from Dodworth, which can then be applied to the proposed development. The results are *summarised below:*

Table 2

National Statistics Census 2001 Ward Data for Dodworth – Method of Journey to Work – Resident Population (UV39).

Modal Split	% Split	No of People
Train	1	70
Bus, minibus or coach	7	414
Taxi or minicab	1	34
Driving a car or van	72	4178
Passenger in a car or van	9	521
Motorcycle, scooter or moped	1	66
Cycle	1	46
On foot	8	479

3.1.4 It can be seen that 72% of all journeys are undertaken using the private car. These percentages have been applied to the person trips in Table 1 to calculate the likely number multi modal trips associated with the proposed development. The AM and PM results can be seen in the table below.

Table 3

AM and PM Peak Hour Modal Split

Peak Hour Modal Split	% Split	No of Two Way Trips	
		AM	PM
Train	1	0	1
Bus, minibus or coach	7	3	4
Taxi or minicab	1	0	0
Driving a car or van	72	29	40
Passenger in a car or van	9	4	5
Motorcycle, scooter or moped	1	0	0
Cycle	1	1	1
On foot	8	3	4

3.1.5 The above modal splits can be used to agree reductions in car usage and achieve targets for alternative modes of transport as part of a separate Travel Plan document for the proposed development. This information can be

compared with travel mode survey information for the proposed development once the site is fully occupied and travel patterns have been established.

3.1.6 It can be seen that the predominant modal choice to the proposed residential development is likely to be the private car with 72% of person trips being made this way on average. Approximately 8% of trips are on foot, 8% by public transport and 1% by cycle. The level of trips to this type of development by public transport and cycle is therefore predicted to be around 9%, however it is expected that through the implementation of an effective Travel Plan the number of residents who may chose to travel by alternative modes of transport to the private car will be higher than the levels suggested above.

3.1.7 In order to achieve a reduction in the number of car-borne trips and increase the number of trips made by alternative modes of transport, it is necessary for the Travel Plan to set a benchmark from which realistic targets can be set for the individual development depending on its sustainability and accessibility.

3.1.8 In the absence of base-line survey data, the above modal splits can be used to agree initial modal split predictions for the proposed development. This information can then be compared with travel mode survey information for the proposed development once the site is fully occupied and travel patterns have been established.

3.1.9 It can be seen that the predominant modal choice to the proposed residential development is likely to be the private car with 72% of person trips being made this way on average. On average, approximately 8% of trips are on foot, 8% by public transport and 1% by cycle.

4.0 OBJECTIVES / OVERALL STRATEGY

4.1 General Objectives

4.1.1 The overall objective of this Travel Plan for the proposed residential development at Dodworth Green Road in Dodworth is to minimise the number of car-borne trips to the site and surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle.

4.1.2 One of the major benefits that arise from development of sites within urban areas is the opportunity to provide choice in the mode of transport. The availability and convenience of these alternative modes of transport, to the private car, can have an impact upon the travel patterns of residents. The Travel Plan will focus on identifying the alternatives and in encouraging residents to be sustainable in their travel choices.

4.1.3 In order to achieve this overall objective the Travel Plan shall therefore aim to:

- Provide adequate facilities on site to encourage residents and visitors to use alternative modes of travel to the private car.
- Ensure that all new residents, at the sales and marketing stage, are provided with sufficient information and advice to allow them to make reasoned choices with regard to sustainable travel.
- Ensure that an initial travel survey questionnaire is completed by all new residents to establish a base-line from which to encourage alternative travel patterns and monitor any changes.

4.1.4 The production of Travel Plans will ideally represent a partnership approach between the applicant or developer, the Borough Council and the South Yorkshire Passenger Transport Executive who are likely to make up the core of such a partnership, but other third parties such as car club providers and public transport operators may also be involved. In order to streamline the process as much as possible the council can offer:

- Policy advice and guidance and technical information including travel

plan information packs (based on the information and references given in this document)

- Pre-application meetings where clarification is sought on the written information available
- Appropriate contacts and support for discussions with key third parties (such as car club operators and bus operators)
- Information, relevant local data and support during plan preparation and advice on post implementation monitoring requirements (normally via the Borough Council's Travel Plan Co-ordinator)
- Advice on appropriate modal split targets for specific areas

4.1.5 It should be stressed that for the Travel Plan to be effective:

- The choice of measures should be chosen so as to work together as a single strategy aimed at delivering the Travel Plan objectives,
- The site layout and facilities must be designed to encourage and facilitate the provision and use of the Travel Plan measures chosen

5.0 MEASURES / ACTIONS

5.1 General

5.1.1 The following sections outline the specific measures that will be introduced within the initial Travel Plan as implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the Travel Plan proposals.

5.1.2 The Travel Plan measures described will be regularly monitored and reviewed as necessary. These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented. The success of the Travel Plan will depend upon the Travel Plan Co-ordinator being free to investigate all potential travel initiatives and adapt the Travel Plan to the evolving circumstances.

5.2 Public Transport

5.2.1 There are existing bus stops on both sides of Dodworth Green Road and both sides of the High Street approximately 60 metres and 180 metres from the proposed site access. There are direct convenient and attractive pedestrian links from the proposed development site to these bus stops.

5.2.2 The Travel Plan Co-ordinator will positively market and promote the use of train and bus services to all residents in an effort to encourage the use of public transport. The Travel Plan Co-ordinator will ensure that residents are informed and can access all public service information. Buses in the area are provided by Stagecoach and timetable information can be obtained from their website www.stagecoach.com. A free online journey planner is available at www.yorkshiretravel.net/journeyplanner

5.2.3 As previously mentioned, the nearest railway station to the development site is Dodworth Railway Station, which is within a reasonable walking and cycling distance from the development and is accessible using the local bus services.

Dodworth Railway Station operates an hourly service to Barnsley Interchange where both local and national train services are available.

5.2.4 South Yorkshire Passenger Transport Executive (SYPTE) is responsible for the co-ordination of public transport in South Yorkshire. It is accountable to the Passenger Transport Authority, which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham and Sheffield.

5.2.5 SYPTE is responsible for developing the network and services across the county. Its roles include:

- Providing bus/tram stops and their facilities (e.g. timetable information)
- Running five Park & Ride sites
- Providing bus services in rural communities as well as the Free Bee bus in the town centre
- Information, awareness and advice to people and organisations about using public transport
- Providing Traveline - the internet and phone service for finding out when and where to use public transport
- Providing YourNextBus - the mobile phone texting service for finding out when your next bus is actually going to come
- Making available South Yorkshire tickets, such as the TravelMaster

5.2.6 The Travel Plan Co-ordinator will promote and encourage the use of bus and rail services to residents. The Travel Plan Co-ordinator will work closely with Barnsley Metropolitan Borough Council to positively market and promote the use of bus services in an effort to encourage the use of public transport. It is assumed that most new residents of the development will have access to the internet and the Travel Plan Co-ordinator shall ensure that the residents are aware of the relevant internet links to access travel information including train and bus timetables.

5.2.7 The following are available for information about bus, tram and train options in Barnsley and South Yorkshire:

- Call Traveline Yorkshire on 01709 515151.
- Visit one of Barnsley's Travel Information Centres.
- See the Travel South Yorkshire website - including timetables, travel news, Park & Ride, and YourNextBus (finding out when your next bus is actually going to arrive).

5.2.8 The following options are available to work out which service to use and where to set off and get off:

- Traveline Yorkshire is the website for planning all local public transport journeys. You can also call 01709 515151.
- National Rail is the best website for national rail journeys and booking tickets.
- Transport Direct is the government's website that covers all national public transport, including coach journeys.

5.2.9 Day tickets and many weekly and monthly tickets can be bought on the relevant buses and trams. Rail tickets generally need to be bought before getting on the train. Ticket information and online booking is available on the following websites:

- Stagecoach – bus
- National Rail – train

5.2.10 For information about concession tickets and tickets that can be used with more than one operator see the Travel SouthYorkshire website. Most public transport tickets can be bought at Travel Information Centres.

5.3 Walking

5.3.1 The Site is easily accessible on foot from the local highway network. The Travel Plan Co-ordinator will encourage the residents of the development to walk to local schools by providing them with information and advice concerning safe pedestrian routes to and from the development possibly within a home welcome pack.

5.3.2 The Travel Plan Co-ordinator will make residents aware of the health benefits associated with walking and consideration will be given to the provision of personal attack alarms and also umbrellas to encourage residents to walk for all or part of their journey. Residents will also be made aware through the Travel Plan of the nationwide on-line walk buddy scheme that is available at www.walkbudi.com . Registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work or educational facilities together.

5.4 Cycling

5.4.1 The site is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling.

5.4.2 Residents will be provided with information and advice concerning safe cycle routes to and from the development. A way of encouraging cycling particularly for novices is to organise a series of Breakfast Clubs where new cyclists are introduced to experienced riders in order to gain confidence and useful information. The Travel Plan Co-ordinator will consider the implementation of such meetings to encourage more residents to use this mode of transport on a regular basis. It is acknowledged that this may be difficult to organise within a private residential development and therefore it is suggested that the information on established cycle groups and clubs be provided to residents within the home information pack.

5.4.3 The Travel Plan Co-ordinator will approach local cycle shops in an attempt to negotiate a discount for residents of the development for purchasing bicycles and accessories. The Travel Plan Co-ordinator will also make residents aware of the nationwide on-line bike buddy scheme that is available at www.cyclebudi.com. Again registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work together. This is a sister scheme to the walk buddy scheme.

5.4.4 A cycle map is attached at Appendix TP3.

5.5 Powered Two Wheelers (PTWs)

5.5.1 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans. The use of these vehicles will be promoted by the Travel Plan Co-ordinator.

5.5.2 PTWs have advantages over cars in terms of flexibility and affordability. They can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.

5.5.3 There are various national groups that represent the owners and riders of PTWs including MAG UK (www.mag-uk.org), the British Motorcyclists' Federation (www.bmf.co.uk), the Motor Cycle Industry Association (www.mcia.co.uk) and the Institute of Advanced Motorcyclists (www.iam.org.uk)

5.6 Car Sharing

5.6.1 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents.

5.6.2 The Travel Plan Co-ordinator will explore the possibility of creating an informal car sharing scheme at the development. The regular travel needs of residents will be identified through the initial travel survey which will enable the establishment of a database enabling residents having the same destination to be identified, promoting multiple occupancy car journeys.

5.6.3 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform residents of the web-based South Yorkshire Lift Share scheme at www.carsharesouthyorksire.com and the national Lift Share scheme details of which can also be found at www.liftshare.org. This scheme also operates in the same manner as the Cycle and Walk Buddy schemes.

5.7 Reducing the Need to Travel

5.7.1 In order to reduce the need to travel, the Travel Plan Co-ordinator will investigate the implementation of alternative working and shopping practices which might include:

- Working/studying from home
- Home shopping

6.0 TARGETS

6.1 Planning Policy Guidance 13 (DETR 2001) sets out that Travel Plans "should have measurable outputs which might relate to targets in the local transport plan" In the absence of base-line survey data, initial targets have been set in line with those set out in the Second South Yorkshire Local Transport Plan.. The relevant local transport plan targets are set out below:

Local Transport Plan Targets	
Target	**Target Detail**
Traffic Levels	To cap growth in area wide road traffic mileage by 2010/11 at 13.5%
Public Transport Use	Patronage at 142.8 million passengers per annum by 2010/11 up from 138.4 million in 2003/04
Cycling	A 10% increase on 2004/04 levels by 2010/11
Air Quality	NO2 emissions reduced by 1 microgram per annum to 40 micrograms by 2010
Access to Work	Maintain the 2003/04 position to 2010/11

6.2 The target should be no more than 55% of residents journeys to work to be by single occupancy car. For school children the target is for a maximum of 24% of children are taken to school by car from this development. The targets are to be achieved within three years of initial occupation of the site. Once the targets have been achieved the level of single occupancy car journeys to work and level of children going to school by car must be maintained at this level, or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with the Barnsley Sustainable Transport Team.

6.3 It is acknowledged that targets for private residential developments may be difficult to introduce and enforce because of the individual nature of the development. Therefore targets should be seen to be encouraged as far as possible with the emphasis on highlighting the existing alternative modes of transport.

7.0 RESPONSIBILITY, OWNERSHIP

7.1 Applicants/developers can help the Travel Plan process to be efficient as possible by:

- Accepting the importance of Travel Plans as an integral part of transport assessment/planning application process
- Ensuring that the outputs from the Transport Assessment (or Statement) and Travel Plan are fully taken into account and integrated with their scheme design and layout
- Ensuring that Transport Assessments (or Statements) and Travel Plan are available prior to pre-application discussions
- Submitting a 'complete' planning application (i.e. accompanied by a Transport Assessment (or Statement) and Travel Plan
- Identify the contact person(s) with relevant background to act as travel plan co-ordinator for the preparation, implementation, marketing, monitoring and review of the Travel Plan
- Encourage occupiers and end users to engage with and join the West Yorkshire Travel Plan network
- Take advantage of joint initiatives involving public transport travel discount schemes (such as Residential and Company Metrocard schemes), car sharing databases, car clubs, shared travel plan co-ordinators and joint monitoring

Working in partnership with the council to achieve mutual benefits.

7.2 The Travel Plan Co-ordinator's role needs to be fulfilled as the development is constructed, marketed and occupied. This includes the following stages:

1. First marketing of the development, and preparation of adverts e.g. online, newspaper, on site etc
2. The sales office
3. At completion of sale
4. At initial occupation (provision of welcome pack)
5. Change of occupation

7.3 Stages 1 and 2 will be fulfilled by a Travel Plan Co-ordinator appointed by the developer, as details for the person responsible for delivering the Travel Plan at these stages are not yet available, below are the details for the person with ultimate responsibility for the development. The marketing stages are important in delivering the sustainable travel message to potential residents. It is important to influence travel patterns of potential residents when they consider moving to the site. All prospective residents should be encouraged to access the site for viewings by sustainable modes of transport. Stages 3, 4 and 5 can be fulfilled by the Travel Plan Co-ordinator appointed by the site management company.

7.4 The Travel Plan Co-ordinator will be required to circulate a travel survey questionnaire to all residents upon occupation of each unit, possibly as part of the Home Information Pack. It is expected that travel patterns will be established and the measures to combine journeys and reduce the dependency on the private car may be made possible. The implementation of Travel Plan measures will however start from sales and marketing stage in line with those set out within this Travel Plan. The results of the initial travel survey will then assist the Travel Plan Co-ordinator in refining and developing the measure to suit specific resident's needs. Barnsley Metropolitan Borough Council require that the travel patterns achieved are monitored against the agreed targets and a review of the plan be made in light of the findings.

7.5 The Travel Plan Co-ordinator's primary responsibilities will be:

- To promote and guide the development of the Travel Plan
- To retain an awareness of local and national transport policies and programmes so as to ensure that the Travel Plan remains fresh and that the Council and service providers remain aware of the needs of residents,
- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents,
- To look into establishing a car sharing scheme and encourage residents to embrace it where practically possible,

- To encourage residents to walk to public transport, nearby amenities and schools,
- To encourage residents living in reasonable proximity to their work place, school or other leisure destination to cycle,
- To set annual targets for the percentages of trips by each mode of travel,
- To monitor the effectiveness of the Travel Plan on an annual basis and compare usage of the different modes of travel to the modal split targets identified.

7.6 The Travel Plan Co-ordinator will be obliged to work with the Barnsley Sustainable Transport Team which will offer support and advice regarding the many initiatives for sustainable travel available within the Barnsley area.

7.7 The Travel Plan Co-ordinator will be able to offer residents advice upon the following:

- The development of the Travel Plan,
- Access to bus and train service schedule and fare information, etc,
- Promotion of cycle travel to the site,
- Promotion of walking/pedestrian routes to the site
- Promotion of any car sharing schemes.

7.8 The Travel Plan Co-ordinator will ensure that all of the necessary systems relating to the Travel Plan, e.g. data collection and recording, residents travel database, travel questionnaires, etc, are established, maintained and regularly updated. They will also ensure relevant information is available for inspection by the local planning authority as necessary.

7.9 The Travel Plan Co-ordinator will liaise with officers of the Council responsible for cycling and public transport as required, to ensure maximum advantage is being taken of sustainable alternatives for travel.

7.10 The Travel Plan Co-ordinator will review the Residential Travel Plan annually following monitoring of the usage of the different modes of travel. The reviews will take place in conjunction with Barnsley Sustainable transport Team and in particular targets will be reviewed to ensure that these are being met and thereafter maintained or bettered.

8.0 IMPLEMENTATION

8.1 This Travel Plan identifies the key measures which are to be subsequently adopted within Travel Plan to reflect the specific nature of the individual occupier of the residential development.

8.2 The Travel Plan Co-ordinator will implement measures to ensure that the Travel Plan is effectively promoted and marketed. Sustainable travel alternatives and accessibility information will be provided to all new residents prior to them taking up residence at the site to ensure that they are aware of the alternatives available before the private car becomes the automatic mode of choice. Residents will be provided with welcome packs/home information packs and these will include a section on sustainable transport and provide assistance, information and contacts to allow new residents to fully explore the possible options.

8.3 Other measures that will be investigated and implemented by the Travel Plan Co-ordinator includes:

- Information provided on any internet site for residents including up to date public transport information, cycling and walking initiatives and all relevant links.
- Promote the car sharing schemes, public transport, cycling and walking with the home information packs.
- Development of sustainable transport information sheets for resident welcome packs, visitor packs and sales and marketing literature.

8.4 The Travel Plan Co-ordinator will ensure that they keep up-to-date information regarding any changes to public transport services, developments to off-site provision for cyclists and the various schemes that offer assistance to cyclists and pedestrians.

9.0 MONITORING AND REVIEW

9.1 A programme of monitoring and review will be implemented by the Travel Plan Co-ordinator to generate information by which the success of the Travel Plan can be evaluated. Barnsley Metropolitan Borough Council require that the Travel Plan be monitored against the agreed targets and that the plan be reviewed the light of the findings. A first survey will take place upon submission of the home information packs to new residents and this will build up an initial picture of travel patterns which new residents plan to follow. Monitoring will then be carried out annually thereafter. The Travel Plan Co-ordinator may devise his/her own survey forms but otherwise there are standard forms available from the Barnsley Sustainable Transport Team.

9.2 Survey and monitoring results are to be submitted to the Barnsley Sustainable Travel Team upon completion.

9.3 Following the completion of each annual survey, the Travel Plan will be reviewed by the Travel Plan Co-ordinator in conjunction with the Barnsley Sustainable Transport Team. In particular the annual review will look at how effective the plan is being in meeting the targets of modal shift or modal use that have been set.

9.4 Whilst the major objective of the Travel Plan will be to effect a reduction in the dependence on private cars (particularly single occupancy journeys) for work/learning based trips, a less direct objective of the Travel Plan will be to increase residents and visitor awareness of the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plans, measured by the feedback from the residents as the strategy evolves.

9.5 Monitoring will involve the regular collection of analytical "hard" data and "soft" data in the form of resident feedback. The Travel Plan Co-ordinator will therefore in addition to carrying out annual travel surveys:

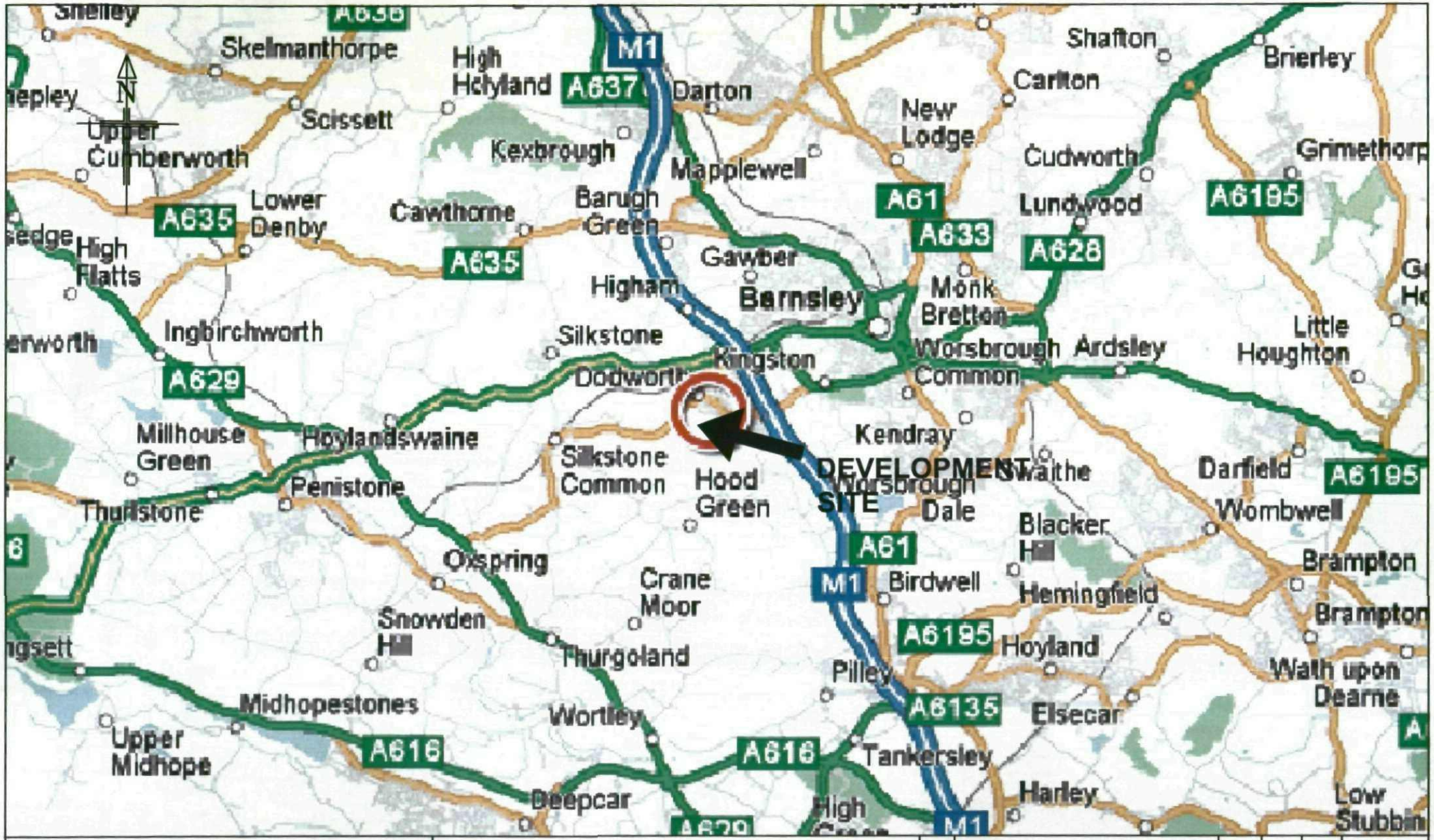
(i) Monitor the take up of any site based car-sharing scheme and the already established web-based schemes,

(ii) Monitor the level of usage of the cycle stands to establish demands,

(iii) Record comments made by residents and visitors on the operation of the Travel Plan.

9.6 Information gathered through this more informal monitoring process will be recorded and used through the subsequent annual review process. It will also be available for inspection / review by the Barnsley Sustainable Transport Team.

APPENDIX TP 1

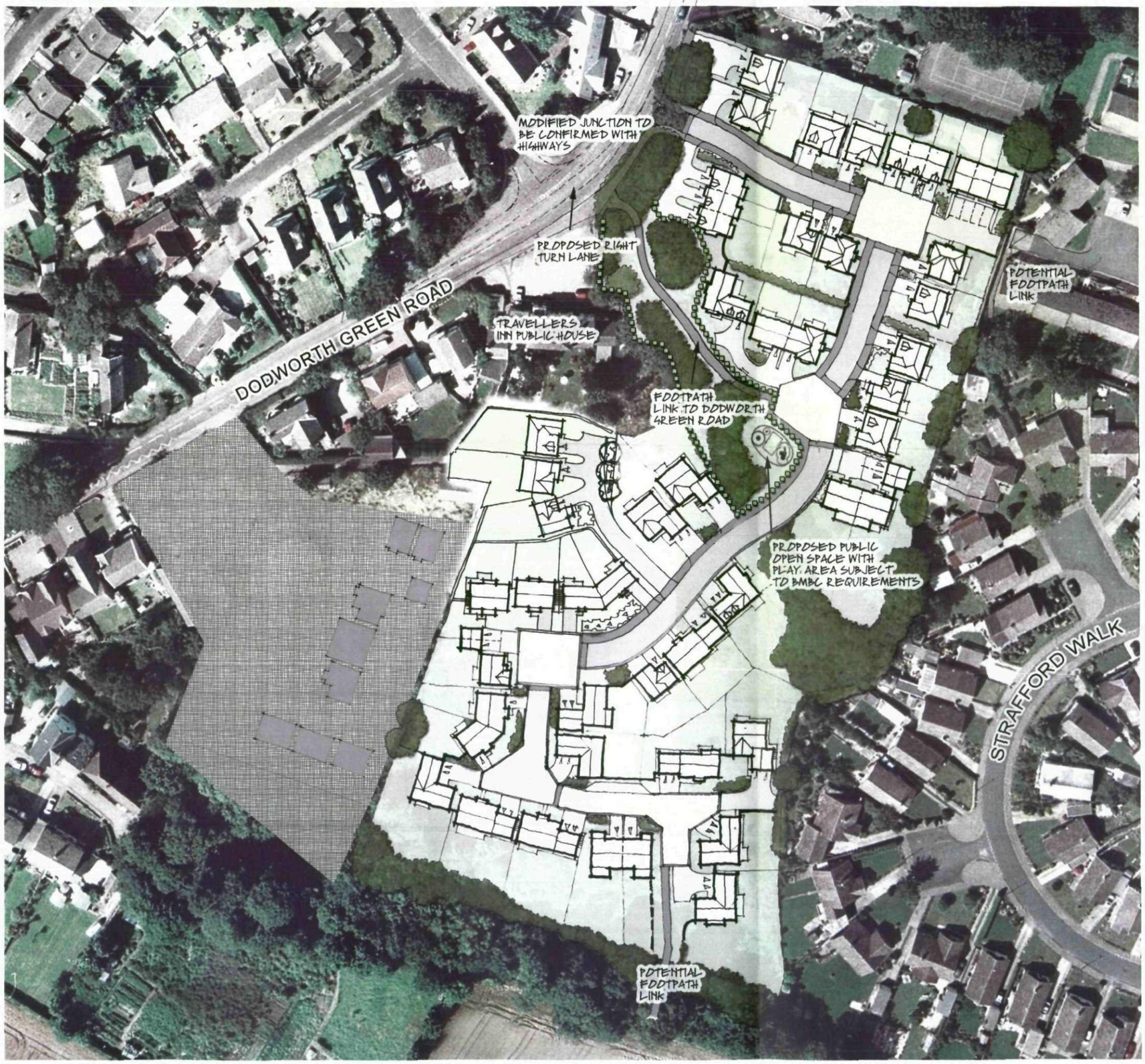


Client	ADRIAN WILKINSON	Project	DODWORTH ROAD, DODWORTH BARNSLEY				
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd. Suite 8E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk	Title	SITE LOCATION PLAN IN RELATION TO REGIONAL HIGHWAY NETWORK	Rev	Amendments	Drawn	Chkd / Appr / Date
				Scale: NTS	Date: SEPTEMBER 2008	Doc Sheet No	
				Drawn: ALS	Checked: EAG	Approved: EAG	
				Job No: 08-375	Drawing No: TP1-02	Rev: –	



Client	ADRIAN WILKINSON	Project	DODWORTH GREEN ROAD, DODWORTH BARNSLEY			
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd. Suite 8E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk	Title	SITE LOCATION PLAN IN REALATION TO LOCAL HIGHWAY NETWORK			
		Rev	Amendments	Drawn	Chkd	Appr	Date
		Scale	NTS	Date	SEPTEMBER 2008	Doc Sheet No	
		Drawn	ALS	Checked	EAG	Approved	EAG
		Job No	08-375	Drawing No	TP1-01	Rev	-

GREEN ROAD DEVELOPMENT



PROPOSED RESIDENTIAL DEVELOPMENT, DODWORTH GREEN ROAD

NORTH

architectural design
town planning
landscape architecture

JRP

John R Paley Associates

client
Green Road Development

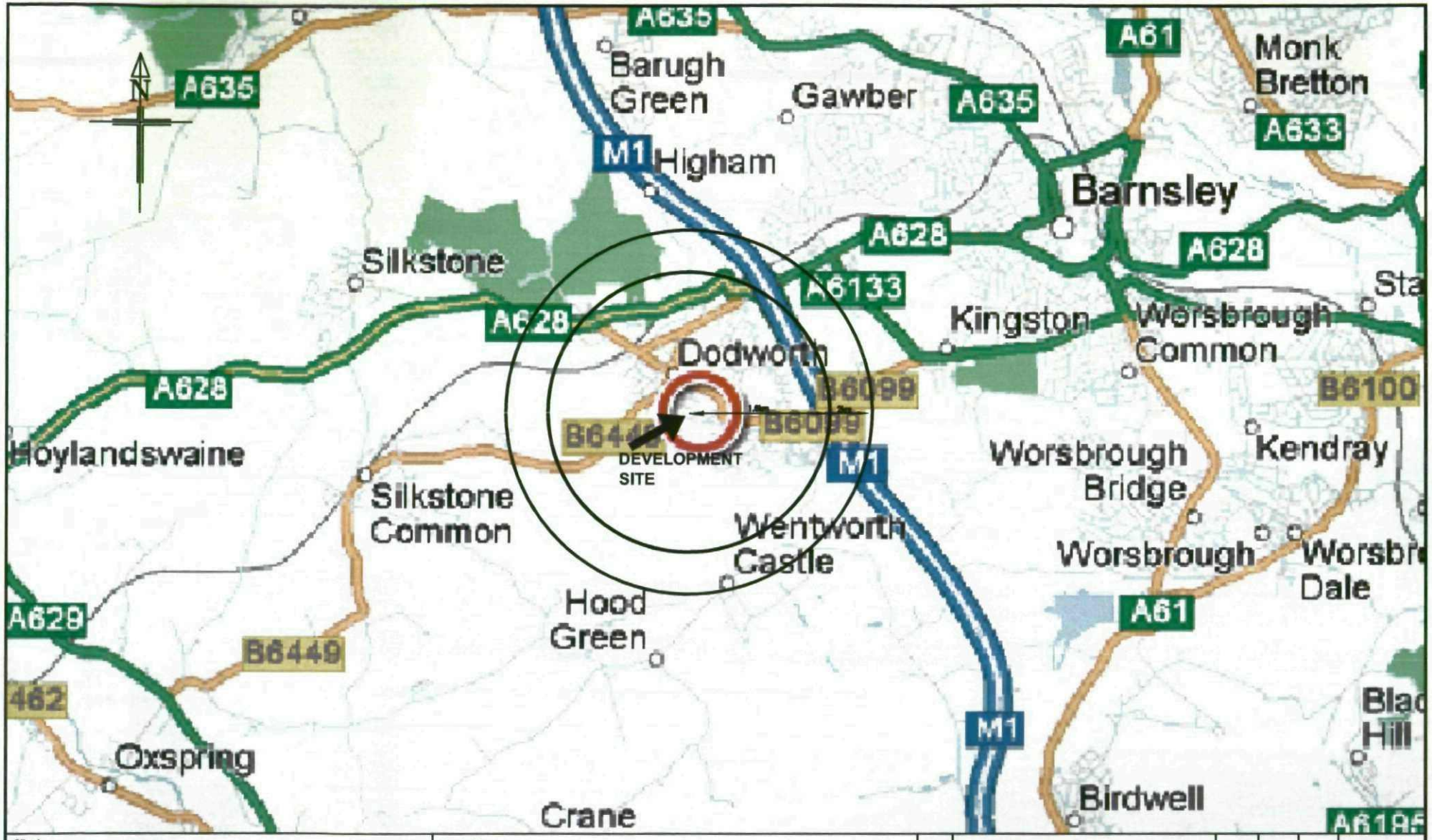
project
Dodworth Green Road

drawing of
Concept Site Layout - option 01

drawing no	rev	date
P05 3544 SK02		23.07.08
scale 1:500	drawn JRP	checked by

1 Mid Mail Crescent
Paragon Business Village
Wakefield WF1 2DP
T - 01924 383222
F - 01924 384382
E - jrp@jpaassoc.co.uk

APPENDIX TP 2



Client	ADRIAN WILKINSON	Project	DODWORTH ROAD, DODWORTH BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd. Suite 46 Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk	Title	WALKING ISOCRONES SHOWN AT 1.6KM AND 2KM DISTANCES	Scale NTS	Date SEPTEMBER 2008	Doc Sheet No			
				Drawn ALS	Checked EAG	Approved EAG			
				Job No 08-375	Drawing No TP2-01	Rev -			

FILENAME



Client	ADRIAN WILKINSON	Project	DODWORTH ROAD, DODWORTH BARNSLEY				
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd. Suite 8, St Joseph's Wel Hanover Walk Leeds LS3 1AB Tel: ++44(0)113 246 1555 Fax: ++44(0)113 234 2201 http://www.bryanghall.co.uk	Title	WALKING ISOCRONE SHOWN AT 800 M DISTANCE				
				Rev	Amendments	Drawn / Chkd / Appr / Date	
				Scale: NTS	Date: SEPTEMBER 2008	Doc Sheet No	
				Drawn: ALS	Checked: EAG	Approved: EAG	
				Job No: 08-375	Drawing No: TP2-02	Rev: –	

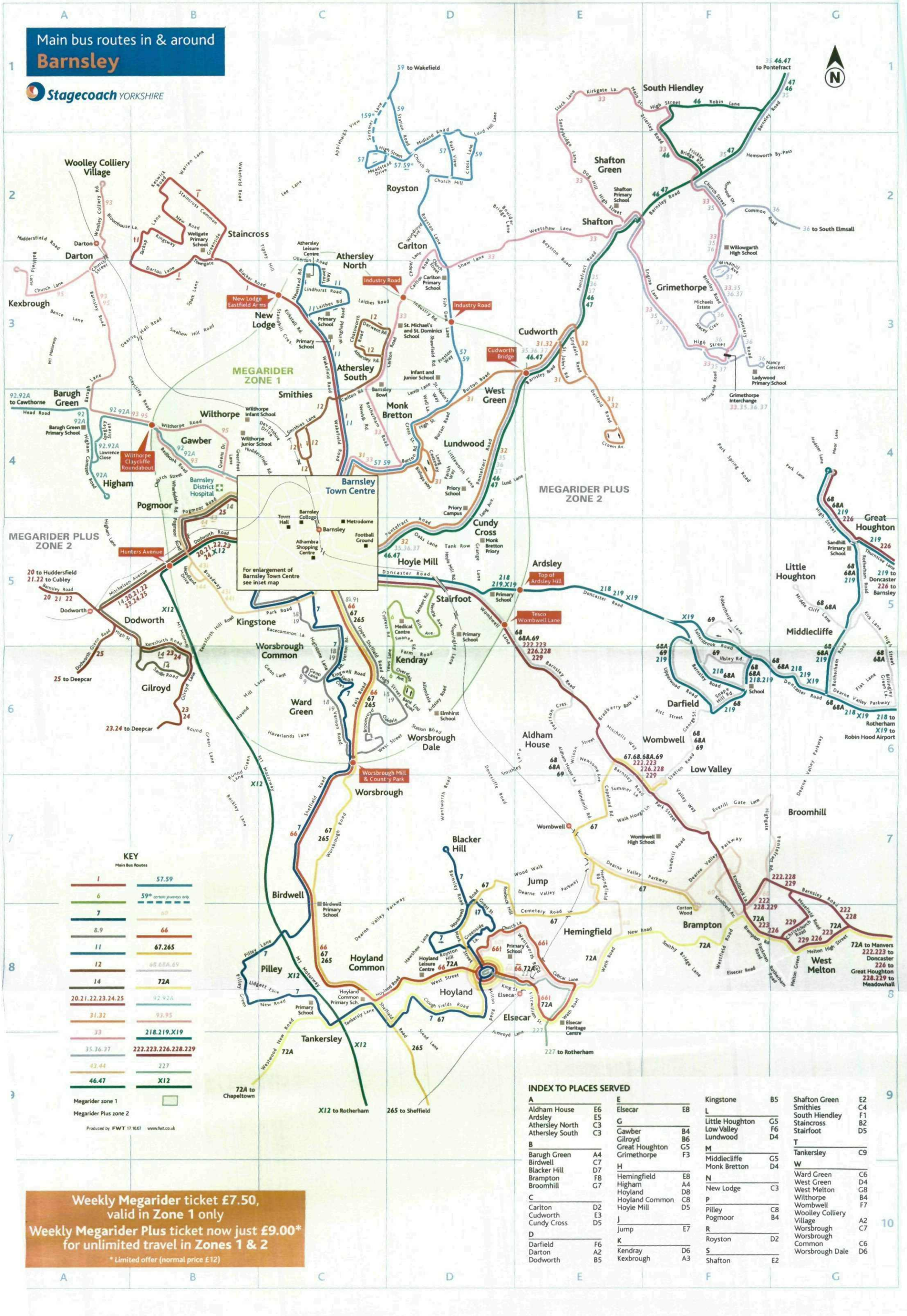
APPENDIX TP 3

Buses Serving Dodworth Green Road and High Street, Dodworth, Barnsley

			Frequency		
Service Number	Provider	Route	Mon-Fri	Saturday	Sunday
20/20A/21	Stagecoach	Barnsley Interchange - Dodworth - Gilroyd - Silkstone - Hoylandswaine - Oxsping - Penistone - Cubley - Crow Edge - Stocksbridge - Deepcar - Holmfirth	30 mins	30 mins	30 mins
23	Stagecoach	Barnsley Interchange - Dodworth - Gilroyd - Thurgoland - Wortley - Deepcar - Stocksbridge	120 mins	120 miins	120 mins
24/24A	Stagecoach	Barnsley Interchange - Dodworth - Silkstone - Gilroyd - Crane Moor - Oxspring - Thurgoland - Greenmoor - Penistone	120 mins	120 miins	120 mins

Main bus routes in & around Barnsley

Stagecoach YORKSHIRE



KEY

Main Bus Routes

1	57.59
6	59* certain journeys only
7	60
8.9	66
11	67.265
12	68.68A.69
14	72A
20.21.22.23.24.25	92.92A
31.32	93.95
33	218.219.X19
35.36.37	222.223.226.228.229
43.44	227
46.47	X12

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Megarider Plus zone 2

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* Limited offer (normal price £12)

INDEX TO PLACES SERVED

A		**E**		Kingstone	B5	Shafton Green	E2
Aldham House	E6	Elsecar	E8	**L**		Smithies	C4
Ardsley	E5	**G**		Little Houghton	G5	South Hiendley	F1
Athersley North	C3	Gawber	B4	Low Valley	F6	Staincross	B2
Athersley South	C3	Gilroyd	B6	Lundwood	D4	Stairfoot	D5
B		Great Houghton	G5	**M**		**T**	
Barugh Green	A4	Grimethorpe	F3	Middlecliffe	G5	Tankersley	C9
Birdwell	C7	**H**		Monk Bretton	D4	**W**	
Blacker Hill	D7	Hemingfield	E8	**N**		Ward Green	C6
Brampton	F8	Higham	A4	New Lodge	C3	West Green	D4
Broomhill	G7	Hoyland	D8	**P**		West Melton	G8
C		Hoyland Common	C8	Pilley	C8	Wilthorpe	B4
Carlton	D2	Hoyle Mill	D5	Pogmoor	B4	Wombwell	F7
Cudworth	E3	**J**		**R**		Woolley Colliery Village	A2
Cundy Cross	D5	Jump	E7	Royston	D2	Worsbrough	C7
D		**K**		**S**		Worsbrough Common	C6
Darfield	F6	Kendray	D6	Shafton	E2	Worsbrough Dale	D6
Darton	A2	Kexbrough	A3				
Dodworth	B5						

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Contact Information

Customer Services
Stagecoach Yorkshire
Unit 4, Eldon Arcade
Barnsley
S70 2JP

Tel: **01226 202 555**

stagecoachbus.com/yorkshire

Pick up new timetables from your local South Yorkshire travel Information Centre or download at **www.travelsouthyorkshire.com**

Travel South Yorkshire

traveline public transport info **01709 51 51 51**

July 08. All information correct at the time of print.

Your guide to **Stagecoach** service changes and improvements across **Barnsley, Rotherham, Doncaster** and the **Dearne Valley**

From
Saturday 19 July 2008



Stagecoach YORKSHIRE
Stagecoachbus.com/yorkshire

Service	Route and Details of changes
1	**Barnsley - Staincross** Monday to Saturday daytime frequency increased from every 15 to every 10 minutes. Departures from the Interchange have been co-ordinated with service 11 to create 5 minute frequency from Barnsley to New Lodge. Monday to Saturday evening and all day Sunday frequency doubled from hourly to every 30 minutes, plus new earlier Sunday morning journeys introduced.
6	**Barnsley - Kendray** New earlier journeys on Sunday mornings.
7	**Barnsley - Blacker Hill** This service will now be run by another bus operator, please contact SYPTE for more information.
8/9	**Barnsley - Ward Green - Worsbrough loop** Major change to route. **Please pick up new timetables and route map.** Service 9 will now operate to/from Ward Green via Schwabisch Gmund Way, Sheffield Rd, Mount Vernon Rd and Genn Lane to Strafford Avenue. This new route will operate every 30 minutes Monday to Saturday daytimes with low floor buses. Highstone Avenue area will now be served by a minor route change to services 43/44. Vernon Rd area will only be directly served by route 7. Worsborough Dale will be served by route 67. This service will operate via Bank End Rd, High Street and West Street.
11/11A, 12/12A	**Barnsley - Athersley North/South** Services 11A and 12A will be replaced by new journeys on the 11 and 12. Evening and Sunday frequency will be every 30 minutes on both 11 and 12. Monday to Saturday times will not change during the day, but will be co-ordinated with route 1 to provide a combined 5 minute frequency for departures from Barnsley Interchange.
14	**Barnsley - Gilroyd** This service will be withdrawn. Passengers travelling between Gilroyd/Dodworth and Barnsley will be able to use new routes 20/20A and 21 which will operate every 20 minutes during the day Monday to Saturday via Keresforth. Hill Rd and Racecommon Rd to/from Barnsley. Passengers travelling between Gilroyd/Dodworth and Barnsley Hospital will be able to use new routes 23/24 which will operate every hour via Dodworth Road and Barnsley Hospital. There will be an evening and Sunday service with up to 3 buses every hour between Barnsley and Dodworth/Gilroyd on routes 20/20A, 21 and 23.
20 - 22	**Barnsley - Penistone - Huddersfield** There will be substantial changes to these routes and times. **Please pick up a new timetable and route map.** Service 20/20A will operate every hour between Barnsley and Millhouse via Gilroyd, Dodworth, Silkstone, Hoylandswaine and Penistone. There will be hourly extensions from Millhouse to either Holmfirth via Dunford Bridge or Stocksbridge and Deepcar via Langsett (20A). Service 21 will operate twice an hour (combined with 20/20A to give a 20 minute frequency between Barnsley, Dodworth and Silkstone) between Barnsley and Cubley via Dodworth, Silkstone, Silkstone Common and Oxspring. Service 22 will be withdrawn. Services 20/20A and 21 will all run from Barnsley via Racecommon Rd and Keresforth Hill Rd to Gilroyd and Dodworth.
23,24, 25	**Barnsley - Thurgoland - Stocksbridge (loop)** These routes will be replaced by a new service pattern and route on services 23/24. **Please pick up new timetables and route maps.** The new services combine to form an hourly service from Barnsley to Dodworth, Hood Green and Thurgoland. Service 23 continues 2 hourly to Wortley, Deepcar and Stocksbridge. Service 24 continues 2 hourly to Crane Moor, Green Moor, Oxspring and Penistone. Passengers will be able to travel on the new hourly 23/24 for most journeys between Stocksbridge, Deepcar, Wortley, Thurgoland and Barnsley. For journeys between Stocksbridge, Deepcar, Langsett and Penistone passengers will be able to travel on new route 20A. For passengers who wish to travel between Penistone, Thurgoland and Wortley service 29 will remain unchanged, plus new service 24 every 2 hours. A 2 hourly evening and Sunday service will be provided on route 23.
33	**Barnsley - Shafton** This service will now be run by another bus operator, please contact SYPTE for more information.
43/44	**Barnsley - Pogmoor circular** Service 43 will operate via the normal 43A route (i.e. via Highstone Avenue and Warren Quarry Lane). All journeys will be numbered 43. The route of service 44 will change to that of the 44A (i.e. via Warren Quarry Lane and Highstone Avenue). All journeys will be numbered 44. Minor timetable changes to all evening and Sunday journeys.
47	**Barnsley - Hemsworth** New Monday – Friday journey introduced at 0631 Barnsley to Hemsworth.
59	**Barnsley - Wakefield** Minor timetable change - On Mondays to Fridays the 0720 from Barnsley and 0820 from Wakefield will be retimed and run up to 5 minutes earlier.
60	**Barnsley - Hoyland** This service will now be run by another bus operator, please contact SYPTE for more information
67	**Barnsley - Wombwell** 2 additional journeys introduced Mondays to Saturdays after 1800. All journeys will have a minor route change to serve Worsbrough Dale via West Street, High Street and Bank End Road.
95/95A	**Barnsley - Kexbrough** On Mondays to Saturdays buses will extend from Kexbrough every hour to serve High Hoyland, Clayton West, Skelmanthorpe, Lower Cumberworth and Denby Dale between 0700 and 1800.
200	**Mexborough - Manvers - Wath** This service will extend from Wath to serve Fitzwilliam Fields using a one way loop via West Street, Barnsley Rd, Pontefract Rd, Manvers Way and Station Rd. There will be minor changes to the timetable.
201/766	**Stocksbridge - Sheffield - Meadowhall** This service will now be run by another bus operator, please contact SYPTE for more information
219	**Barnsley - Doncaster** Minor timetable changes during the evening and on Sunday. Certain early morning and early evening journeys will be altered with some buses terminating in Goldthorpe or Great Houghton.
220,221	**Rotherham - Doncaster** Minor timetable changes to early morning and early evening buses. Minor route change - some journeys will now either start or finish at Conisbrough (Church Street). Most journeys that start before 1600 will run 5 minutes earlier throughout.
222	**Barnsley - Doncaster** Minor timetable changes to early morning and early evening buses. Minor route change - some journeys will now either start or finish at Conisbrough (Church Street). Most journeys that start before 1600 will run 5 minutes earlier throughout.
224,225	**Doncaster - Mexborough** Minor timetable changes
226	**Barnsley - Thurnscoe** An additional bus will run on schooldays as a duplicate to provide extra capacity between Thurnscoe and Goldthorpe. Most journeys that start before 1600 will run 5 minutes earlier throughout.
229	**Barnsley - Rotherham** Most journeys that start before 1600 will run 5 minutes earlier throughout .
X19	**Barnsley - Doncaster - Robin Hood Airport** The 0430 and 0510 journeys on Mondays to Saturdays will be withdrawn due to low customer demand.

Remember to pick up a new timetable from your local Travel Information Centre or download at www.travelsouthyorkshire.com

Stagecoach YORKSHIRE
stagecoachbus.com/yorkshire

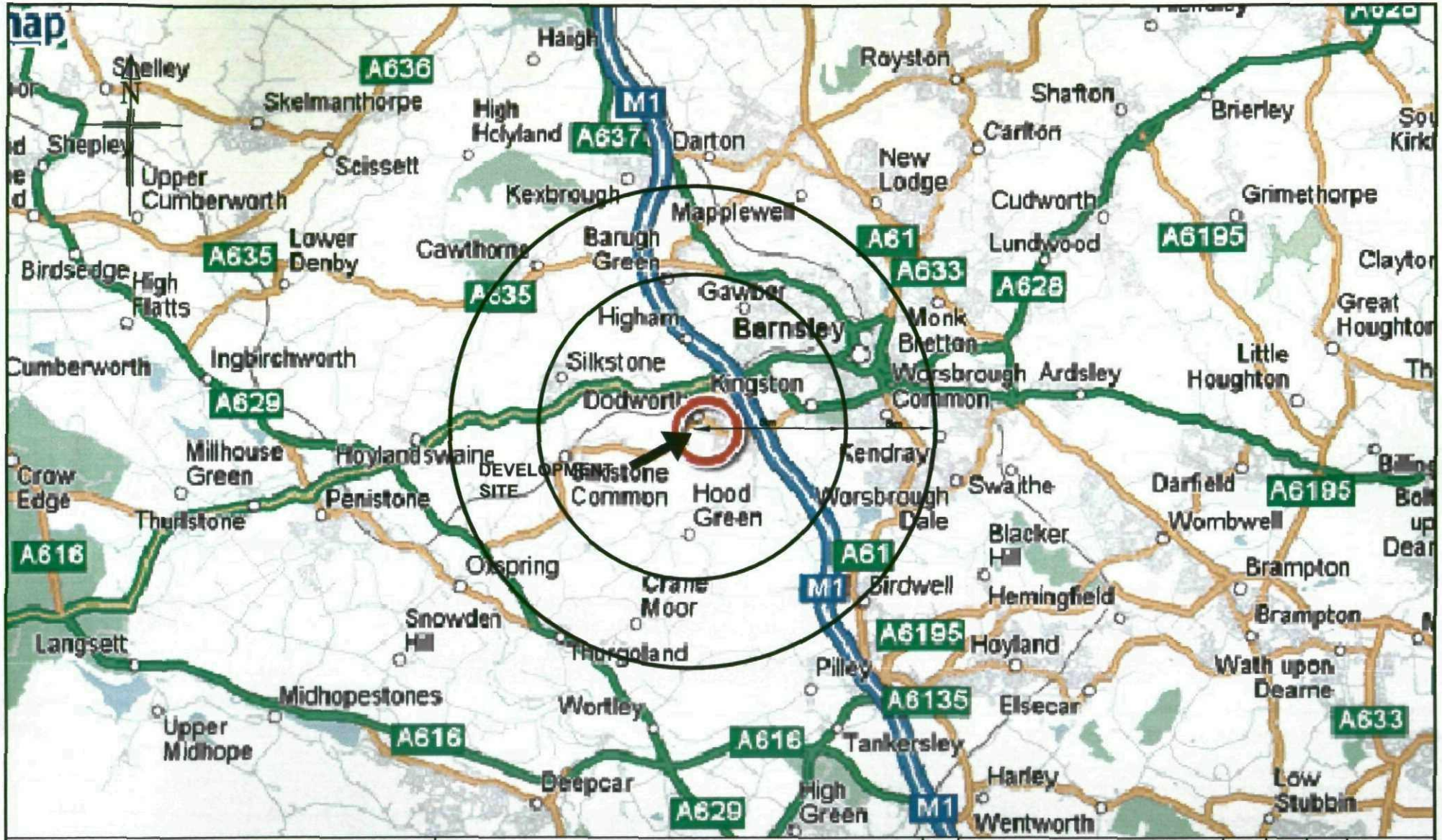
Summary of Trains at Dodworth Railway Station

Train	Geographical Areas Covered	Operator	Frequency
Sheffield - Huddersfield	Sheffield - Meadowhall - Chapeltown - Wombwell - Barnsley - Dodwoth - Silkstone *Common - Penistone - Denby Dale - Shepley* Stocksmoor - Brockholes - Honley - Berry Bow - Lockwood - Huddersfield	*Northern*	*60 mins*

Summary of Trains at Barnsley Interchange

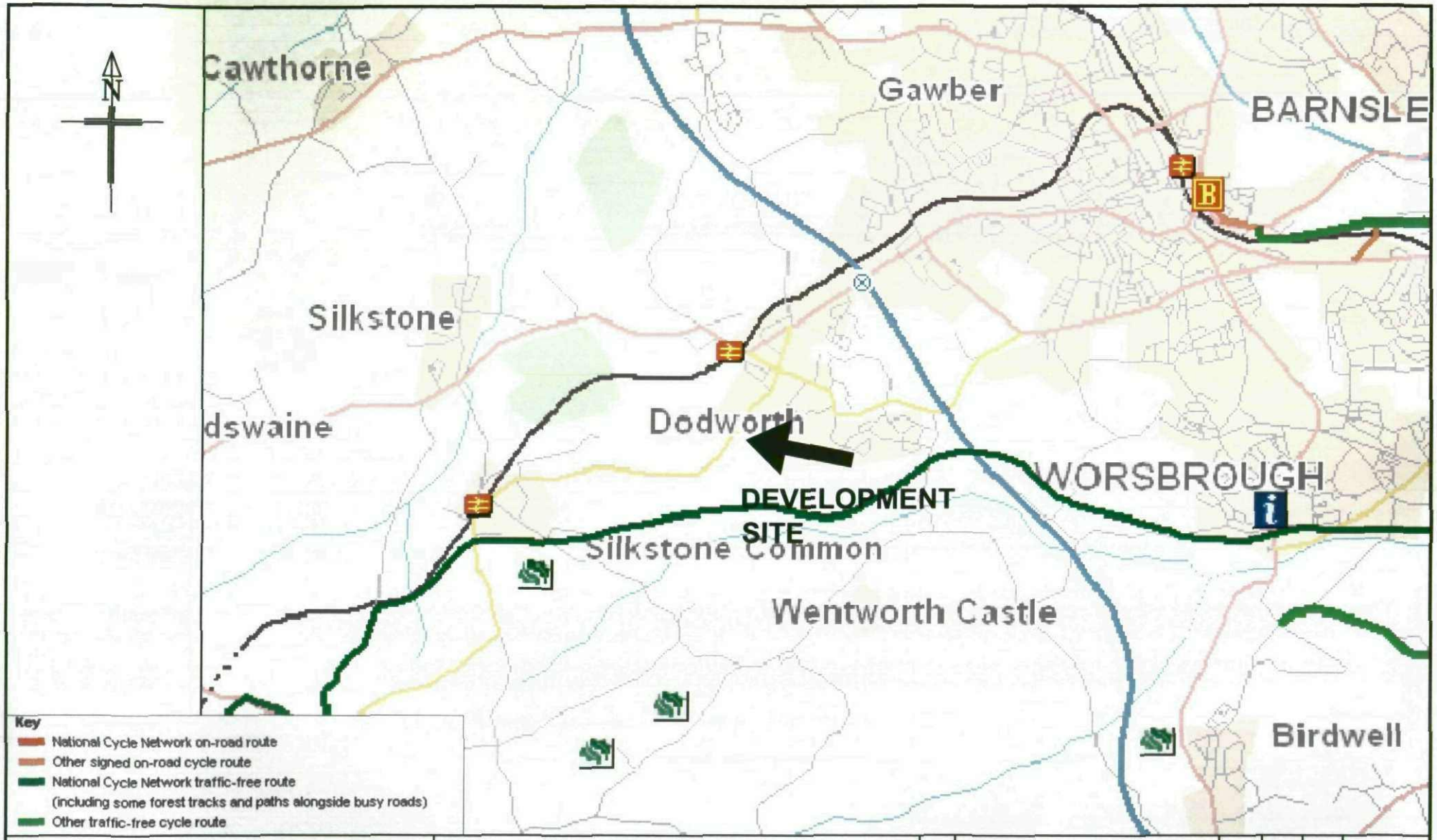
Train	Geographical Areas Covered	Operator	Frequency
Huddersfield to Sheffield	Huddersfield - Barnsley - Wombwell - Chapeltown - Meadowhall - Sheffield	Northern	60 minutes
Sheffield to Huddersfield	Sheffield - Meadowhall - Chapeltown - Elsecar - Wombwell - Barnsley - Dodworth - Silkstone Common - Penistone - Denby Dale - Shepley - Stocksmoor - Brockholes - Honley - Berry Brow Lockwood - Huddersfield	Northern	30 minutes
Sheffield to Leeds	Sheffield - Meadowhall - Barnsley - Wakefield Kirkgate - Leeds	Northern	60 minutes

APPENDIX TP 4



Client	ADRIAN WILKINSON	Project	DODWORTH GREEN ROAD, DODWORTH BARNSLEY				
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd, Suite 4c, St Joseph's Mill, Hanover Walk, Leeds LS3 1AB, Tel: +44(0)113 246 1555, Fax: +44(0)113 234 2201, http://www.bryanghall.co.uk	Title	CYCLING ISOCRONES SHOWN AT 5KM AND 8KM DISTANCES	Rev	Amendments	Drawn / Chkd / Appr / Date	
				Scale: NTS	Date: SEPTEMBER 2008	Doc Sheet No	
				Drawn: ALS	Checked: EAG	Approved: EAG	
				Job No: 08–375	Drawing No: TP4–01	Rev: –	

FILENAME



Client ADRIAN WILKINSON

BRYAN · G · HALL
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http:\\www.bryanghall.co.uk

Project DODWORTH GREEN ROAD, DODWORTH BARNSLEY

Title CYCLING MAP

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale NTS	Date SEPTEMBER 2008	Doc Sheet No
Drawn ALS	Checked EAG	Approved EAG
Job No 08–375	Drawing No TP4–02	Rev –

FILENAME

APPENDIX TP 5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 days
	WO	WORCESTERSHIRE	2 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	2 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
10	**WALES**		
	CF	CARDIFF	1 days
11	**SCOTLAND**		
	FI	FIFE	1 days
	SR	STIRLING	1 days
12	**NORTHERN IRELAND**		
	DE	DERRY	1 days
13	**REPUBLIC OF IRELAND**		
	DL	DUBLIN	1 days
	GA	GALWAY	2 days

Main parameter selection:

Parameter: Number of households
Range: 101 to 247 (units:)

Date Range: 01/01/99 to 04/09/08

Selected survey days:

Monday	4 days
Tuesday	4 days
Wednesday	2 days
Thursday	7 days
Friday	4 days

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	11

Selected Location Sub Categories:

Residential Zone	15
Out of Town	1
No Sub Category	5

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 HHOLDS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate	No. Days	Ave. HHOLDS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	21	174	0.080	21	174	0.306	21	174	0.386
08:00 - 09:00	21	174	0.159	**21**	**174**	**0.487**	21	174	0.646
09:00 - 10:00	21	174	0.173	21	174	0.240	21	174	0.413
10:00 - 11:00	21	174	0.148	21	174	0.172	21	174	0.320
11:00 - 12:00	21	174	0.184	21	174	0.182	21	174	0.366
12:00 - 13:00	21	174	0.210	21	174	0.201	21	174	0.411
13:00 - 14:00	21	174	0.210	21	174	0.200	21	174	0.410
14:00 - 15:00	21	174	0.207	21	174	0.196	21	174	0.403
15:00 - 16:00	21	174	0.308	21	174	0.219	21	174	0.527
16:00 - 17:00	21	174	0.352	21	174	0.222	21	174	0.574
17:00 - 18:00	**21**	**174**	**0.432**	21	174	0.255	**21**	**174**	**0.687**
18:00 - 19:00	21	174	0.334	21	174	0.284	21	174	0.618
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.797			2.964			5.761

Parameter summary

Trip rate parameter range selected:	101 - 247 (units:)
Survey date date range:	01/01/99 - 04/09/08
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	0