



Persimmon Homes Limited

**Proposed Residential Development at Land off
Lundhill Road, Wombwell, Barnsley**

Travel Plan

Report No. A098689

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1 INTRODUCTION

- 1.1 WYG Transport Planning has been appointed by Persimmon Homes Limited to produce a Travel Plan in support of an outline planning application for a proposed residential development at land off Lundhill Road in Wombwell, Barnsley.
- 1.2 This document describes the strategy for achieving the objectives of the Travel Plan through the construction and occupation phases of this development and on into the future. It provides the necessary guidelines for the operation of the Travel Plan.
- 1.3 The success of any Residential Travel Plan is largely dependent upon the commitment and cooperation of the operators of the Plan. In this instance, the operators will be the developer.
- 1.4 This document has been prepared in accordance with the document "Guidance on Residential Travel Plans" and national guidance on Travel Plans: *Using the Planning Process to Secure Travel Plans: Best Practice Guide* (ODPM and DfT, 2002).

Structure of the Report

- 1.5 The remainder of this document is structured as follows:
- Chapter Two describes the existing site and the conditions within the vicinity of the site;
 - Chapter Three outlines the proposed development;
 - Chapter Four outlines the objectives of the Travel Plan;
 - Chapter Five describes the measures that the Travel Plan will provide for the occupants of the development;
 - Chapter Six determines appropriate targets and time frames against which the effectiveness of the measures to be taken will be reviewed;
 - Chapter Seven outlines who is responsible for delivering each stage of the Travel Plan and for implementing the proposed measures, actions and targets and how this will be managed;
 - Chapter Eight provides details of the arrangements that will be put in place to monitor the plan;



- Chapter Nine describes the methods of how the Travel Plan will be reviewed; and
- Chapter Ten provides a summary of the Travel Plan proposals.

2 THE TRAVEL SITUATION & ACCESSIBILITY

The Site

- 2.1 The site is located approximately 1km to the south of Wombwell Town Centre. The development site is currently agricultural land, located to the east of Lundhill Road. The site is bounded to the north by residential properties off Lundhill Grove and Dove Road, to the west by Lundhill Road, to the south by a farm track off Lundhill Road, and to the east by Elsecar Canal.
- 2.2 The site is currently served by two gated accesses onto Lundhill Road.
- 2.3 The location of the site in relation to the strategic highway network is shown on the drawing included at Appendix A.

Adjacent Highway Network

- 2.4 The highway network in the vicinity of the site considered for this appraisal consists of: -
- Lundhill Road/Beech House Road;
 - Park Street;
 - Wath Road;
 - A633 Valley Way; and
 - A6195 Dearne Valley Parkway.
- 2.5 Lundhill Road lies on a north/south alignment and provides access to the centre of Wombwell via Park Street or the A633. To the north it forms a staggered priority junction with Park Street, Wath Road and Everill Gate Lane. To the south, Lundhill Road passes under the A6195 Dearne Valley Parkway, south of this it becomes Beech House Road which continues on into Hemingfield Village.
- 2.6 Lundhill Road is a single carriageway road which, to the north of the site, is lit and to the south of the site is unlit. Along the site frontage and to the south of the site there is a footway provided on the western side, to the north of the site there is a footway

provided on the eastern side of Lundhill Road. Approximately 200m north of the site there are footways on both sides of Lundhill road.

- 2.7 Lundhill Road is subject to a 30mph speed limit.
- 2.8 Park Street is located approximately 700m north of the site and forms a priority junction with Lundhill Road. It lies on a southeast/northwest alignment from the junction with Lundhill Road to the signalised junction with Mayflower Way and High Street. To the northwest it provides access to the centre of Wombwell and its associated facilities.
- 2.9 Park Street is a single carriageway road which is lit along its length. Footways are provided along both sides. It is subject to a 30mph speed limit along its entire length.
- 2.10 To the south of the junction between Park Street and Lundhill Road is Wath Road. Wath Road is a continuation of Park Street to the southeast. It lies on an east west alignment and links Park Street with the A633 Valley Way / Brampton Road roundabout.
- 2.11 Footways are provided on both sides of Wath Road and are lit. Wath Road is subject to a 30mph speed limit.
- 2.12 A633 Valley Way is located to the north east of the site originating at the A633 / B6089 / Wath Road roundabout. It is a single carriageway road that is lit. It runs north west to the A633 / B6096 / Station Road / Mayflower Way roundabout to the north of Wombwell Centre and is subject to a 50mph speed limit.
- 2.13 A6195 Dearne Valley Parkway is a dual carriageway road that is subject to the national speed limit. It runs from the Wath Road Roundabout to the east of the site round to the south of Wombwell via the Cortonwood Roundabout and Hemingfield Road Roundabout to the A61. Footways are provided on both sides of the road. It provides a direct link between Wombwell and the M1 motorway at junction 36.
- 2.14 The location of the site in relation to the local highway network is shown on the drawing included at Appendix B.

ACCESSIBILITY

Introduction

- 2.15 In March 2012 NPPF replaced a number of national policy documents, including Planning Policy Guidance Note 13 (PPG13). Prior to its deletion, PPG13 provided guidance on the length of journeys which could reasonably expect to be undertaken on foot or on a bike; these distances were 2km for walking and 5km for cycling. There is now no government guidance on reasonable walk or cycle distances.
- 2.16 The Institution of Highways and Transportation in "Providing for Journeys on Foot", suggested a range of walking distances for various journey purposes, however these distances were not supported by evidence or background research. There is no published guidance on cycle distances for various journey purposes.
- 2.17 WYG have analysed walking and cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010 National Travel Survey (NTS), to calculate the average and 85th percentile distances travelled. The research report is attached at Appendix C.
- 2.18 Using the NTS data the average distance people walk is 1.2km and the 85th percentile distance is 1.9km. The 85th percentile walk distance is considered the "upper threshold" distance, and is similar to the 2km walk distance in the now withdrawn PPG 13.
- 2.19 The NTS data showed that the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The 85th percentile cycle distance is considered the "upper threshold" distance, which is significantly longer than the 5km cycle distance previously in PPG13.
- 2.20 In this report we have used the NTS walk and cycle distances to assess the accessibility of the proposed development.

Pedestrian Facilities

- 2.21 In the general vicinity of the site, the footways are generally 2m in width, are well maintained and are lit.

- 2.22 The Wath Road / B6089 / A633 Roundabout junction which is to the north east of the site has pedestrian refuge islands with dropped kerbs at all four entries to aid pedestrians crossing the roundabout.
- 2.23 There is also a controlled crossing facility along Park Street at the signalised junction with Mayflower Way to the north west of the site.
- 2.24 There are residential developments and local facilities situated within 1.2km walking distance of the site and are therefore within a comfortable walking distance.
- 2.25 Accessibility on foot from the development site to local facilities and amenities within the 1.2km and 1.9km walk distances has been assessed, and they are identified in Appendix D. The site has the benefit of being within a reasonable walking distance of a variety of local facilities, shops, and schools.
- 2.26 Netherwood Advanced Learning Centre, Wombwell Park Street Primary School and Kings Oak Primary School all lie to the north of the site. While The Ellis C of E Primary School Lies to the south west of the site.
- 2.27 A plan showing the location of these facilities is included at Appendix D.

Cycling Facilities

- 2.28 There are a number of advisory cycle, signed cycle and traffic free routes in the vicinity of the site. In addition to this, the residential nature of the highway network around the site provides some level of encouragement for journeys by cycle to local facilities and amenities.
- 2.29 The Trans Pennine Trail, National Cycle Network number 67 lies to the south of the site running in a roughly southwest/northeast alignment. It can be accessed from Smithy Bridge Lane to the south of the site. It provides traffic free access to the surrounding area and provides links into the wider cycle network.
- 2.30 Accessibility by bike from the development site to local facilities and amenities within the 4.5km and 7.2km cycle distances has been assessed.
- 2.31 The plan included at Appendix E shows the 4.5km and 7.2km cycle catchment area around the site.

2.32 This shows that Wombwell, Darfield, Hoyland, Wath-upon-Deerne, Swinton, Bolton upon Deerne, Goldthorpe, Thurnscoe, Worsbrough, Birdwell and Windfield are accessible by cycle.

2.33 It is considered that there is a fairly high provision of cycle facilities around the site which promote access by cycle into the wider community. The site can therefore be said to be sustainable in these terms.

Bus Services

2.34 As part of the research into walking distances using the NTS, the walk distances to a bus stop as the first stage of bus journeys from home were analysed, Appendix C refers.

2.35 The analysis showed that, outside of London, the average distance people walk to a bus stop is 640m (8 mins) and the 85th percentile distance is 970m (12 mins).

2.36 The IHT publication Guidelines on Planning for Public Transport in New Developments advises that new development should be within 400m (5min) walk of a bus stop, and cites a reference to DoE Circular 82/73 which is understood to have been withdrawn for some considerable time.

2.37 There are a number of bus service routes that pass by or near to the site. Services 22x, 203, 220, 222, 226, 649, 662, 680 and X20 all pass along Park Street. Details of the bus services are set out in Table 3.1.

Table 2.1: Bus Service Frequencies

Service No.	Route	Frequency (0800 – 1800)	
		Mon – Sat Daytime	Sun and Evenings
22x	Rotherham – Rawmarsh – Swinton – Wath upon Dearne – West Melton – Wombwell – Stairfoot – Barnsley	15 mins	60mins
203	Barnsley – Hunningley – Wombwell – Broomhill – Middlecliffe – Billingley – Goldthorpe – Highgate – Clayton – Brodsworth – Scawthorpe – Doncaster	60 mins	N/A
220	Mexborough – Swinton – Wath upon Dearne – West Melton – Wombwell – Stairfoot – Barnsley	30 mins	60 mins
222	Barnsley – Hunningley – Wombwell – Brampton – West Melton – Rotherham – Wath upon Dearne – Dearne Valley – Swinton – Mexborough	30 mins	60 mins
226	Thurnscoe – Goldthorpe – Bolton-upon-Dearne – Manvers – Wath upon Dearne – West Melton – Wombwell – Stairfoot - Barnsley	30 mins	60 mins
649	Wath Comprehensive School – West Melton – Brampton – Wombwell	1 service (school service)	N/A
662	Wath upon Dearne – Brampton – Wombwell – Hemingfield – Hoyland – Elsecar	1 service (school service)	N/A
680	Moorgate – Parkgate – Rawmarsh – Swinton – Wath upon Dearne – West Melton – Brampton – Wombwell – Darfield – Highgate – Goldthorpe – Bolton-upon-Dearne – Manvers – Mexborough – Conisbrough	2 services daily (school service)	N/A
X20	Barnsley – Wombwell – Old Moor – Manvers – Mexborough – Denaby Main – Conisbrough – Warmsworth – Balby – Doncaster	60 mins	N/A

2.38 Table 2.1 shows that the site is served by nine bus services with a minimum overall frequency of 12 buses per hour during the day from Monday to Saturday and the routes extend from Mexborough, Rotherham, Swinton, Doncaster, Wath upon Dearne and Bolton-upon-Dearne.

2.39 There are bus stops located on Park Street to the north south of the site on both sides of the carriageway. The nearest bus stop is a walk distance of 800m from the centre of the site.

2.40 This level of frequency of buses that operate within the vicinity of the site means that the site is well located for travel by bus and there are sufficient services within walking distance of the site.

2.41 The drawing at Appendix D shows the location of bus stops in the vicinity of the site.

2.42 Table 2.2 describes the facilities available at the bus stops which the above bus routes serve and are located along Park Street.

Table 2.2: Bus Stop Facilities

Bus Stop Ref	Description / Facilities	Walk Distance From the centre of the Site
37050000	South side of Park Street. It has a bus shelter with flag and timetable information.	800m
37050001	North side of Park Street. It has a bus shelter with flag and timetable information.	850m

Rail Services

2.43 The site is approximately 2.7km from Wombwell railway station. This is not within the normally accepted walking distance of the site for commuter journeys but it is readily accessible to other sustainable modes i.e. cycle, bus and taxi.

2.44 There are sheltered storage spaces for up to 12 bicycles at Wombwell Station including CCTV of the storage areas for security.

2.45 Wombwell railway station is on the Hallam Line and the Penistone Line. Both lines offer direct and convenient routes to many regional and national destinations.

2.46 The details of the services provided on both lines Huddersfield Line are shown in Table 2.3.

Table 2.3: Train Service Frequencies on from Wombwell Railway Station

Route	Mon - Sat		Sun
	Daytime	Late Evening	
Sheffield – Meadowhall – Elsecar – Wombwell – Barnsley – Darton – Wakefield Kirkgate – Castleford – Leeds	60 mins	60 mins	120 mins
Huddersfield – Lockwood – Brockholes – Stocksmoor – Shepley – Penistone – Dodworth – Barnsley – Wombwell – Meadowhall – Sheffield	30 mins	60 mins	60 mins
Sheffield – Meadowhall – Wombwell – Barnsley – Penistone – Shepley – Brockholes – Lockwood – Huddersfield	60 mins	60 mins	120 mins

2.47 There is therefore a good level of service provision at Wombwell Station with good linkages to Leeds, Wakefield, Barnsley, Sheffield and Huddersfield.



2.48 The location of Wombwell railway station in relation to the site can be seen on the plan at Appendix D.

Conclusion

2.49 The development site is accessible on foot or by bike to a range of useful local destinations, and there are public transport options available for journeys further afield for commuter trips.

3 THE PROPOSED DEVELOPMENT

- 3.1 The proposed development will provide up to 150 residential units, consisting of two, three and four bedroom houses.
- 3.2 The layout of the proposed development is shown on the plan at Appendix F.

Access

- 3.3 There will be a single point of access onto Lundhill Road at the western end of the site.
- 3.4 The site access will be onto Lundhill Road and will provide a visibility splay of 2.4m by 43m in both directions in accordance with South Yorkshire Residential Design Guide.
- 3.5 The carriageway widths for the site access will be 5.5m wide with 2m wide footways on either side of the carriageway.
- 3.6 Pedestrian/ cycle access to the site would also be provided via the proposed vehicular access points. The internal layout of the site would provide permeability within the site for pedestrian/ cycle trips.
- 3.7 The junction layout can be seen at Appendix F.

Proposed Parking

- 3.8 The proposed development will comply with Barnsley Metropolitan Borough Council Parking Supplementary Planning Document.

4 OBJECTIVES

- 4.1 A Travel Plan is a package of practical, sustainable measures aimed at addressing the travel and transport needs of a development. Alternatively, The Good Practice Guide defines a Travel Plan as 'a long term management strategy for a site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed'.
- 4.2 This Travel Plan proposes measures to encourage accessibility via a variety of transport modes which will be implemented across the site.
- 4.3 The specific objectives of the Travel Plan lie in the delivery of sustainable transport objectives which aim to:
- Improve the accessibility of the site by means other than the single occupancy private car;
 - Ensure the Travel Plan meets the needs of the residents;
 - Make residents aware of the environmental, financial and health benefits to be derived from the Travel Plan;
 - Minimise the level of vehicular traffic generated by the development;
 - Enable the development to protect and enhance the environment; and
 - Manage car parking demand in a sustainable and responsible manner.

5 MEASURES

5.1 This Travel Plan sets out measures to encourage accessibility via a variety of transport modes which will be implemented as part of the scheme.

5.2 The following measures will be delivered:

M1 The Developer will appoint a Travel Plan Coordinator for the scheme.

M2 Residents will be provided with a Travel Information Pack upon first occupation. This pack will address methods of travelling to and from the site by walking, cycling and public transport and will also include general information e.g. on how to drive in a fuel efficient manner. The packs will include, but not be limited to the following items:

- An introduction to the site and the Travel Plan Process that is being undertaken;
- Information on the local cycling facilities in the area;
- Information on walking routes, public realm, public rights of way etc;
- Information on the public transport services in the area, including up to date timetables, bus stop locations and suggested walking routes to the appropriate bus stops. This will include contacts which can provide friendly, detailed advice on all forms of public transport. The www.traveline.org.uk, www.nationalrail.co.uk, and www.sustrans.org.uk; web sites provide journey planners, copies of local timetables and details of any special offers;
- Information on schemes that help reduce car usage and encourage cycling, walking and the use of public transport, such as <http://www.acttravelwise.org/home>;
- Contact details of local taxi firms;

- Information on other Travel Plan activities that might be pertinent to the site. E.g. local school Travel Plans, similar residential schemes, local car share schemes;
- Other useful websites will also be promoted such as www.highways.gov.uk/traffic/traffic.aspx; and
- Information on transport apps like cycle streets, walkit, and national Rail to enable people to plan their journey.

- M3** The developer's webpage will contain information on how to travel to the site by various methods of transport and demonstrate a commitment to sustainable travel. This will encourage house purchasers to use the bus, walk or cycle from first occupation and possibly choose to buy a house and limit single occupancy vehicle usage.
- M4** There are a number of national and local car share matching services which will be advertised to all residents of the development in information packs. Examples of this include www.nationalcarshare.co.uk/ and www.liftshare.com/.
- M5** The health and fitness benefits of walking and websites such as <http://www.walkit.com/> and <http://www.walk4life.info/> will be actively promoted. This will take the form of leaflets included in the welcome pack.
- M6** The benefits of home delivery services and internet shopping will be promoted to residents. This will be promoted through leaflets contained within the Travel Information Packs.
- M7** All prospective residents will be encouraged to access the site via sustainable transport modes for viewings etc.

6 TARGETS AND TIME FRAMES

- 6.1 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and take into account the particular circumstances and location of the proposed development.
- 6.2 In order to enable effective monitoring the Target should be '**SMART**' i.e. they must be: -
- **S**ite specific
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime related.
- 6.3 The 2011 Journey to Work Census modal splits, travel to work by driving a car or a van in the local area is 69%, the Barnsley Metropolitan District and the nationwide average is 68%.
- 6.4 Based on the 2011 Census modal splits for Barnsley Metropolitan District a reduction of 1% of residents travelling to work by driving a car or a van over five years seems a reasonable and realistic target. It is assumed that this would lead to a 1% increase in use of other modes like car share, bus, train, walk and bicycle.
- 6.5 To establish the appropriate baseline for the Targets, a baseline travel survey will be undertaken when the 50th dwelling is occupied.
- 6.6 In order to monitor the progress, surveys will be undertaken annually on the anniversary of the baseline survey. Therefore, the initial survey will be used to establish the proportion of residents using various modes of travel and the surveys in the first year will assist to establish trends.
- 6.7 Once agreed these targets must not be omitted or changed without prior consultation with Barnsley Metropolitan Borough Council.

7 IMPLEMENTATION & MANAGEMENT

- 7.1 For a Travel Plan to work successfully it is essential that a person be appointed as Travel Plan Coordinator (TPC). The TPC's role is to be an overall point of contact for travel plan issues and to promote, coordinate, monitor and review the Travel Plan. The TPC will have overall responsibility for the delivery of the measures, targets and timetables. In the first instance and at least until final completion of the development, the TPC will be a member of the Developer's staff or an appointed representative. The TPC will thereafter manage the Travel Plan for the development for five years following first occupation, or 2 years following full occupation whichever is greater.
- 7.2 The TPC will be appointed in time to produce leaflets and informative materials related to the Travel Plan to go into Unit Marketing and Welcome Packs. Initially, the principal duty of the TPC will be to promote the Travel Plan to prospective residents.
- 7.3 Administration of the Travel Plan involves the maintenance of the necessary systems and on-going promotion. The annual updating of the Plan records is part of the responsibilities of the TPC.
- 7.4 It should be noted that the TPC can use their discretion to develop and use any other measures that assist this element of the development towards the objectives of the Travel Plan in addition to those outlined for residents.
- 7.5 The residential site will ultimately be split in to up to 150 individual plots of land under separate ownership rather the single development site. Therefore, at an appropriate point during the development, the TPC role will be assigned to a management company or similar who will have an ongoing role on the development, such as the maintenance or management of communal space or common areas.
- 7.6 The initial goal of the Travel Plan, on occupation of the development, is to implement the measures and opportunities for sustainable travel identified.

8 MONITORING

Formal Monitoring

- 8.1 Residential travel surveys will be undertaken on an annual basis and will include a question on how children travel to school.
- 8.2 Surveys will be undertaken around the anniversary of the baseline surveys until the end of the five year monitoring period. All travel surveys should take place around neutral times avoiding the Christmas season, school holidays or bank holidays and the result of these surveys will be submitted to Barnsley Metropolitan Borough Council within 3 months of completion and an Annual Action Plan will be prepared and agreed.

Informal Monitoring

- 8.3 It may also be appropriate for the TPC to carry out informal surveys to get a deeper understanding of the travel habits of individual residents. These may take the form of postal surveys, door-to-door surveys, travel diaries and monitoring of car and cycle parking spaces etc.
- 8.4 The TPC will arrange for an annual questionnaire to be provided to all dwellings in the development which will seek to identify the changes in attitude of the residents towards the Travel Plan objectives and targets.

9 REVIEW

Travel Plan Monitoring Report

- 9.1 It is the responsibility of the TPC to ensure that after the 50th dwelling is occupied and then every year after until the end of the Travel Plan period, a Travel Plan Monitoring Report will be produced and submitted to Barnsley Metropolitan Borough Council. The report will follow the structure set out in the Council's Development Travel Plan Policy.
- 9.2 The Travel Plan Monitoring Report will indicate the current status of the Travel Plan and contain an annual programme of measures designed to help achieve the targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved over the next 12 months.
- 9.3 Following the submission of the Travel Plan Monitoring Report, if required, the TPC will meet with Barnsley Metropolitan Borough Council to discuss the progress of the Travel Plan.
- 9.4 Information on the plan, its progress, impacts, benefits and successes will be disseminated to residents through site based leaflets summarising the site specific sustainable travel options. These leaflets will be developed by the TPC.
- 9.5 If it is seen that the Travel Plan targets are not being met, then the developer of the site will liaise with the council to deliver an appropriate plan of action.

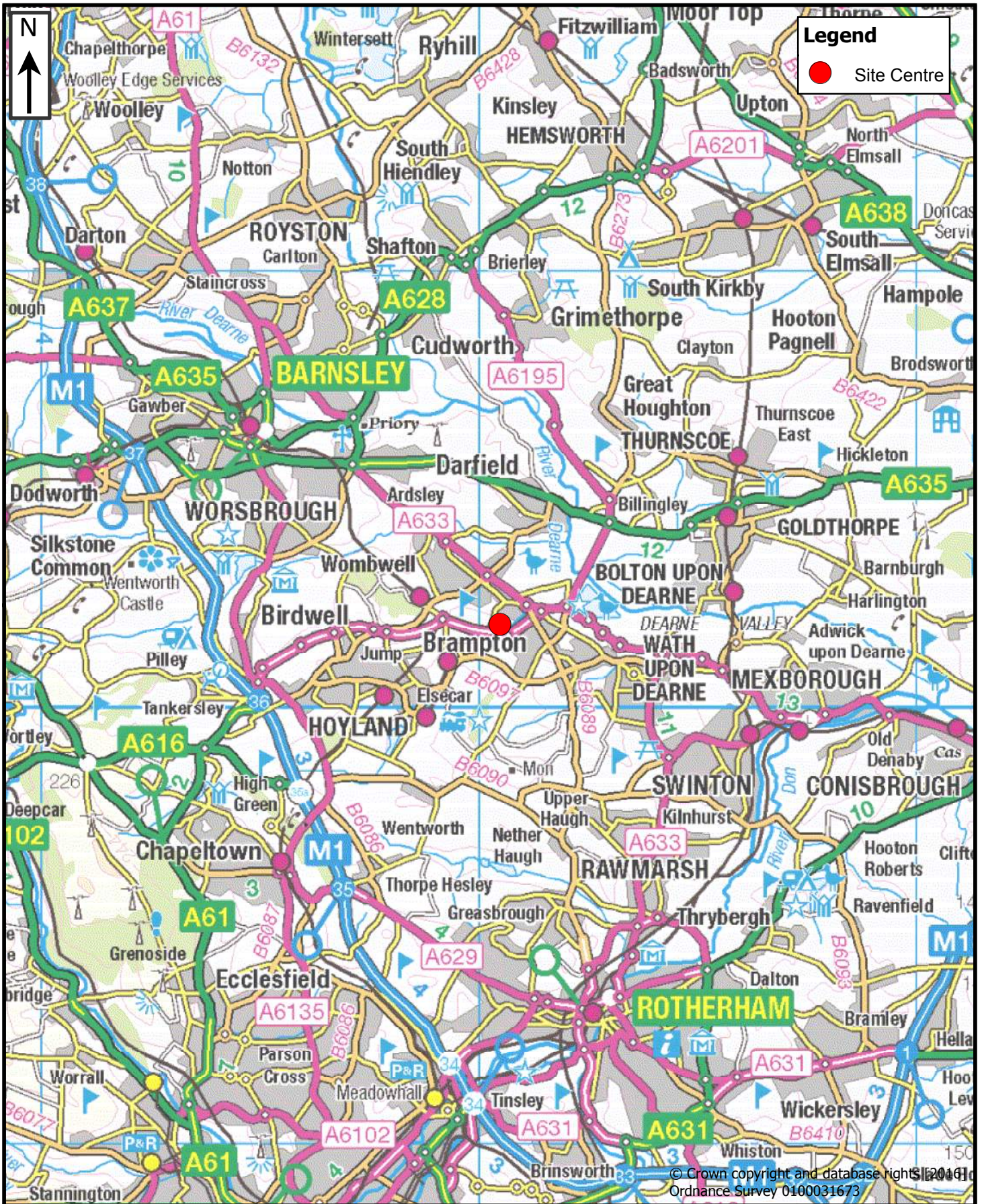


10 SUMMARY AND CONCLUSIONS

- 10.1 This Travel Plan relates to a proposed residential development of up to 150 dwellings.
- 10.2 It provides details of measures that will be implemented at the site in order to minimize the use of the single occupancy car in making journeys to and from the site.
- 10.3 This document also clearly outlines the role and responsibilities of the Travel Plan Coordinator.
- 10.4 It is intended that further measures, initiatives and promotions will be developed over time by the TPC with the assistance of Barnsley Metropolitan Borough Council.



APPENDIX A



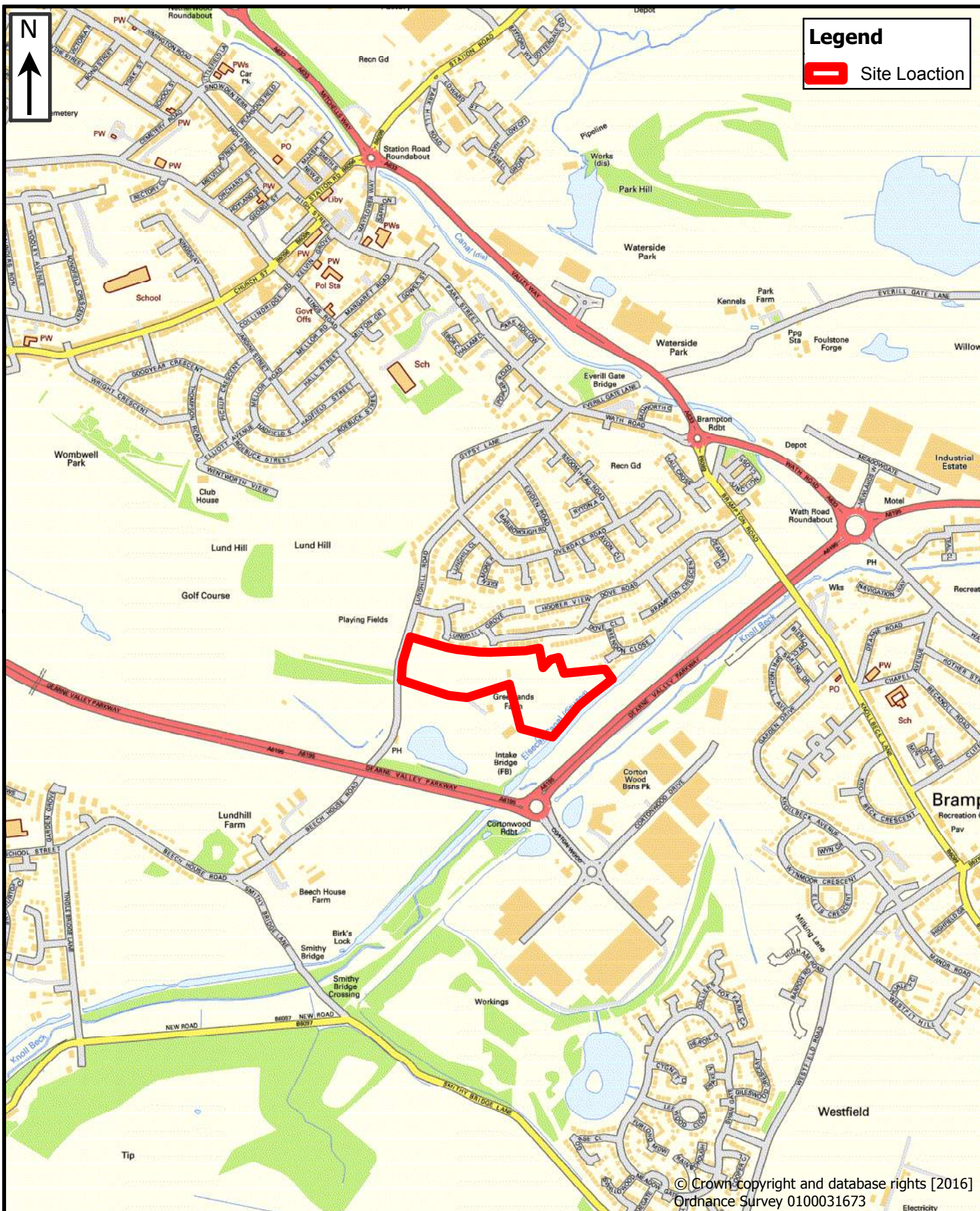
A098689 - Lundhill Road, Wombwell

Strategic Highway Network





APPENDIX B



A098689 - Lundhill Road, Wombwell

Local Highway Network





APPENDIX C



Accessibility – How Far Do People Walk and Cycle

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Dr N Bunn BSc(Hons), MSc, PhD, MCIT, CMILT

Date: 7 July 2013

Introduction

Accessibility can be defined as the number of useful destinations which can be reached within a reasonable travel distance. Locations with high levels of accessibility mean that people have the choice of walking, cycling or using public transport to get to the places they want to travel to, rather than having to use a car. The more people who can walk, cycle or use the bus, rather than driving, the fewer cars there will be on our roads leading to less congestion and pollution.

As a result, accessibility is an important consideration in allocating sites for development in local plans and in determining planning applications. So, how we determine what is and what is not accessible can have long lasting effects on the shape of our towns and cities.

Before the adoption of the National Planning Policy Framework¹ (NPPF), the Government set out its advice on walking and cycling distances in Planning Policy Guidance Note 13 "Transport"², which advised that walking trips under 2km and cycling trips under 5km have the greatest potential to replace short car trips. These distances have been used for many years to define the areas within which facilities are considered accessible on foot or by bike. NPPF replaced PPG13 and deleted the advice on walking and cycling distances, leaving local authorities and practitioners to devise their own estimates.

We have analysed walk and cycle distance data collected through the 2010 National Travel Survey (NTS) to calculate the average and 85th percentile walk and cycle distances. The survey data is collected from 7,700 households, covering over 18,000 individuals and so provides a large sample which can be analysed for variations between UK regions and variations between different reasons for travelling. The 85th percentile distance gives a good measure of the "reasonable maximum" walk or cycle distance and is reported in this paper.

We have also used the NTS data to assess how far on average public transport users walk to the bus stops or rail station.

Methodology

For journeys where walking and cycling were the single mode of travel, the journey distance (recorded to the nearest 0.1 mile), was extracted from the 2010 NTS data and cross referenced to UK region and journey purpose. In addition, NTS data provides information on the length of different stages within trips, thus enabling the walking distance from home to bus stops and rail stations to be assessed for journeys where public transport was the main mode of travel.

The reported journey distances were ranked in length order and the 85th percentile travel distance was determined as the distance not exceeded by more than 15% of the distribution.

Walk and Cycle Distances in the UK

Table 1 below shows the 85th percentile walking and cycling distances for different regions of the UK.

¹ National Planning Policy Framework; Department for Communities and Local Government, 2012

² Planning Policy Guidance Note 13 Transport; Department for Environment Transport and the Regions, 2000. Revised 2011 by the Department for Communities and Local Government.



Accessibility – How Far Do People Walk and Cycle

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Date: 7 July 2013

Table 1 – 85th Percentile Walk & Cycle Distances by Region

	All Journey Purposes			
	Walk		Cycle	
	Sample Size	Distance (miles)	Sample Size	Distance (miles)
UK	11492	1.2	4892	4.5
UK excluding London	9927	1.2	4185	4.0
North East	482	1.5	133	4.0
NW & Merseyside	1382	1.2	552	4.0
Yorkshire & Humberside	1022	1.2	365	6.0
East Midlands	813	1.2	356	4.0
West Midlands	1056	1.2	335	4.8
Eastern	1016	1.5	549	4.5
Greater London	1565	1.0	707	5.0
South East	1619	1.2	774	3.0
South West	1013	1.5	623	4.5
Wales	551	1.0	185	6.0
Scotland	973	1.2	313	5.0
Rural	1230	1.2	471	7.0

For the UK as a whole, the 85th percentile walk distance is 1.2 miles (1.93km) which is quite similar to the 2km previously stated in PPG13. The walking distance shows small regional variations of ±0.3 miles (0.48km) with shortest distances of 1.0 mile (1.6km) in London and Wales, and the longest distances of 1.5 miles (2.4km) in the North East, Eastern and South Western regions.

For the UK as a whole, the 85th percentile cycle distance is 4.5 miles (7.24km) which is significantly longer than the 5km previously stated in PPG13. It should be noted that the cycling sample size is small, and for the North East and Wales is below 300, which the DfT advise is the smallest sample size for reliable results. The variation in cycle distances between regions is ±1.5 miles (2.41km), with the shortest cycle distance of 3.0 miles (4.82km) in the South East and the longest cycle distance of 6.0 miles (9.65km) in Wales, although the Welsh sample is less than 300 and may be unreliable. Excluding London reduces the 85th percentile cycling distance to 4.0 miles (6.43km) for the rest of the UK.

In rural areas (population less than 3,000) it is notable that the walking distance is the same as that for the UK as a whole, but that the cycle distance is much longer at 7.0 miles (11.2km).

Walking and Cycle Distance by Journey Purpose

Table 2 below shows the 85th percentile walking and cycling distances associated with journey purpose.



Accessibility – How Far Do People Walk and Cycle

**Gareth Wakenshaw BSc(Hons)
Dr N Bunn BSc(Hons), MSc, PhD, MCIT, CMILT**

Date: 7 July 2013

Table 2 – 85th Percentile Walk & Cycle Distances by Journey Purpose

	Walk		Cycle	
	Sample	Distance (miles)	Sample	Distance (miles)
Commuting	694	1.5	1458	6.0
Business	81	1.7	131	5.5
Education/ Escort Education	2193	1.0	455	3.0
Shopping	2291	1.0	571	2.0
Other Escort	501	1.5	78	3.0
Personal Business	1128	1.0	317	3.0
Leisure	2108	1.2	1882	5.0
Other incl. just Walk	2496	1.5	n/a	n/a

Table 2 shows that walking mainly used for education, shopping and leisure. The walking distance for education is 1.0 mile (1.6km), and for commuting is 1.5 miles (2.4km). In the Guidelines for Providing for Journeys on Foot³, the preferred maximum walking distance for school and commuting is 2.0km, which lies between the observed 85th percentile distances for these journey purposes. It is notable that the 85th percentile walk distance for shopping is 1.0 mile (1.6km).

Cycling is mainly used for commuting and leisure journey purposes. In the Local Transport Note 2/08 Cycle Infrastructure Design⁴ it is stated that the trip length for commuting by bike exceeds 3.1 miles (5km). In Table 2 it can be seen that the 85th percentile cycle distance for commuting is significantly longer at 6 miles (9.6km). The 85th percentile cycle distance for shopping trips is 2.0 miles (3.2km) and is 3.0 miles (4.8km) for education trips.

Walking Distances to Public Transport

For journeys where the main mode of travel was bus or rail, the distance of the first walk stage from home to the bus stop or to the rail station was extracted from the NTS data for the UK as a whole and is reported in Table 3, below.

Table 3 – Average and 85th Percentile Walk Distances To Public Transport

	Bus Stop		
	Sample	Average Walk Distance (miles)	85 th Percentile Walk Distance (miles)
UK	755	0.35	0.5
London	315	0.28	0.4
UK excluding London	440	0.41	0.6
	Rail Station		
All Rail Stations	543	0.54	1.0
London Underground	180	0.4	0.6
Surface Rail	331	0.64	1.0

³ Guidelines for Providing for Journeys on Foot; Institution of Highways and Transportation, 2000

⁴ Local Transport Note 2/08 Cycle Infrastructure Design; Department for Transport, 2008



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Table 3 shows that the 85th percentile walk distance to a bus stop for the UK is 0.5 miles (0.8km) and to any rail station is 1.0 mile (1.6km). In the Guidelines for Planning for Public Transport in Developments⁵ it is advised that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop or 800m from the nearest railway station. In Table 3 it can be seen that the average walk distance to a bus stop is 0.35 miles (0.57km) or any rail station is 0.54 miles (0.86km) which are both greater than the recommended values. This means that over 50% of people will walk further than the distances recommended in the IHT Guidelines.

Table 3 also shows that the walk distance to bus stops in London is significantly shorter than that for the rest of the UK, which may arise from the denser public transport network. The average walk distance in the UK excluding London is 0.41 miles (0.64km), and the 85th percentile walk distance is 0.6 miles (0.97km). The situation is similar for rail stations in London, whereby the average walk distance to a London Underground station is 0.4 miles (0.64km), and the 85th percentile walk distance is 0.6 miles (0.97km). In contrast the average walk distance to a surface railway station outside of London is 0.64 miles (1.03km), and the 85th percentile walk distance is 1.0 mile (1.6km).

Conclusions

From analysis of the NTS data, the 85th percentile walk distance for all journey purposes across the UK is similar to the 2km walk distance advised in PPG 13. However the 85th percentile cycle distance for all journey purposes across the UK is significantly longer than the 5km cycle distance advised in PPG13. It would therefore seem that using the PPG13 cycle distance underestimates the destinations available to cyclists. It is considered that for accessibility planning purposes a 2km walk distance and a 7km cycle distance would be appropriate.

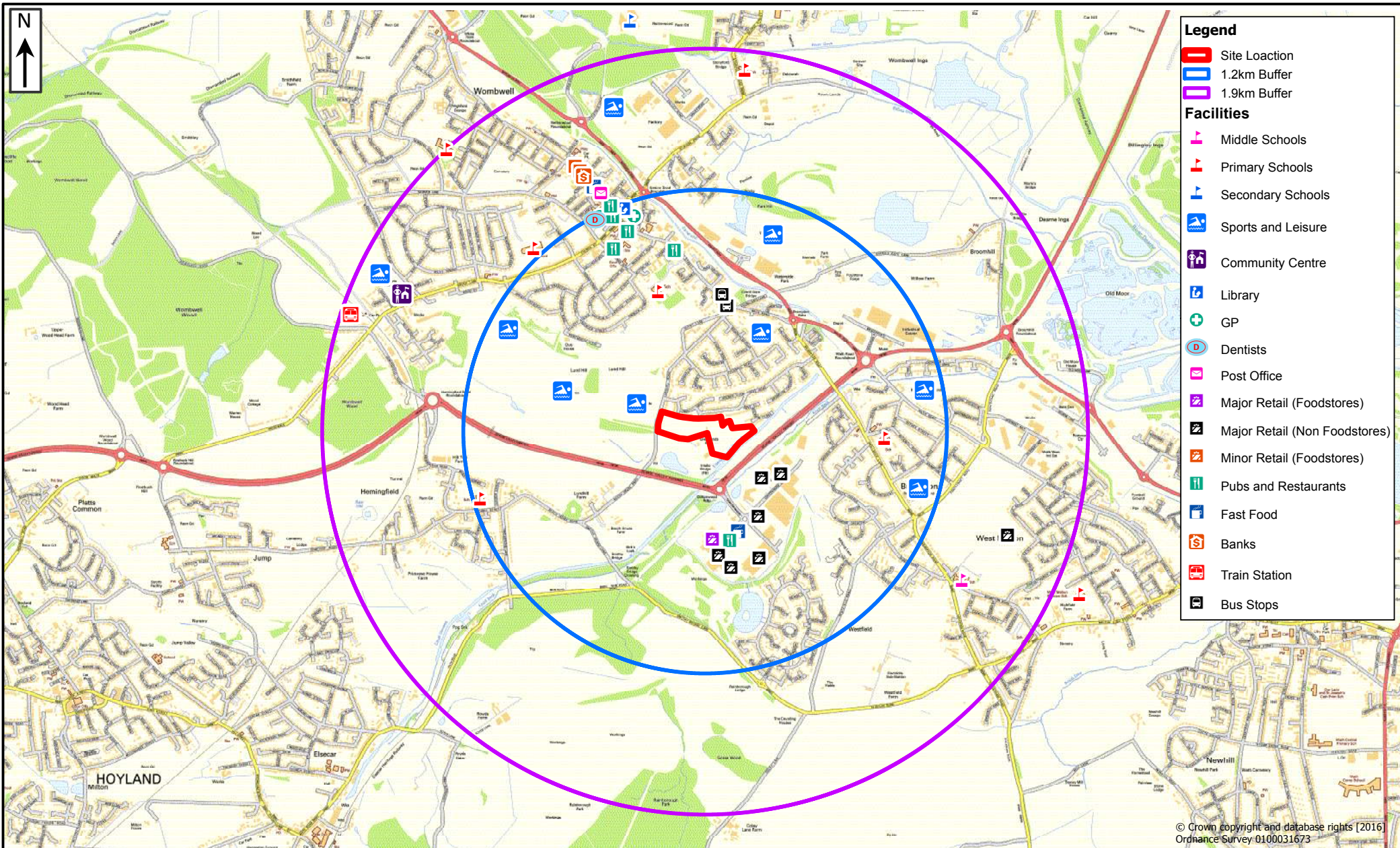
There are some regional variations in walk and cycle distances and differences related to journey purpose. It might be appropriate to take these into account when assessing accessibility in particular areas or for particular journey purposes.

The NTS data shows that more than 50% of people walk further to a bus stop or any rail station than the distances advised by the IHT Guidelines. Outside London, 50% of people will walk 0.64km to a bus stop and the 85th percentile distance is 0.97km. To surface rail stations outside of London, 50% of people will walk 1.03km and the 85th percentile is 1.6km. It is considered that the average walk distance should be used as the desirable walk distance to public transport, and the 85th percentile walk distance as the limit of accessibility.

⁵ Guidelines for Planning for Public Transport in Developments, Institution of Highways and Transportation, 1999,



APPENDIX D



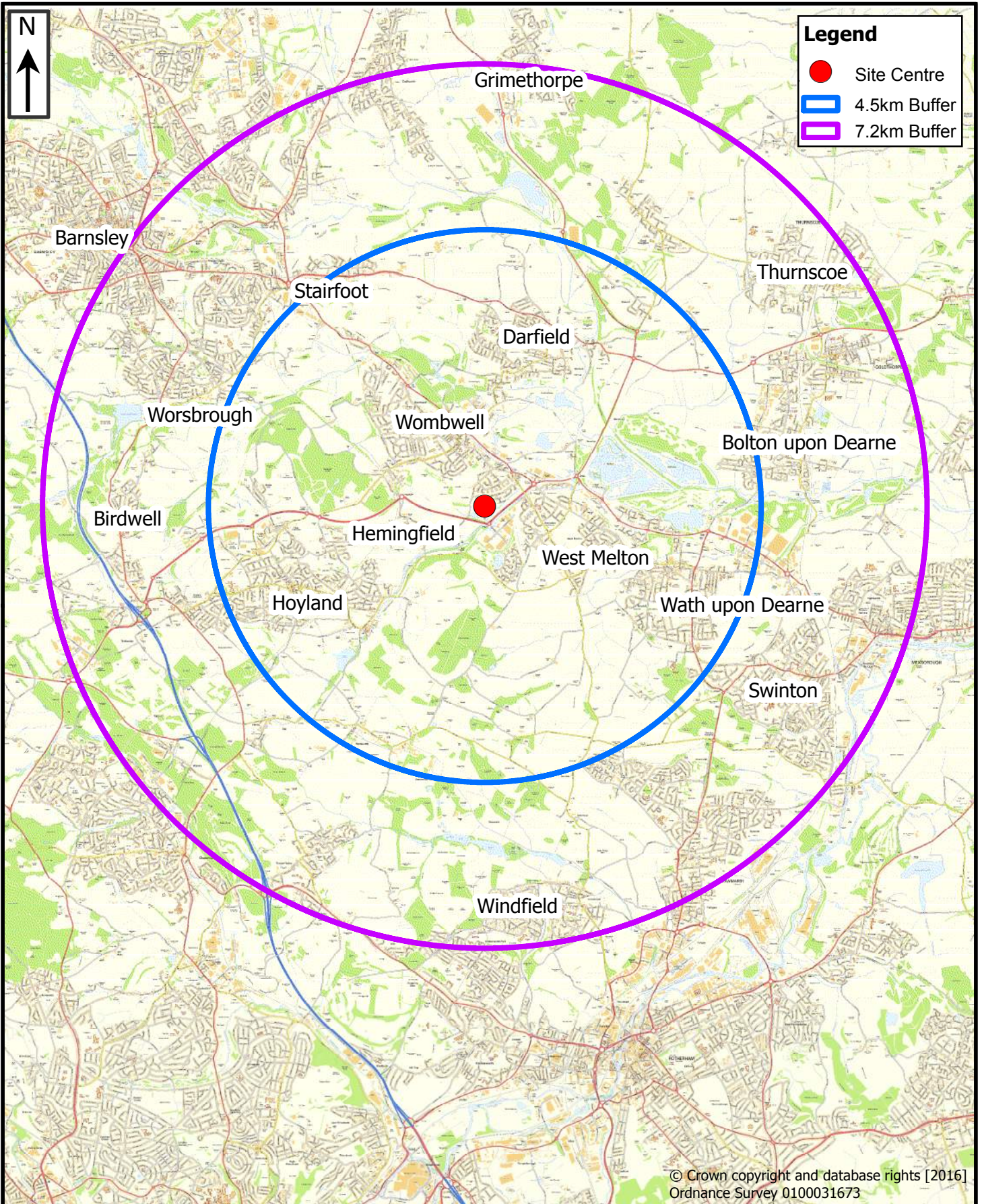
A098689 - Lundhill Road, Wombwell

Walking Catchment





APPENDIX E



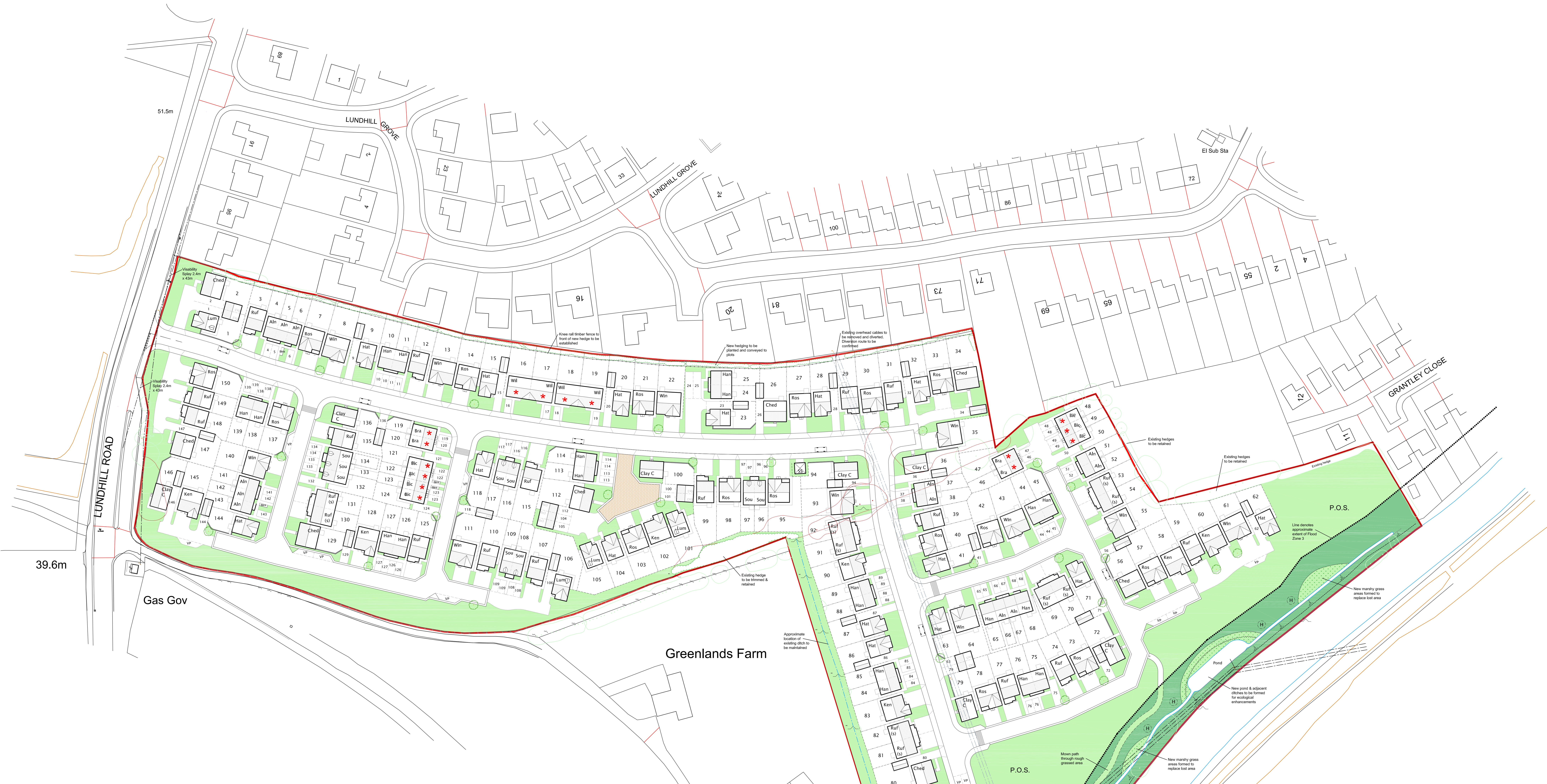
A098689 - Lundhill Road, Wombwell

Cycling Catchment





APPENDIX F



SCHEDULE OF ACCOMMODATION PER SIMION

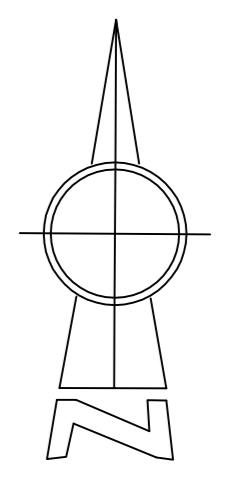
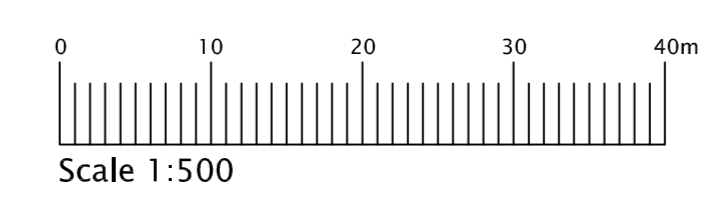
Housetype	No.	Housetype	No.	Housetype	No.
Brampton 2 Storey 2 Bed Semi Detached	4	Rufford detached 2 Storey 3 Bed Detached House	16	Chedworth 2 Storey 4 Bed Detached House	8
Bickleigh 2 1/2 Storey 3 Bed Terraced House	7	Rufford semi 2 Storey 3 Bed Semi Detached	10	Kendal 2 Storey 4 Bed Detached House	7
Willow Bungalow 2 Bed Semi Detached	4	Souter 2 1/2 Storey 3 Bed Semi Detached / Terraced House	9	Winstar 2 Storey 4 Bed Detached House	11
Alnwick 2 Storey 2 Bed Semi detached / Terraced House	12	Clayton Corner 2 Storey 3 Bed Detached House	7		
Hambury 2 Storey 3 Bed Semi Detached / Terraced House	20	Roseberry 2 Storey 4 Bed Detached House	16		
Hatfield 2 Storey 3 Bed Detached House	15	Lumley 2 1/2 Storey 4 Bed Detached House	4		
			Total = 150		

KEY:

- DENOTES 1800 HIGH CLOSE BOARDED FENCE
- DENOTES 900 HIGH 2 POST AND RAIL TIMBER FENCE
- DENOTES 1800 HIGH SCREEN WALL / FENCE
- DENOTES 450 HIGH TIMBER RACECOURSE FENCE TO POND
- DENOTES 450 KNEE RAIL TIMBER FENCE TO FRONT OF HEDGE
- DENOTES AFFORDABLE HOUSING
- DENOTES PROPOSED TREES
- EXISTING TREE (REMOVED)
- EXISTING TREE (RETAINED)
- HIBERNACULA
- BLOCK PAVING
- TURF PLANTING AREA
- ROUGH GRASS AREA
- MARSH GRASS AREA

FOR FULL LANDSCAPE DETAILS SEE LANDSCAPE ARCHITECTS PLANS

PARKING SPACES TO BE 5m X 2.5m
 ALL DRIVEWAYS ARE A MIN OF 5.6m LONG
 SINGLE DRIVES ARE 3m WIDE
 DOUBLE DRIVES ARE 6m WIDE
 6m X 3m GARAGES ARE INDICATED ON PLAN



Rev A - 03.03.17 - CJB
 Substation added & layout revised to incorporate drainage, scheme reduced to 150 plots.

PERSIMMON
 Together, we make a home

Proposed Residential Development
 Lundhill Road, Wombwell

Proposed Planning Layout

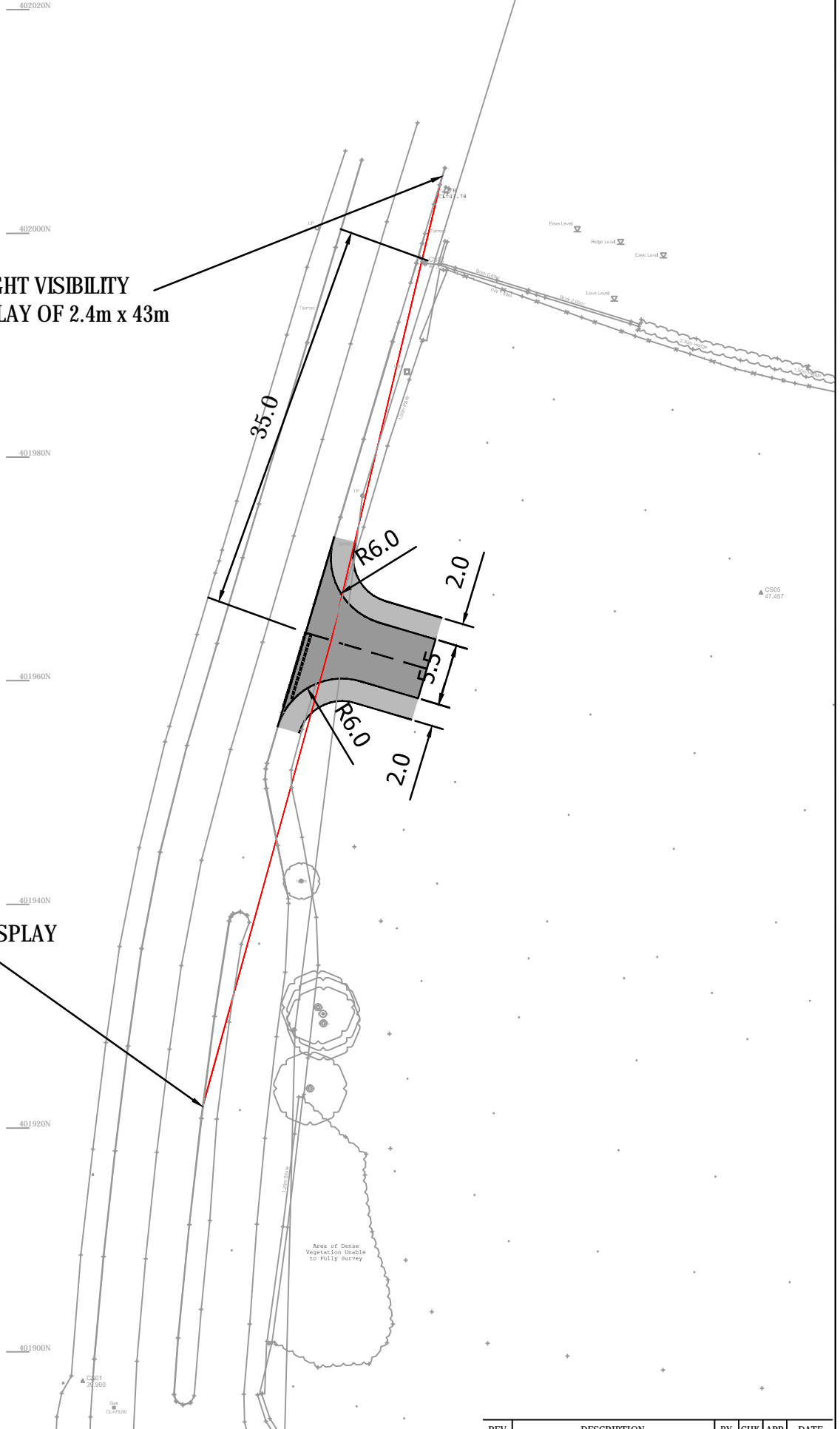
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 Drawn By CJB
 Checked By SAC FEB 17

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



RIGHT VISIBILITY
SPLAY OF 2.4m x 43m

LEFT VISIBILITY
SPLAY OF 2.4m x 43m



FILENAME: W:\PROJECTS\A098689\ACAD\DWG\TRANSPORT PLANNING\SKETCHES\SK 001.DWG; PROPOSED SITE ACCESS.DWG | PLOTTED BY: ANARJIT BILUHU |

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Client
PERSIMMONS

Project:
LUNDHILL ROAD, WOMBWELL

Drawing Title:
ACCESS

REV	DESCRIPTION	BY	CHK	APP	DATE	
Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
1:500	AB	JULY 16				
Project No.	Office	Type	Drawing No.		Revision	
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