



Land West of Wakefield Road Mapplewell, Barnsley

Residential Travel Plan

August 2013

PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF WAKEFIELD ROAD
MAPPLEWELL
BARNSELY

RESIDENTIAL TRAVEL PLAN

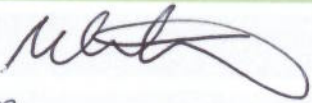

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This document provides the framework of the Residential Travel Plan that will be implemented, monitored and maintained at the Land West of Wakefield Road residential development. The document forms part of a planning application submitted by Pipestone Limited for the development proposals. The development proposals are for up to 300 residential dwellings. A plan showing the location of the site in is attached at Appendix TP1.
- 1.1.2 The purpose of this initial Residential Travel Plan is to put forward a specific collection of key targets and measures which can then be developed and implemented, and their effectiveness monitored by the Residential Travel Plan Co-ordinator of the Land West of Wakefield Road development. Implementation of the Residential Travel Plan will commence during the planning stage of the development when the layout is evolving to ensure that alternative modes of transport are adequately catered for and convenient pedestrian / cycle linkages are provided. Thereafter the implementation of the Residential Travel Plan will continue through construction, marketing and sales to ensure that the key measures identified at this stage are in place from first occupation.
- 1.1.3 As occupation of the development continues the Residential Travel Plan will be monitored, refined and developed to meet the specific needs of the residents. The Residential Travel Plan will be maintained for the life of the development with formal monitoring continuing for at least five years after the first occupation.
- 1.1.4 The operation of the Residential Travel Plan, which will be made available to all residents, forms a mechanism to provide incentives for residents to travel by other modes of travel that have a lesser environmental impact than the car. The important health benefits associated with, in particular, walking and cycling will be emphasised throughout to residents. In order to develop the framework for the Residential Travel Plan the existing base-line situation has been considered, including an examination of the travel patterns of other residents in the Barnsley area and also of the existing provision of public transport and local facilities.

1.2

Policy

National Policy and Guidance

- 1.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.
- 1.2.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:
- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.
- 1.2.3 The NPPF indicates that all developments that generate significant amounts of movement should be supported by a Transport Assessment and the decision making process should take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 1.2.4 The NPPF indicates that the decision making process should ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 1.2.5 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the

movement of goods or people. Therefore, developments should be located and designed where practical to, inter alia:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

1.2.6 The NPPF indicates that a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

1.2.7 NPPF indicates that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

1.2.8 The Department for Transport document 'Making Residential Travel Plans Work: Good Practice Guidelines for New Development', October 2005, provides guidance on producing and developing Travel 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.

1.2.9 More recently the Departments for Transport and Communities and Local Government have produced 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', April 2009, and this provides comprehensive up-to-date guidance on all aspects of travel planning.

Regional Policy

1.2.10 The introduction of Travel Plans was a key element of the Transport Strategy of the Yorkshire and Humber Plan Regional Spatial Strategy to 2026 and is supported by Policy T1: Whilst the Government announced the immediate revocation in 2010 of all RSS, a subsequent successful legal challenge to the revocation means that the RSS is, at the present time, part of the development plan. The presence of policies for personal travel reduction and modal shift are apparent. This Travel Plan 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 will be addressed through positive measures including:

- Improvements to public transport, both strategic (as Policy T3) and local;
- The use of Travel Plans by employers, which include modal share targets and encourage more flexible working and school hours;
- Incentives to use public transport at new housing developments;
- Improved facilities for cyclists and pedestrians;
- The use of wider travel options such dedicated school bus services and safe routes to schools; and
- Encouragement of travel awareness campaigns, car clubs and car sharing

Local Policy

1.2.11 Barnsley Local Development Framework and its Core Strategy adopted in September 2011 includes a number of relevant Core Policies. The first Core Policy 9 includes the following requirement:

“A travel plan will normally be required alongside planning applications that are likely to have significant transport implications, alongside a full transport assessment”.

1.2.12 The provision of this Travel Plan Framework will address the Core Policy.

1.2.13 Core Strategy Policy CSP 25 New Development and Sustainable Travel states that

New development will be expected to:

- be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car-parking spaces set out in a Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007, or any subsequent version
- provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009, or any subsequent version. Travel plans will be secured through a planning obligation or a Planning Condition.

1.2.14 The documents associated with this planning application will address the requirements of this Policy.

2.0 SITE ACCESSIBILITY

2.1 Pedestrian Accessibility

- 2.1.1 With regard to pedestrian accessibility more specific advice is set out in ‘Guidelines for Providing for Journeys on Foot’, which was published in 2000 by the Chartered Institution of Highways and Transportation (CIHT). These guidelines note 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 The guidelines also provide ‘ideal’ walk distances for various trip types and advise that the ‘desirable’ walking distance for commuting or walking to and from school is 500 metres, the ‘acceptable’ walking distance for commuting or walking to and from schools is 1.0 kilometre and the ‘preferred maximum’ walking distance is 2.0 kilometres. In terms of walking within town centres, the Guidelines suggest a ‘desirable’ walking distance of 200 metres, an ‘acceptable’ distance of 400 metres and a ‘preferred maximum’ of 800 metres.
- 2.1.3 The advice contained within the CIHT Guidelines in relation to the preferred maximum walking distance in town centres is reflected in the Department for Transport, Local Government and the Regions in conjunction with CABI published ‘Better places to live: By design – September 2001. This states 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 on foot, as well as opportunities to reach more distant facilities by public transport.”*
- 2.1.4 A number of employment, education and leisure facilities are present within 800 metres of the site. An accessibility study of the site has been carried out and the plan attached at Appendix TP2 shows in detail the full range of facilities in the vicinity of the site.
- 2.1.5 There is an existing Public Right of Way to the east of the site that links the site to Blacker Road (to the south via Hope Street or Cloverlands Drive) and Paddock Road (to the north). A plan is also provided at

Appendix TP3 which shows the walking (i.e. via footways/footpaths) 800 metre, 1.6 kilometre and 2.0 kilometre isochrones from the site.

2.2 Cycle Accessibility

- 2.2.1 Cycling has potential to substitute for short car trips, particularly those under 5.0 kilometre and up to 8.0 kilometre, and to form part of a longer journey by public transport.
- 2.2.2 Areas including Barnsley and its suburbs, as well as the whole of Mapplewell and its amenities (detailed in the earlier section) are within cycling distance of the site, providing employment opportunities for residents. A plan showing the 5 kilometre and 8 kilometre cycle isochrones is attached at Appendix TP4.
- 2.2.3 Darton train station is approximately 2.7 kilometres cycling distance of the western end of the site and Barnsley train station is approximately 4.5 kilometres cycling distance of the eastern end of the site and therefore both are well within the 5 kilometre cycling catchment area.
- 2.2.4 There are existing on and off road cycle routes to the south east of the site providing facilities through the Wakefield Road/Laithes Lane traffic signal junction. There are further off road routes in close proximity, to the north and east of the site for recreational use, including the West Yorkshire Cycle Route and National Cycle Network Route Number 67 (Derby to York).

2.3 Public Transport Accessibility

- 2.3.1 It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot. The CIHT 1999 publication 'Guidelines for Planning for Public Transport in Developments' recommends that residents of major new housing developments should not have to walk more than 400m (¼ mile) to their nearest bus stop.
- 2.3.2 The nearest existing bus stops to the site are located on both sides of Blacker Road to the south of the site. The majority of the site is within 400 metres walking distance of these stops via the Public Rights of Way detailed earlier in this section. There are further bus stops on Greenside to the West of the site approximately 800 walking distance that provide access to different services to those on Blacker Road. Attached at

Appendix TP5 is a plan showing existing bus stops and services together with a summary of the local bus services.

- 2.3.3 The information shows that the bus stops on Blacker Road are served by bus numbers 1 and 4/4A the former of which provides a 10 minute frequency service to and from Barnsley, the principal local destination and the later provides a less frequent service between Barnsley and Darton (4) and Kexborough via Darton (4A) through the day and for school children.
- 2.3.4 The stops on Greenside are also served by bus numbers 93A and 97. The no. 93A service is hourly and runs from Barnsley to Mapplewell via Darton. The 97 has approximately 7 services a day in either direction and runs from Barnsley to Wakefield Bus Station.
- 2.3.5 The CIHT guidelines identify that there is a significant difference between rail and bus served developments in that people have been found to be willing to walk about twice as far to an office from a station as from a bus stop; up to at least 800m for rail, compared to about 400m for bus. It is assumed that this applies equally to residential development and the use by residents of rail services for travelling to work or for leisure purposes.
- 2.3.6 The nearest railway station to the development site is Darton Railway Station which is located on Station Road some 2.7 kilometres (walking distance via footways) from the western end of the site. A further station is located in Barnsley which is approximately 4.5 kilometres from the eastern end of the site. The station has in the order of 40 cycle parking spaces and is within acceptable cycling distance from the site. Both stations are served by the Hallam service between Leeds and Sheffield. Details of the rail services operating from Darton Railway Station are shown on the schedule attached at Appendix TP6.

3.0 INITIAL MODAL SPLIT AND TRANSPORT IMPACT

3.1 Prior to any travel surveys being carried out for a development proposal it is accepted practice to examine census data for the immediate area in which the development site is located in order to estimate what the likely modal split will be of the total person trips into and out of the site. The Land West of Wakefield Road development will be situated within the Darton (East) ward of Barnsley.

3.2 The National Statistics Census 2001 data for journeys to work for the ward of Darton (East) has been obtained from the Neighbourhood Statistics web-site. This provides a percentage breakdown of the different modes of transport currently used to travel to work from the Darton (East) ward. From the same census data it has also been ascertained that, of the trips by car, 71% of these are single occupancy and 9% multi-occupancy. This has been based on the assumption that each multi-occupancy car carries one passenger. The base-line (without a Travel Plan) percentage modal splits are summarised below in Table 3.1.

**Table 3.1: National Statistics Census 2001 Ward Data
Darton (East) Ward Area
Method of Journey to Work – Resident Population (UV39)**

Mode of Transport	% Split
On foot	9
Bicycle	1
Public Transport	8
Car	80
Motorcycle / Scooter	2
Total	100

3.3 In order to predict the level of vehicular trips that will be made as a result of the residential development prior to any travel planning measures being in place, the TRICS database has been utilised. Full TRICS data is attached at Appendix BGH13 of the Transport Assessment. Assuming the land-use category Residential –

Houses Privately Owned, the 85th percentile peak hour trip rates and resultant total person trips are shown in Table 3.2 below.

Table 3.2: 85th Percentile Vehicle Trips

Assessment Period	Trip Rates per dwelling		Generated People Trips for 300 dwellings		
	Arrivals	Departures	Arrivals	Departures	Total
8:00am – 9:00am	0.151	0.454	45	136	181
5:00pm – 6:00pm	0.432	0.256	130	77	207

3.4 Using the base-line percentage modal split in Table 3.1 and the 85th percentile vehicular trips in Table 3.1, the morning and evening peak hour trips for each mode have been calculated and are shown in Table 3.3 below.

Table 3.3: AM and PM Peak Hour Modal Split

Peak Hour Modal Split	% Split	No of Two-way Trips	
		AM	PM
On foot	9	16	19
Bicycle	1	2	2
Public Transport	8	14	17
Car / Taxi	80	181	207
Motorcycle / Scooter	2	4	4
Total	100	217	248

3.5 The above modal splits will be used to agree reductions in car usage and achieve targets for alternative modes of transport as part of this framework 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 occupied and travel patterns have been established.

4.0 OBJECTIVES AND OVERALL STRATEGY

- 4.1 One of the main objectives of the Residential Travel Plan for the proposed development at Land to the West of Wakefield Road is to minimise the number of car-borne trips to and from the site and within the surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle. Another key objective is to promote a healthy lifestyle to all residents which can be assisted by making more journeys on foot or by cycle. Even the use of public transport will usually result in greater distances being covered on foot (or by cycle) both at the origin of the journey and at the destination.
- 4.2 In order to assist in achieving its overall objectives the Residential Travel Plan in conjunction with the design for the development shall therefore endeavour to ensure that:
- The development is laid out in such a way that it can be adequately served by public transport and that its layout puts the needs of pedestrians and cyclists at the forefront including the provision of linkages to Wakefield Road and Blacker Road;
 - Adequate facilities are provided on site prior to first occupation to encourage residents and visitors to use alternative modes of travel to the private car;
 - All potential new residents, at the marketing and sales stage, are provided with sufficient information and advice to allow them to make reasoned choices with regard to sustainable travel both in visiting the site for viewing and upon taking up residence; and
 - Regular survey and monitoring takes place to ensure that measures continually evolve to suit the needs of the residents at the time.
- 4.3 In order to ensure that these main objectives are achieved a Travel Plan Co-ordinator will be appointed directly following the grant of outline planning permission. The terms of the appointment will be agreed with the Local Planning Authority and set out in the Section 106 Agreement for the development. In the meantime, the role of the Travel Plan Co-ordinator will be carried out by Martin Crabtree of Bryan G Hall Ltd.
- 4.4 The intention is that a Steering Group will be set up comprising representatives of BMBC, SYPTE and bus operators. The Steering Group will be chaired by the Travel Plan Co-ordinator and will be set up following the grant of outline planning

permission. This group will meet at least once per year, one month following the annual monitoring of the Travel Plan. Other organisations or individuals may be invited to join the Steering Group, such as, during the design and construction stages, a member of the master planning team. Following first occupation, the Travel Plan Co-ordinator will seek to include representation from residents on to the Steering Group.

- 4.5 At this meeting, the Travel Plan Co-ordinator will present the results of the annual survey and identify whether the Travel Plan is meeting its targets. The action plan of Travel Plan measures for the following year should be agreed including any remedial measures should the Travel Plan be failing to meet any of its targets.

5.0 MARKETING AND COMMUNICATION STRATEGY

5.1 General

5.1.1 If the Residential Travel Plan is to be effective, it is vital that all individuals have easy access to a range of information which allows them to make an informed decision on the way they travel. They must also be made fully aware as to why the Residential Travel Plan has been developed and in particular the health benefits that can be derived from adopting its principles. This is particularly important in respect of residential travel planning where the destinations are much more diverse and therefore the most effective means of influencing travel behavior is through proactive promotion and encouragement of existing opportunities.

5.2 Residential Sales

5.2.1 Sales staff will advise residents of the travel arrangements and the access options serving the site from the outset, as part of the normal sales and marketing process for the new development. Good access by public transport, attractive walking and cycling facilities and measures to reduce the adverse effects of traffic will be highlighted as positive features to potential residents.

5.2.2 Information on the various travel options available to the site and the benefits of the Residential Travel Plan will be marketed through various communication channels by each residential developer, as set out below:

- Sales brochures including any used by other estate agents; and
- Sales office.

5.3 Setting up a Residents Group

5.3.1 The Residential Travel Plan Co-ordinator will, during the initial home visits, canvass support for the formation of a Residents' Group. Assuming sufficient interest is shown, the Residential Travel Plan Co-ordinator will then set up a Residents' Group and co-ordinate its meetings. The Residents' Group will then provide a forum through which the Residential Travel Plan Co-ordinator can pass on information relating to sustainable transport.

5.3.2 If a successful Residents' Group can be formed and sustained, this could then become the vehicle for continued travel planning at the

development when the formal role of Residential Travel Plan Co-ordinator comes to an end, 5 years after first occupation of the development.

5.4 Ongoing Promotional and Marketing Activities

5.4.1 In addition to the initial promotion of sustainable travel options as individuals first occupy the site, other initiatives will be used to promote sustainable travel as the development progresses on an ongoing basis. These initiatives will include the following:

- Community travel events, for example cycle promotion days, establishment of a Bicycle User Group for the site; special launches for new services etc;
- The distribution of an annual travel newsletter; and
- Updating of travel notice boards

6.0 MEASURES / ACTIONS

6.1 General

6.1.1 The following sections outline the specific measures that may be introduced as part of the Residential Travel Plan. Implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the Travel Plan proposals.

6.1.2 The Travel Plan measures described will be regularly monitored and reviewed as necessary, (including the distribution of an annual travel to work questionnaire to employees). These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented.

6.2 Travel Plan Co-ordination and Management

6.2.1 A key to the success of the Residential Travel Plan will be an effective highly motivated Travel Plan Co-ordinator who will have overall responsibility for the implementation, operation and maintenance of the Residential Travel Plan. The role of the Travel Plan Co-ordinator needs to be fulfilled as the development is planned, constructed, marketed and occupied.

6.2.2 At the present time in order that the details of the framework can be agreed with the Local Planning Authority and key stakeholders, the role of the Travel Plan Co-ordinator is being undertaken by Martin Crabtree of Bryan G Hall Ltd. Following the grant of outline planning consent, a Travel Plan Co-ordinator will be appointed by the developers, the terms of the appointment having been agreed as part of the planning process and the details contained within the Section 106 Agreement. Any change of Travel Plan Co-ordinator or alterations to the terms of the appointment will be agreed in writing with the Local Planning Authority.

Measure 1 – The developer will designate an appropriate member of staff to act as a Travel Plan Co-ordinator.

- 6.2.3 The Travel Plan Co-ordinator will liaise with the relevant officers at BMBC and local bus operators who will offer support and advice regarding the many initiatives for sustainable travel available within the area. BMBC may be able to provide posters, leaflets and timetables for display on notice boards / display units in the sales office and any communal areas.

Measure 2 – Travel Plan Co-ordinator will liaise with the relevant officers at BMBC and local bus operators.

- 6.2.4 The Residential Travel Plan Co-ordinator will remain in post for at least 5 years after first occupation of the site. If there is no management company for the development the Residential Travel Plan Co-ordinator will, after the formal role ends, hand over elements of the Residential Travel Plan to any Residents' Group.

6.3

Walking

- 6.3.1 The Site is easily accessible on foot to and from the existing local highway network. The Travel Plan Co-ordinator will encourage the residents of the development to walk to the Primary School's in the area by providing residents with information and advice concerning safe pedestrian routes to and from the development. This information will be contained within the Travel Information Pack together with information such as walking routes to the bus stops.

Measure 3 – Information packs containing advice and maps showing safe pedestrian routes to and from the site will be provided.

- 6.3.2 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.

Measure 4 – The health and financial benefits of walking will be promoted to residents of the site through a variety of means including www.walkbudi.com.

6.3.3 The Travel Plan Co-ordinator will also promote www.walkit.com, the free online ‘journeys on foot’ planner.

6.4

Cycling

6.4.1 The development is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling. Cycle storage will be an integral part of the design of each dwelling and if a house has no direct access to the garden (shed) or garage without going through the house, cycle storage will be provided at or near the entrance to the building.

Measure 5 – Secure cycle parking spaces in line with local authority standards will be provided for each dwelling.

6.4.2 Whilst an indicative site layout has been prepared this is subject to change through the planning process. Once the site layout is fixed, the Travel Plan Co-ordinator will prepare a plan showing the available pedestrian and cycle access and routes within the site and to nearby facilities. The plan will also show cycle parking facilities on site for residents and visitors.

Measure 6 – Plans will be produced showing the available pedestrian and cycle access and routes within the site and to nearby facilities.

- 6.4.3 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 Travel Information Pack.

Measure 7 – The Travel Plan Coordinator will consider the implementation of a series of Cycle Breakfast Clubs.

- 6.4.4 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.

Measure 8 – The health and financial benefits of cycling will be promoted to employees of the site through a variety of means including www.cyclebudi.com

6.5 Public Transport

- 6.5.1 The site is currently well served by existing bus routes with relatively frequent services close to Barnsley Town centre. Connections to the direct pedestrian routes will be provided between the site and the existing bus stops on Blacker Road.
- 6.5.2 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 (<http://maps.travelsouthyorkshire.com>). It is not unreasonable to assume that most new residents will have access to the internet and the Travel Plan Co-ordinator shall ensure that residents are aware of the relevant internet links to access travel information including bus and rail timetables.

Measure 9 – Information packs containing advice and maps showing details of bus services and links to appropriate websites.

- 6.5.3 To further encourage use of the existing bus services the developer may consider funding the provision schemes such as a free bus pass per dwelling for one month free bus travel. A voucher may be included within the Travel Information Packs which can be exchanged for the bus pass.

Measure 10 – Site Wide Travel Plan Co-ordinator will investigate schemes such as a free bus pass per dwelling for one month free bus travel

6.6 Car Sharing and Car Clubs

- 6.6.1 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents.
- 6.6.2 The Travel Plan Co-ordinator may create 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.

Measure 11 – The Travel Plan Coordinator will explore the possibilities for creating an appropriate car sharing scheme.

- 6.6.3 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform residents of the web-based Lift Share scheme at www.liftshare.org. This scheme also operates in the same manner as the Cycle and Walk Buddy schemes described earlier. The Travel Plan Co-ordinator will also look into the possibility of setting up a portal on the Liftshare web-site specifically for the Land to the West of Wakefield Road development.

6.7 Reducing the Need to Travel

- 6.7.1 Broadband wireless internet provision is now widely available through a standard telephone line and therefore this allows residents to work or study from home and also takes advantage of a wide range of home shopping opportunities for residents. The design of the houses will specifically take account of the requirement to provide a 'home office'.
- 6.7.2 In order to reduce the need to travel, the Travel Plan Co-ordinator will promote to all residents the advantages that internet use can provide in terms of reducing the number of trips to and from the development particularly during peak periods on the local highway network.

7.0 TARGETS

7.1 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”.

7.2 In order to determine the impacts of the Travel Plan, challenging but realistic targets must be developed. Prior to any occupation of the development, the actual travel patterns of residents can be estimated from available census data. In line with the information provided in section 3.0 Table 7.1 below uses a target of 5% reduction in single occupancy car use trips to show mode split targets for the development. Targets should be by year 3’s annual monitoring stage. It should be noted that these are indicative targets and the actual targets will be set in agreement with BMBC prior to first occupation.

Table 7.1: Census 2001 Journey to Work Mode Share Data

Mode	Without Travel Plan	With Travel Plan	Percentage Change
On foot	9%	10%	+1%
Bicycle	1%	2%	+1%
Public Transport	8%	10%	+2%
Car / Taxi	71%	66%	-5%
Car Passenger	9%	10%	+1%
Motorcycle / Scooter	2%	2%	0%

7.3 Once targets have been achieved for several consecutive years, future targets should aim to further reducing the car driver mode share. Further targets, should they be required, will be agreed within steering group meetings.

8.0 MONITORING AND REVIEW

- 8.1 A programme of monitoring and review will be implemented by the Travel Plan Co-ordinator to generate information by which the success of the Residential Travel Plan can be evaluated. BMBC require that the Residential Travel Plan be monitored against the agreed targets for the level of traffic generation from the development and that the plan is reviewed the light of the findings of each annual survey.
- 8.2 The Travel Information Pack will contain a travel survey questionnaire to enable the Travel Plan Co-ordinator to obtain an initial picture of travel patterns to and from the development for work, education, shopping and leisure purposes. The Travel Plan Co-ordinator will as part of the Personal Travel Planning programme arrange to visit each new resident with the purpose of completing the questionnaire. The Travel Plan Co-ordinator will devise a standard survey form for this purpose and agree its format with the BMBC. The surveys form is to be agreed at the steering group meeting prior to initial monitoring.
- 8.3 In addition to this way of monitoring travel to work patterns, a fully classified multi modal survey of the site, at each entrance to the site, will be undertaken within the morning and evening peak hours by an independent survey company to record the number of arrivals and the mode of transport used. Both the travel survey questionnaire and the multi modal surveys will be used to monitor the car driver and bus mode share targets outlined in Section 7.0.
- 8.4 The first multi modal survey will be undertaken following the completion of the initial 50 questionnaires or a year after first occupation whichever is sooner. Multi modal surveys will be completed annually at the same time as the travel surveys questionnaires.
- 8.5 Following completion of the initial 50 questionnaires or a year after first occupation whichever is sooner, and annually thereafter, a summary of the multi modal surveys and responses to the questionnaires will be prepared by the Travel Plan Co-ordinator in an annual monitoring report which will be discussed in the steering group meeting. In addition, if necessary, an action plan of remedial measures will be developed by the Travel Plan Co-ordinator to be implemented (once agreed at the steering group meeting) over the following year. In particular the annual review will look at how effective the plan is being in meeting the overall targets of modal shift or modal use that have been set.

- 8.6 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 usage of any communal cycle and motorcycle parking / storage; and
 - (ii) Record comments made by residents and visitors on the operation of the Residential Travel Plan.
- 8.7 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 Local Planning Authority.
- 8.8 Should it be found, through the results of the above surveys, that the agreed target for a reduction in traffic generated by the development as set out in Section 7.0 of this Travel Plan has been satisfactorily met, then this will be continue to be monitored on the basis outlined above. Conversely, should the results show that the agreed targets have not been met then the Residential Travel Plan Co-ordinator shall:
- Consider the extent of the non compliance with the agreed targets;
 - Consider measures which can be initially implemented, as recommended by residents, which can achieve a relatively rapid modal shift away from private car usage;
 - Decide upon what longer term measures are necessary to implement, set a time period for their implementation and review their effectiveness on an agreed basis; and
 - Formally advise BMBC on the level of non-compliance with the agreed targets, provide information on the extent of the impact of this and make recommendations to the authorities on measures necessary to achieve the agreed targets.

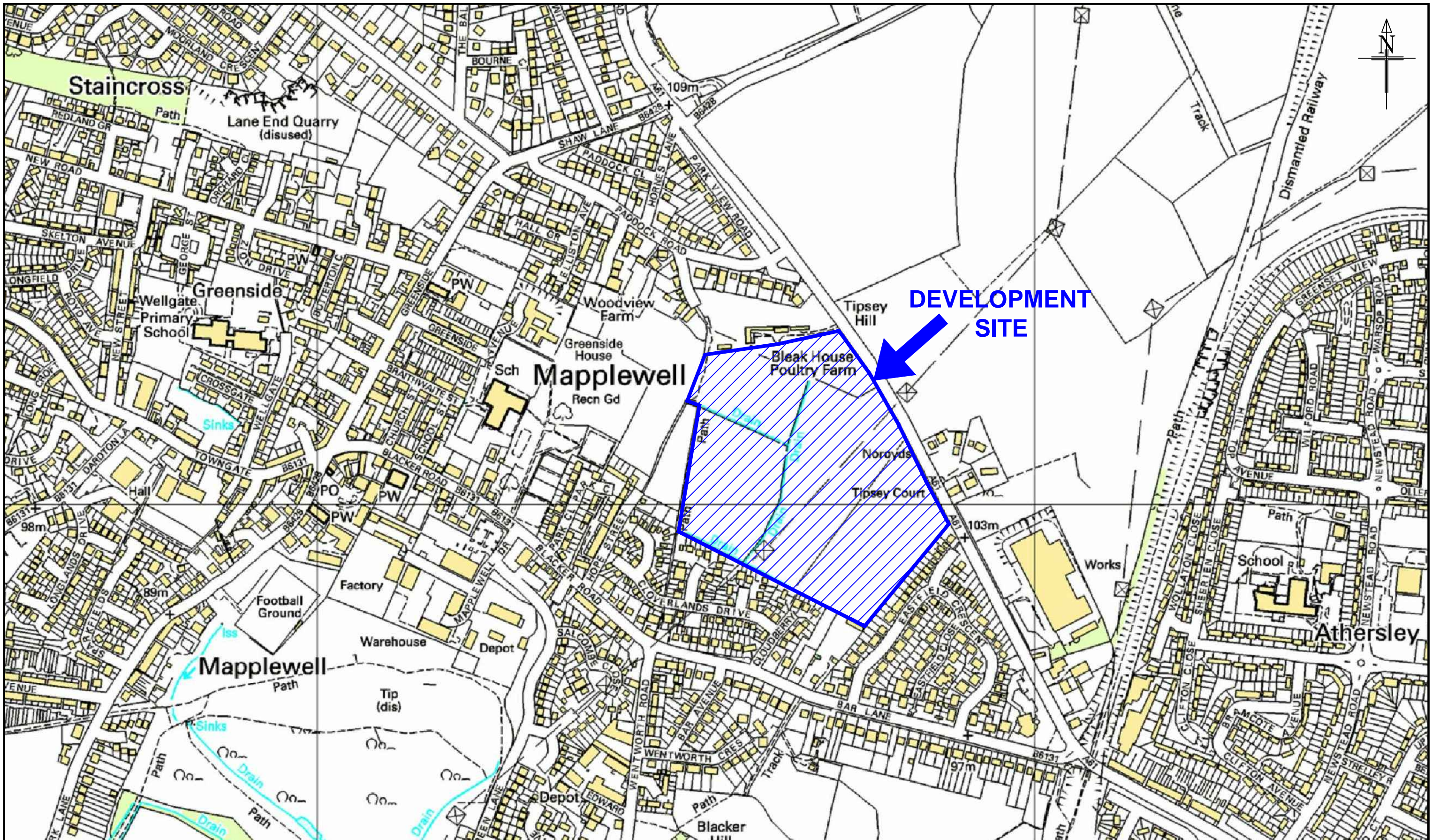
9.0 ACTION PLAN

- 9.1 The Residential Travel Plan will contain an Action Plan which will be reviewed annually following the residents travel survey and multi modal traffic counts. The Action Plan will contain an annual programme of measures designed to achieve the targets on travel modal share. It should clearly set out the tasks involved, person responsible and a date by which this will be achieved. The initial goal of the working Residential Travel Plan, during construction and prior to first occupation, is to implement the measures and opportunities for sustainable travel as identified within this initial Residential Travel Plan.
- 9.2 It will be the responsibility of the Travel Plan Co-ordinator to manage the Action Plan over the periods between annual reviews and ensure that the tasks are being carried out to the agreed programme. At every annual anniversary following first occupation, the Residential Travel Plan must be reviewed in cooperation with relevant officers at BMBC and the annual Action Plan prepared and agreed.
- 9.3 Below is the initial Action Plan the end of the first year of occupation. Following the analysis and summarising of the first 50 travel pattern survey questionnaires or one year after first occupation, whichever happens sooner, the Residential Travel Plan and Action Plan will be reviewed and possibly expanded to include particular measures, monitoring and initiatives, which will be agreed with the relevant officers at BMBC.

Initial Action Plan

Action	Date	Responsibility
Appoint Travel Plan Co-ordinator	Following the grant of outline planning permission	Developer
Set up Steering Group	Following appointment of Travel Plan Co-ordinator	Travel Plan Co-ordinator
Display sustainable transport information in Marketing Suite	Prior to opening of Marketing Suite	Travel Plan Co-ordinator
Develop Residential Travel Plan and produce Generic Travel Information Packs	Prior to first occupation	Travel Plan Co-ordinator
Prepare Residents Travel Survey proforma and agree with relevant officers at Local Authority	Prior to first occupation	Travel Plan Co-ordinator
Set up Residents Group	Ongoing following first occupation	Travel Plan Co-ordinator
Undertake multi modal surveys at site accesses	One year after first occupation	Travel Plan Co-ordinator
Review Residential Travel Plan and Action Plan in conjunction with relevant officers at the Council	Following completion of first 50 travel surveys or one year after first occupation whichever is sooner	Travel Plan Co-ordinator

APPENDIX TP 1



Client Pipestone Limited

Project PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF WAKEFIELD ROAD, MAPPLEWELL

Rev	Amendments	Drawn	Chkd	Appr	Date
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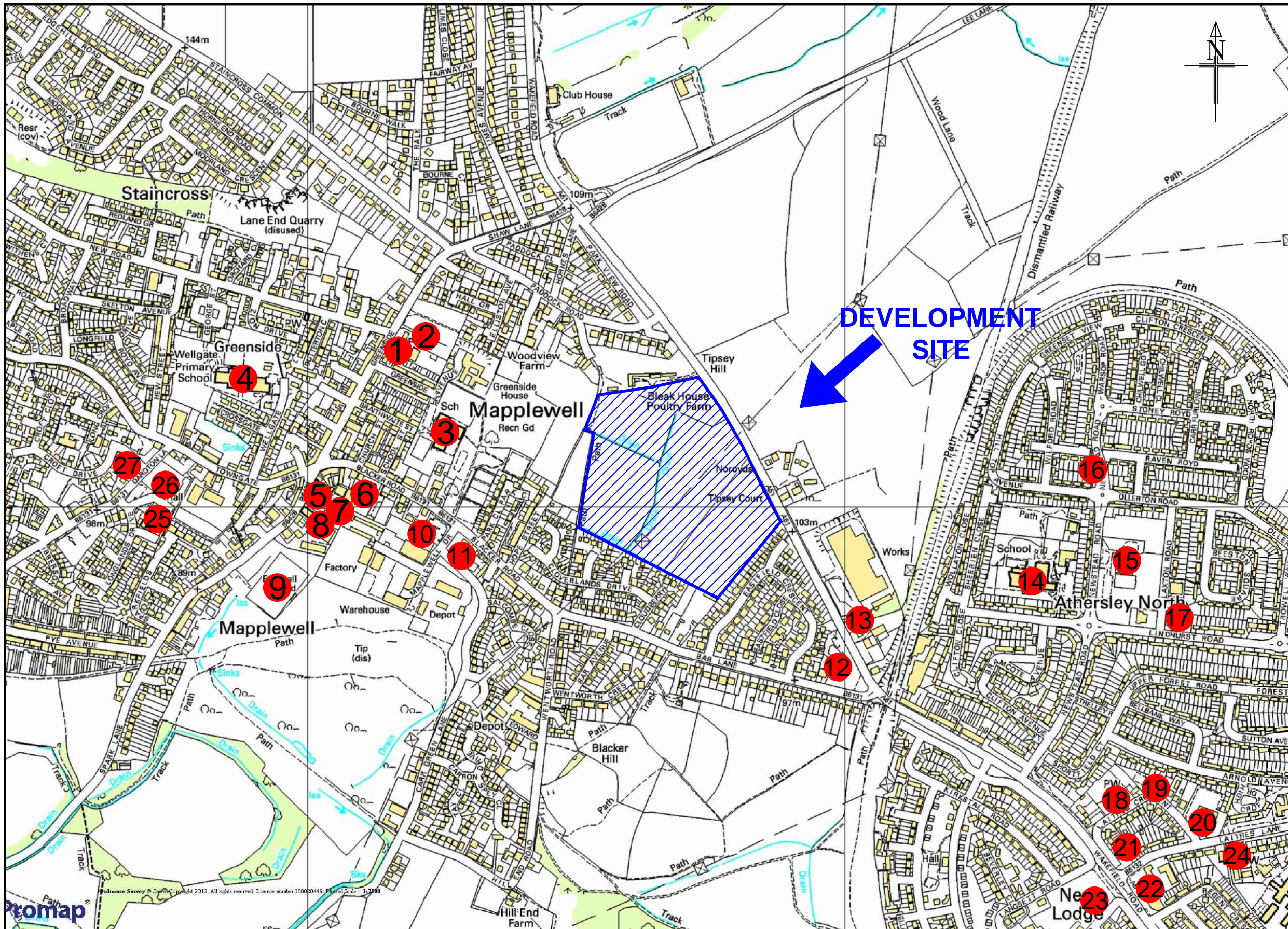
BRYAN • G • HALL
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Bryan G Hall Ltd.
Suite E8 Joseph's Well
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Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Title SITE LOCATION

Scale	NTS	Date	September 2012	Doc Sheet No
Drawn	MC	Checked	MC	Approved DB
Job No	11-338	Drawing No	Appendix - TP1	Rev

APPENDIX TP 2



- Local Facilities
- 1 - The Parish Church of St John
 - 2 - St John The Evangelist CofE Church
 - 3 - Mapplewell Primary School
 - 4 - Wellgate Primary School
 - 5 - Mapplewell Post Office
 - 6 - Staincross Methodist Church
 - 7 - Fountain Shopping Parade
 - 8 - Staincross Christian Fellowship
 - 9 - Football Pitch
 - 10 - Co-op
 - 11 - China Court Restaurant
 - 12 - The Eastfield Arms PH
 - 13 - Tandoori Hut Restaurant
 - 14 - Athersley North Primary School
 - 15 - Athersley Leisure Centre
 - 16 - Sainsburys Local
 - 17 - The Acorn PH
 - 18 - Church
 - 19 - Roundhouse Lifelong Learning Centre
 - 20 - Netto
 - 21 - New Lodge Post Office
 - 22 - Co-op and other shops
 - 23 - The Athersley and New Lodge Medical Centre
 - 24 - St Helens Church
 - 25 - Mapplewell Health Centre
 - 26 - Village Hall
 - 27 - Pharmacy

Client Pipestone Limited

Project PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF WAKEFIELD ROAD, MAPPLEWELL

Rev	Amendments	Drawn	Chkd	Appr	Date
Scale	NTS	Date	September 2012		Doc Sheet No
Drawn	MC	Checked	MC		Approved DB
Job No	11-338		Drawing No		Appendix - TP2
					Rev

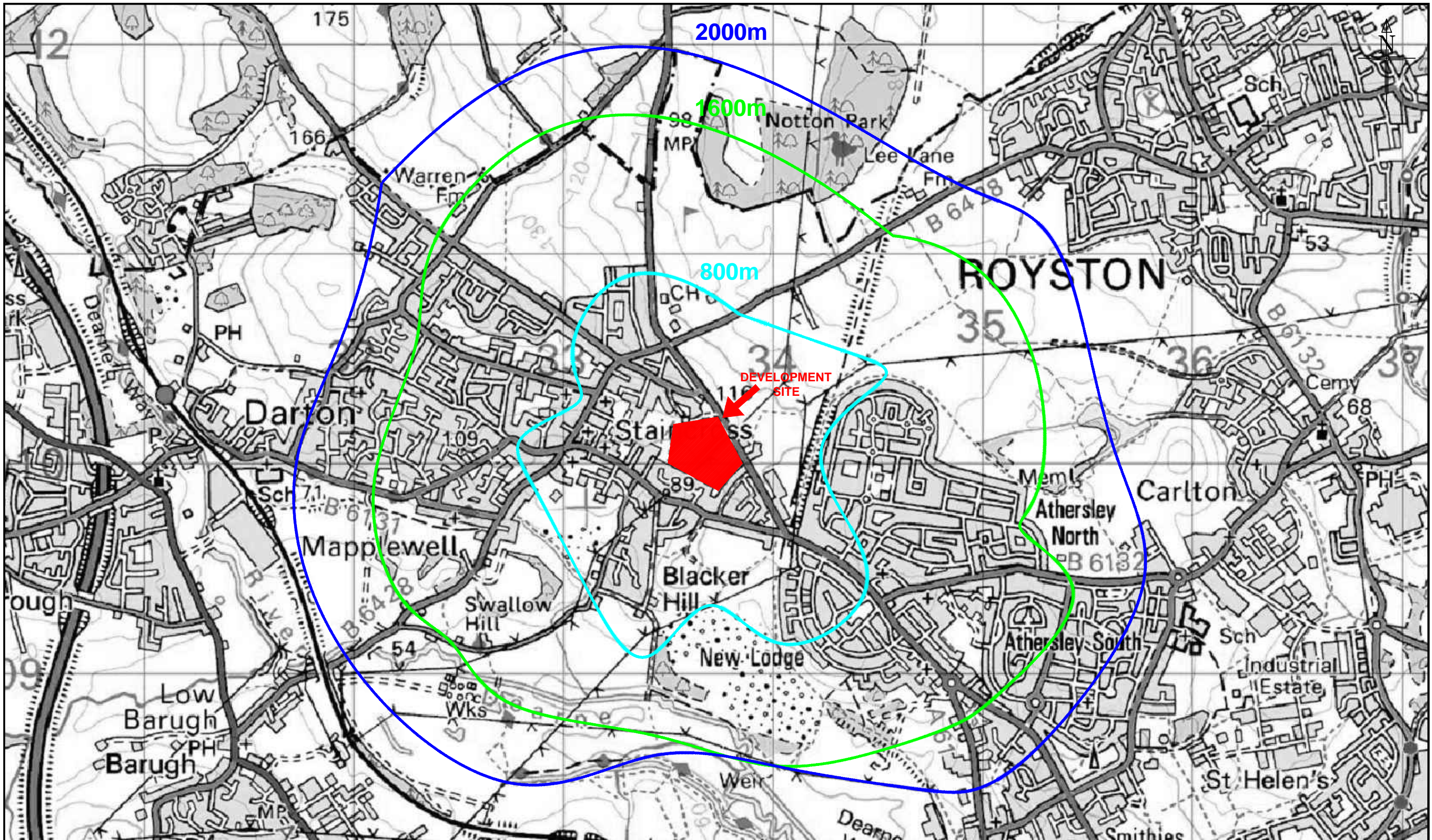
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Title SITE LOCATION IN RELATION TO
LOCAL FACILITIES

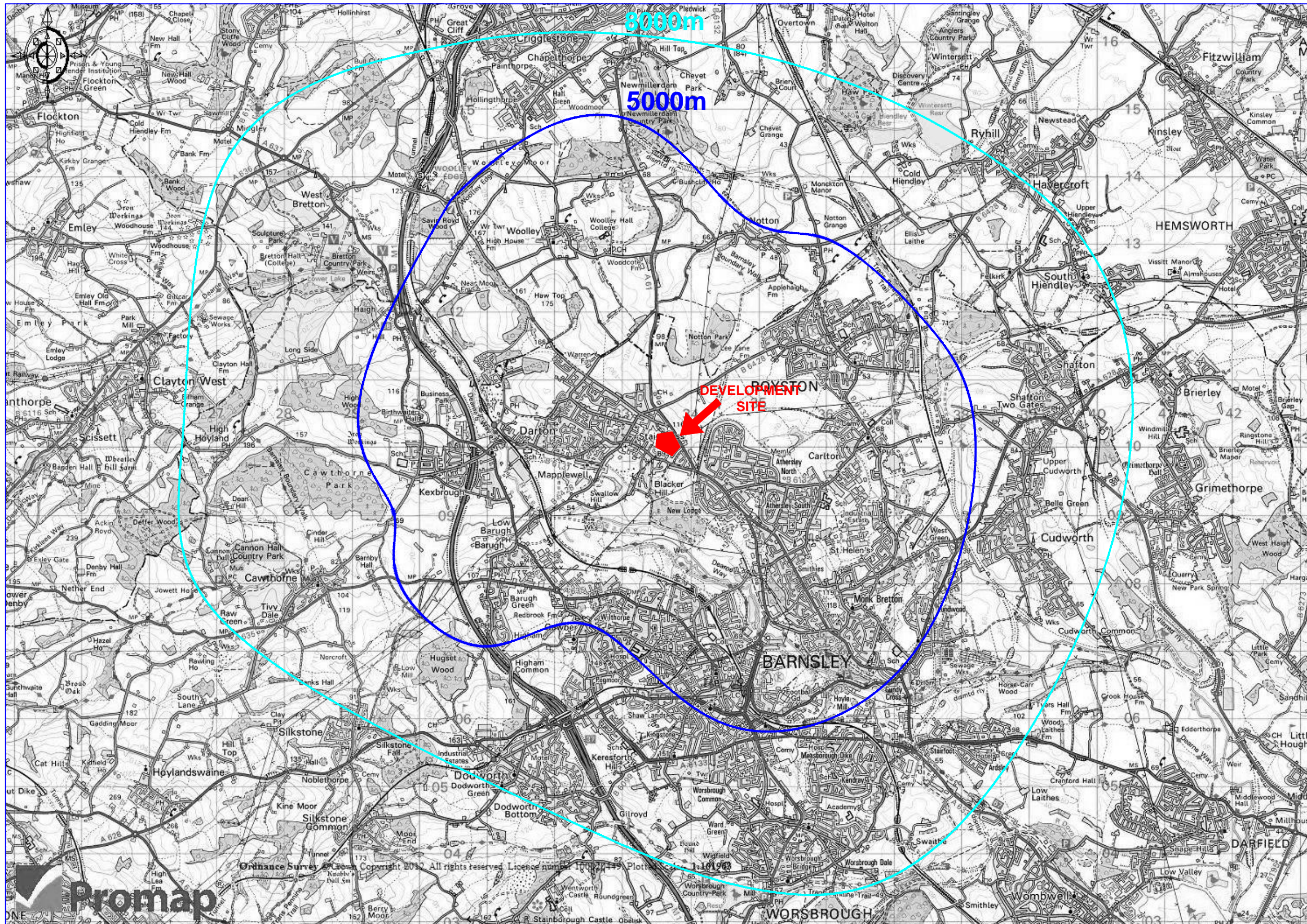
Job No	11-338		Drawing No		Appendix - TP2
					Rev

APPENDIX TP 3



Client Pipestone Limited	Project PROPOSED RESIDENTIAL DEVELOPMENT LAND WEST OF WAKEFIELD ROAD, MAPPLEWELL	Rev	Amendments	Drawn	Chkd	Appr	Date
		Scale	NTS	Date	September 2012	Doc Sheet No	
BRYAN • G • HALL consulting civil & transportation planning engineers Bryan G Hall Ltd. Suite E8 Joseph's Well Hanover Walk Leeds, LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201	Title WALKING ISOLINES	Drawn	MC	Checked	MC	Approved	DB
		Job No	11-338	Drawing No	Appendix - TP3	Rev	

APPENDIX TP 4



Client Pipestone Limited

Project PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF WAKEFIELD ROAD, MAPPLEWELL

Rev	Amendments	Drawn	Chkd	Appr	Date
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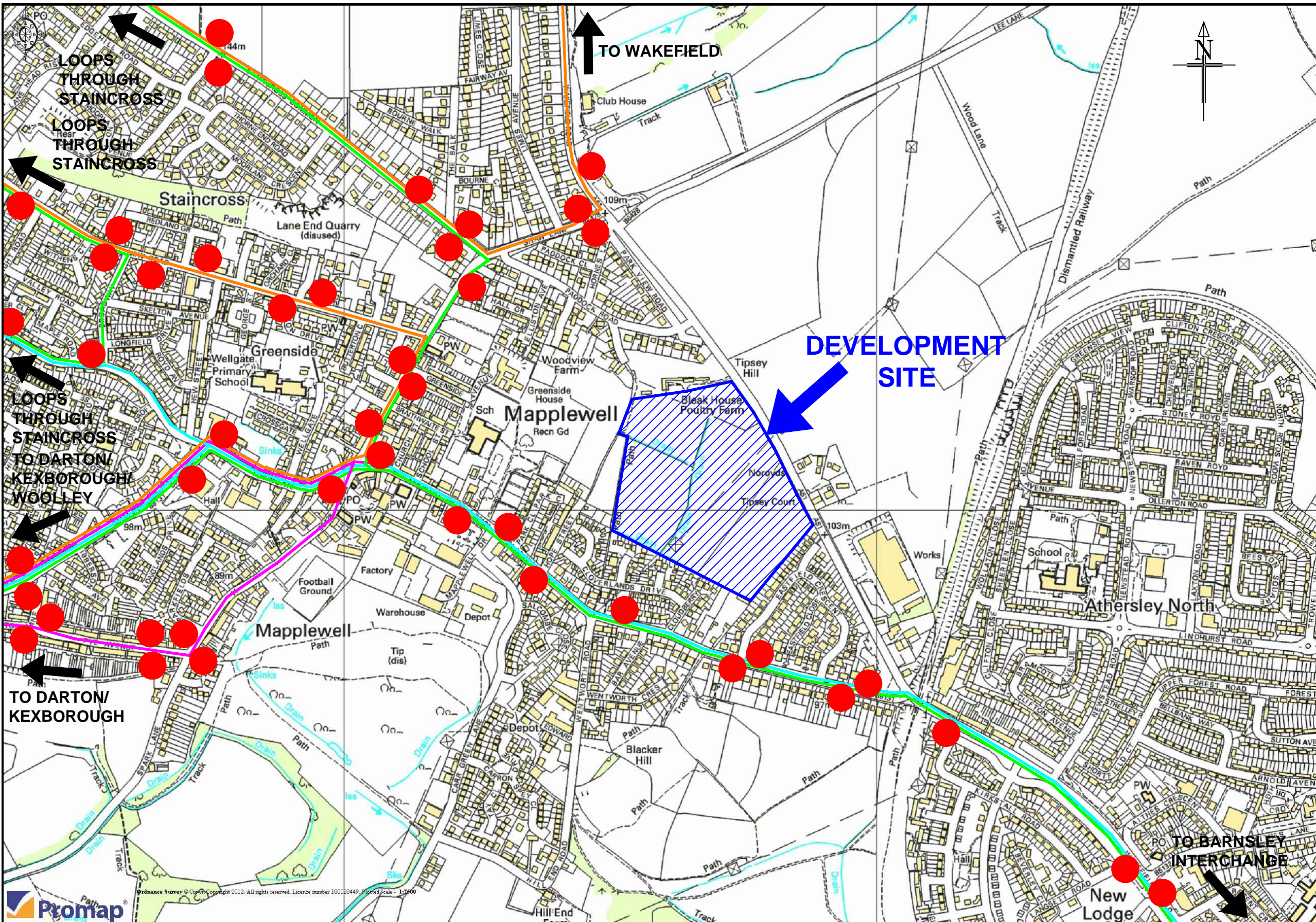
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Title CYCLING ISOLINES

Scale	NTS	Date	September 2012	Doc Sheet No	
Drawn	MC	Checked	MC	Approved	DB
Job No	11-338	Drawing No	Appendix - TP4	Rev	

APPENDIX TP 5



- Bus Services**
- No. 1 —
 - No. 4/4A —
 - No. 93A —
 - No. 97 —
 - Bus Stop ●

Client Pipestone Limited

Project PROPOSED RESIDENTIAL DEVELOPMENT
LAND WEST OF WAKEFIELD ROAD, MAPPLEWELL

Rev	Amendments	Drawn	Chkd	Appr	Date
Scale	NTS	Date	September 2012		Doc Sheet No
Drawn	MC	Checked	MC		Approved DB
Job No	11-338	Drawing No	Appendix - TP5		Rev

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Title SITE LOCATION IN RELATION TO
LOCAL FACILITIES





APPENDIX TP 6

14 May 2012 to 8 December 2012























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-  Non Metro station
-  Staff in attendance
-  Cycle storage



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- Woodlesford  
- Castleford
- Normanton 
- Wakefield Kirkgate  
- Darton  
- Barnsley    
- Meadowhall    
- Sheffield   

Including all trains between Leeds and Castleford



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Hallam Line Timetable

West Yorkshire local rail services between Leeds and Wakefield Kirkgate / Darton are operated by Northern on behalf of Metro.

This timetable shows all trains between Leeds and Sheffield via Barnsley and all trains between Leeds and Castleford. Additional trains run between Leeds and Sheffield via Moorthorpe (see Wakefield Line timetable). For a summary of all trains between Leeds and Sheffield / Derby / Nottingham (via both routes), see the Leeds - Sheffield composite timetable. Other trains also run between Barnsley and Sheffield.



Hallam Line

Mondays to Saturdays

Towards Leeds

		SX	SX		SX	SX		SX		
					◆			▲	★	
Sheffield	d	0550		0606	0649			0706	0720	0751
Meadowhall	d	0556		0612	0655			0712	0726	0757
Chapelton	d			0618				0718		
Elsecar	d			0623				0723		
Wombwell	d			0627				0727		
Barnsley	d	0610		0633	0712			0733	0742	0812
Darton	d			0638				0738		
Wakefield Kirkgate	d	0628		0650	0728			0750	0758	0828
Normanton	d	0633		0654	0733			0754		
Castleford	d		0641	0702		0738	0755	0801		0832
Woodlesford	d		0650	0712		0747	0804	0811		0841
Leeds	a	0650	0704	0728	0751	0801	0818	0825	0821	0849 0854
			▲					▲		▲
Sheffield	d	0806	0818	0851		0906	0918	0950		1006 1018
Meadowhall	d	0812	0825	0857		0912	0924	0956		1012 1024
Chapelton	d	0818				0918				1018
Elsecar	d	0823				0923				1023
Wombwell	d	0827				0927				1027
Barnsley	d	0833	0842	0912		0933	0942	1012		1033 1042
Darton	d	0838				0938				1038
Wakefield Kirkgate	d	0850	0858	0928		0950	0958	1028		1050 1058
Normanton	d	0854				0954				1054
Castleford	d	0902			0932	1002			1032	1102
Woodlesford	d	0912			0941	1012			1041	1112
Leeds	a	0925	0920	0949	0953	1025	1018	1048	1055	1125 1118
			▲						▲	
Sheffield	d	1050		1106	1118	1150		1206	1218	1250
Meadowhall	d	1056		1112	1124	1156		1212	1224	1256
Chapelton	d			1118				1218		
Elsecar	d			1123				1223		
Wombwell	d			1127				1227		
Barnsley	d	1112		1133	1141	1211		1233	1242	1312
Darton	d			1138				1238		
Wakefield Kirkgate	d	1128		1150	1158	1228		1250	1258	1328
Normanton	d			1154				1254		
Castleford	d		1132	1202			1232	1302		1332
Woodlesford	d		1141	1212			1241	1312		1341
Leeds	a	1148	1154	1225	1218	1248	1254	1325	1318	1349 1353
			▲						▲	▲
Sheffield	d	1306	1318	1350		1406	1418	1450		1506 1518
Meadowhall	d	1312	1324	1356		1412	1424	1456		1512 1524
Chapelton	d	1318				1418				1518
Elsecar	d	1323				1423				1523
Wombwell	d	1327				1427				1527
Barnsley	d	1333	1342	1412		1433	1442	1512		1533 1542
Darton	d	1338				1438				1538
Wakefield Kirkgate	d	1350	1358	1428		1450	1458	1528		1550 1558
Normanton	d	1354				1454				1554
Castleford	d	1402			1432	1502			1532	1602
Woodlesford	d	1412			1441	1512			1541	1612
Leeds	a	1425	1418	1448	1453	1525	1518	1549	1554	1625 1618

Notes: appear at end.

Hallam Line

Mondays to Saturdays

Towards Leeds

Sheffield	d	1550		1606	1618	1650		1706	1718	1750	
Meadowhall	d	1556		1612	1624	1656		1712	1724	1756	
Chapelton	d			1618				1718			
Elsecar	d			1623				1723			
Wombwell	d			1627				1727			
Barnsley	d	1612		1633	1642	1712		1733	1742	1812	
Darton	d			1638				1738			
Wakefield Kirkgate	d	1628		1650	1658	1728		1750	1758	1832	
Normanton	d			1654				1754			
Castleford	d		1632	1702			1731	1802		1857	
Woodlesford	d		1641	1712			1741	1812		1906	
Leeds	a	1649	1654	1725	1718	1748	1754	1825	1818	1851	1920

SO SX

Sheffield	d	1806	1818	1850		1906	1916	1922	1951	2006	
Meadowhall	d	1812	1824	1856		1912	1922	1928	1957	2012	
Chapelton	d	1818				1918				2018	
Elsecar	d	1823				1923				2023	
Wombwell	d	1827				1927				2027	
Barnsley	d	1833	1842	1914		1933	1942	1942	2012	2033	
Darton	d	1838				1938				2038	
Wakefield Kirkgate	d	1850	1859	1932		1950	1958	1958	2028	2050	
Normanton	d	1854				1954				2054	
Castleford	d	1903			1937	2002				2032	2102
Woodlesford	d	1913			1946	2012				2044	2112
Leeds	a	1927	1923	1955	2000	2026	2020	2019	2048	2057	2126

FSO FSX FSX

Sheffield	d	2018		2106		2206		2324		
Meadowhall	d	2024		2112		2212		2330		
Chapelton	d			2118		2218		2336		
Elsecar	d			2123		2223		2341		
Wombwell	d			2127		2227		2345		
Barnsley	d	2042		2133		2233		2351		
Darton	d			2138		2238		2356		
Wakefield Kirkgate	d	2058		2152		2251	2251	00s10		
Normanton	d			2157		2256	2256			
Castleford	d		2132	2205	2234	2304	2304	2321		
Woodlesford	d		2141	2215	2243	2314	2314	2330		
Leeds	a	2120	2153	2229	2257	2330	2330	2344		

Sundays

Sheffield	d	0839	0917		1039	1117		1216	1239	1317	
Meadowhall	d	0845	0923		1045	1123		1223	1245	1323	
Chapelton	d	0851			1051			1255			
Elsecar	d	0856			1056			1300			
Wombwell	d	0900			1100			1304			
Barnsley	a	0905	0937		1105	1137		1237	1309	1337	
Barnsley	d	0910	0937		1110	1137		1237	1310	1337	
Darton	d	0915			1115			1315			
Wakefield Kirkgate	d	0930	0955		1130	1153		1253	1330	1353	
Normanton	d	0934			1134			1334			
Castleford	d	0942		1042	1141		1242	1342		1442	
Woodlesford	d	0952		1051	1151		1252	1351		1451	
Leeds	a	1004	1015	1104	1205	1219	1305	1318	1404	1418	1504

Notes: appear at end.

Hallam Line

Sundays

Towards Leeds

		▲	▲	▲	●	▲	▲	▲	▲
Sheffield	d	1417	1439	1517		1617	1639	1717	1817 1839
Meadowhall	d	1423	1445	1523		1623	1645	1723	1823 1845
Chapelton	d		1451				1651		1851
Elsecar	d		1456				1656		1856
Wombwell	d		1500				1700		1900
Barnsley	a	1437	1505	1537		1637	1705	1737	1837 1905
Barnsley	d	1437	1510	1537		1637	1710	1737	1837 1910
Darton	d		1515				1715		1915
Wakefield Kirkgate	d	1453	1530	1553		1653	1730	1753	1853 1930
Normanton	d		1534				1734		1934
Castleford	d		1541		1642		1742		1842 1944
Woodlesford	d		1551		1651		1751		1851 1953
Leeds	a	1518	1604	1618	1704	1718	1805	1818	1904 1918 2005

		▲	▲	▲	▲	▲	▲	▲	▲
Sheffield	d	1916		2017	2039		2239		
Meadowhall	d	1923		2023	2045		2245		
Chapelton	d				2051		2251		
Elsecar	d				2056		2256		
Wombwell	d				2100		2300		
Barnsley	a	1937		2037	2106		2305		
Barnsley	d	1937		2037	2110		2310		
Darton	d				2115		2315		
Wakefield Kirkgate	d	1953		2053	2130		2327		
Normanton	d				2134		2334		
Castleford	d		2042		2142	2242	2342		
Woodlesford	d		2051		2151	2251	2353		
Leeds	a	2018	2103	2116	2204	2304	0005		

Mondays to Saturdays

Towards Sheffield

		SX	SX	SX	▲	▲	▲	▲	SO	SX
Leeds	d	0546		0605	0638	0700	0705	0729	0735	0800 0802
Woodlesford	d	0554			0646	0708		0737		0808
Castleford	d	06a03			0657	07e17		0748		08a17
Normanton	d				0703			0754		
Wakefield Kirkgate	d		0604	0621	0708		0725	0804	0755	0823
Darton	d		0615		0719			0815		
Barnsley	a		0620	0637	0725		0740	0821	0811	0839
Wombwell	a		0626		0730			0829		
Elsecar	a		0629		0734			0832		
Chapelton	a		0635		0739			0838		
Meadowhall	a		0641	0649	0748		0753	0845	0831	0852
Sheffield	a		0655	0700	0758		0805	0856	0839	0902

		SO	SX	▲	▲	▲	▲	▲	▲	▲
Leeds	d	0805	0805	0832	0837	0900	0905	0932	0937	1000 1005
Woodlesford	d		0815	0840		0908		0940		1008
Castleford	d		08a24	0851		09a17		0951		10a17
Normanton	d			0857				0957		
Wakefield Kirkgate	d	0823		0905	0855		0923	1004	0956	1023
Darton	d			0917				1015		
Barnsley	a	0839		0923	0911		0939	1021	1012	1039
Wombwell	a			0929				1029		
Elsecar	a			0932				1032		
Chapelton	a			0938				1038		
Meadowhall	a	0852		0946	0927		0952	1046	1027	1052
Sheffield	a	0902		0956	0937		1002	1056	1037	1102

Notes: appear at end.

Hallam Line

Mondays to Saturdays

Towards Sheffield

Leeds	d	1032	1037	1100	1105	1132	1137	1200	1205	1232	1237
Woodlesford	d	1040		1108		1140		1208		1240	
Castleford	d	1051		11a17		1151		12a17		1251	
Normanton	d	1057				1157				1257	
Wakefield Kirkgate	d	1104	1055		1123	1204	1155		1223	1304	1255
Darton	d	1115				1215				1317	
Barnsley	a	1121	1111		1139	1221	1211		1239	1322	1311
Wombwell	a	1129				1229				1329	
Elsecar	a	1132				1232				1332	
Chapelton	a	1138				1238				1338	
Meadowhall	a	1146	1127		1152	1246	1227		1252	1346	1327
Sheffield	a	1157	1137		1202	1256	1237		1302	1356	1337

Leeds	d	1300	1305	1332	1337	1400	1405	1432	1437	1500	1505
Woodlesford	d	1308		1340		1408		1440		1508	
Castleford	d	13a17		1351		14a17		1451		15a17	
Normanton	d			1357				1457			
Wakefield Kirkgate	d		1323	1404	1355		1423	1504	1455		1523
Darton	d			1415				1515			
Barnsley	a		1338	1421	1411		1439	1521	1513		1539
Wombwell	a			1429				1529			
Elsecar	a			1432				1532			
Chapelton	a			1438				1538			
Meadowhall	a		1352	1446	1427		1452	1546	1527		1551
Sheffield	a		1402	1456	1437		1502	1556	1537		1603

Leeds	d	1532	1537	1600	1605	1632	1637	1705	1716	1732	1737
Woodlesford	d	1540		1608		1640			1724	1740	
Castleford	d	1551		16a17		1651			17c34	1751	
Normanton	d	1557				1657		1718		1757	
Wakefield Kirkgate	d	1604	1555		1623	1704	1655	1723		1804	1755
Darton	d	1615				1715				1815	
Barnsley	a	1621	1611		1639	1721	1711	1739		1821	1811
Wombwell	a	1629				1729				1829	
Elsecar	a	1632				1732				1832	
Chapelton	a	1638				1738				1838	
Meadowhall	a	1646	1627		1652	1746	1727	1751		1846	1827
Sheffield	a	1656	1637		1702	1756	1737	1803		1856	1838

SO SX

Leeds	d	1800	1805	1832	1837	1843	1859	1905	1937	1943	2005
Woodlesford	d	1808		1840			1908		1945		2013
Castleford	d	18a17		1851			19c18		1956		20a22
Normanton	d			1900					2002		
Wakefield Kirkgate	d		1823	1905	1855	1859		1924	2007	2000	
Darton	d			1919					2019		
Barnsley	a		1839	1926	1911	1915		1940	2024	2016	
Wombwell	a			1931					2029		
Elsecar	a			1935					2033		
Chapelton	a			1940					2038		
Meadowhall	a		1852	1947	1928	1933		1952	2045	2033	
Sheffield	a		1903	1956	1939	1943		2004	2058	2044	

Notes: appear at end.

Hallam Line

Mondays to Saturdays

Towards Sheffield

						SX	SO			
Leeds	d	2030	2037	2105	2137	2208	2237	2237		
Woodlesford	d		2045	2113	2145	2216	2245	2245		
Castleford	d		2056	21a22	2156	22a27	2256	2256		
Normanton	d		2102		2202		2301	2301		
Wakefield Kirkgate	d	2046	2107		2207		2310	23a10		
Darton	d		2118		2221		2324			
Barnsley	a	2102	2124		2227		2331			
Wombwell	a		2129		2233		2336			
Elsecar	a		2133		2236		2340			
Chapelton	a		2138		2242		2345			
Meadowhall	a	2119	2145		2247		2351			
Sheffield	a	2130	2157		2258		0002			

Sundays

			▲		▲		▲		▲	▲	
Leeds	d	0834	0905	0934	1002	1017	1057	1117	1129	1229	1234
Woodlesford	d	0842		0942		1025		1125			1242
Castleford	d	0853		09a50		1036		11a33			1253
Normanton	d	0858				1041					1258
Wakefield Kirkgate	d	0903	0921		1018	1046	1113		1146	1246	1304
Darton	d	0917				1100					1318
Barnsley	a	0924	0940		1037	1108	1132		1205	1305	1324
Wombwell	a	0929				1117					1329
Elsecar	a	0933				1120					1333
Chapelton	a	0938				1126					1338
Meadowhall	a	0944	0957		1051	1132	1146		1217	1318	1348
Sheffield	a	0955	1004		1102	1144	1156		1229	1329	1358

			▲		▲		▲		▲	▲	
Leeds	d	1317	1406	1417	1506	1517	1606	1617	1706	1717	1806
Woodlesford	d	1325		1425		1525		1625		1725	
Castleford	d	13a33		1436		15a33		1636		17a33	
Normanton	d			1441				1641			
Wakefield Kirkgate	d		1422	1446	1522		1622	1646	1722		1822
Darton	d			1500				1700			
Barnsley	a		1441	1507	1541		1641	1707	1741		1841
Wombwell	a			1517				1717			
Elsecar	a			1520				1720			
Chapelton	a			1526				1726			
Meadowhall	a		1455	1535	1555		1656	1734	1755		1855
Sheffield	a		1506	1544	1605		1705	1744	1805		1905

			▲								
Leeds	d	1817	1906	1917	2017	2117	2217				
Woodlesford	d	1825		1925	2025	2125	2225				
Castleford	d	1836		19a35	2036	21a33	2236				
Normanton	d	1840			2041		2241				
Wakefield Kirkgate	d	1845	1922		2046		2246				
Darton	d	1859			2100		2300				
Barnsley	a	1905	1940		2107		2307				
Wombwell	a	1917			2117		2317				
Elsecar	a	1920			2120		2320				
Chapelton	a	1926			2126		2326				
Meadowhall	a	1932	1954		2133		2330				
Sheffield	a	1943	2004		2142		2343				

Notes: appear at end.

Hallam Line

Notes:

a Arrive.

d Depart.

c 1 minute earlier on Saturdays.

e 2 minutes later on Saturdays.

s Stops to set down only.

▲ Through train to or from Nottingham.

◆ Through train from Chesterfield.

★ Through train from Retford.

◆ Through train to Wakefield Westgate.

● Through train from Lincoln.

SO Saturdays only.

SX Saturdays excepted.

FSO Fridays and Saturdays only.

FSX Fridays and Saturdays excepted.

For details of other trains between Barnsley, Meadowhall and Sheffield please see SYPTE timetable.

Passengers are advised to allow a minimum connecting time of 10 minutes between trains at Leeds station.

Train Operators

All train operators welcome comments on any aspect of your journey. For services on this line please contact:

Northern

Customer Relations

Northern Rail

Freepost (RLSL-ABEC-BGUU)

Leeds LS1 4DY

Customer Relations: **0845 00 00 125**

(Textphone: **0845 604 5608**)

Lost property: **0845 00 00 125**

or email lost.property@northernrail.org

Assistance helpline: **Freephone 08081 56 16 06**

or email assistance@northernrail.org

Website: www.northernrail.org

Email: customer.relations@northernrail.org

Changes to Train Services

Engineering work sometimes affects weekend services and passengers are advised to check with National Rail Enquiries on **08457 48 49 50** (24 hours) before travelling, or visit the web site at www.nationalrail.co.uk. The information shown in this timetable is subject to alteration, especially around public holidays.

The latest information on train running is available by phoning **TrainTracker™** from National Rail Enquiries on **0871 200 4915** or by texting **TrainTracker™**. Text to **84950**.

Tickets

Before you board the train

At staffed stations you must have a valid ticket or pass for your journey. This is a legal requirement which applies when the ticket office is open. When boarding at unstaffed stations, you must buy your ticket on the train unless you already have a valid ticket or pass.

Buying your ticket

You can buy your ticket from station ticket offices, quickfare ticket machines and some travel agents. If your journey starts at a station where no staff are in attendance, you can buy your ticket from the conductor on the train. Please purchase a ticket for the journey you are making as you risk prosecution if you travel without a valid ticket or pass.

Through ticketing is available from the National Rail network to the **Keighley & Worth Valley Railway**, and to **Leeds Bradford International Airport** using bus service 757 from and to Leeds station.

Plusbus

You can buy a ticket for both your rail journey and bus travel in one simple go - it's called Plusbus.

Plusbus is a discount price bus pass that you buy with your train ticket. It gives you unlimited bus travel either at the start, the end, or both ends of your train travel on most local bus services where Plusbus is available.

For more information on Plusbus, where it is available and the areas it covers, pick up a leaflet from your local staffed rail station or visit www.plusbus.info

Disabled Travellers

The train operators will do all they can to assist with your journey. See contact details above.

Taxis from Stations

At all main stations there is a taxi rank outside the station from which taxis are normally available. At many other stations there is a taxi rank or cab office nearby. To find out more information to assist your journey you can download the Traintaxi guide from the Internet at www.traintaxi.co.uk This gives information for all stations on the national rail network, including names and contact details of cab firms to enable pre-booking.

Smoking Policy

All trains and stations are now designated as “no smoking” areas throughout. Please respect other passengers’ rights to enjoy a smoke free environment.

Passenger Representation

If you have a complaint that has not been dealt with to your satisfaction, you can write to the national rail passenger watchdog Passenger Focus at:

Freepost (RRRE-ETTC-LEET), PO Box 4257,
Manchester, M60 3AR.

Tel: **0300 123 2350**. Fax: **0845 850 1392**

Email: info@passengerfocus.org.uk

Website: www.passengerfocus.org.uk

British Transport Police

British Transport Police are responsible for law and order on the railway network. If you notice any acts of vandalism, theft or trespass on the railway or see anything suspicious please contact the 24 hour helpline on **0800 40 50 40** or Crimestoppers on **0800 555 111**.

Network Rail National Helpline

A 24 hour service for taking reports on infrastructure issues: track and embankments, fencing, level crossings, trees, vegetation and litter. Tel: **08457 11 41 41**.

Every care and attention has been taken to ensure the accuracy of the information contained in this publication. Metro accepts no responsibility for any inconvenience caused as a result of alterations or inaccuracies.



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National Rail Enquiries **08457 48 49 50**

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