



Proposed Residential Development, Bleachcroft Way, Barnsley

Framework Travel Plan

November 2016

PROPOSED RESIDENTIAL DEVELOPMENT
BLEACHCROFT WAY
BARNSELY

U AND I GROUP PLC

FRAMEWORK TRAVEL PLAN

Report by: John Turner

Bryan G Hall
Consulting Civil & Transportation Planning Engineers
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 16-160-003.02

November 2016

Report Reference No: 16-160-003.02

	Name	Signed	Date
Report prepared by	John Turner	R. Turner	30.11.16
Report checked by	Roy Goddard	R. Goddard	30.11.16

CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY REVIEW	3
3.0	ACCESSIBILITY	6
4.0	ROLE OF TRAVEL PLAN CO-ORDINATOR AND BUDGET	9
5.0	SURVEY DATA	10
6.0	OBJECTIVES AND TARGETS	12
7.0	TRAVEL PLAN MEASURES	14
8.0	MONITORING AND REVIEW	16

APPENDICES

Appendix BGH1	Site Location Plan
Appendix BGH2	Illustrative Masterplan
Appendix BGH3	Walking Accessibility Catchment Plan
Appendix BGH4	Cycling Accessibility Catchment Plan
Appendix BGH5	Public Transport Accessibility Catchment Plans
Appendix BGH6	Travel Plan Action Plan

1.0 INTRODUCTION

1.1 This Framework Travel Plan (FTP) forms part of an outline planning application by U and I Group Plc for a residential development on an area of vacant land off Bleachcroft Way, Barnsley. The location of the site in relation to the local highway network is shown on the plan included in Appendix TP1.

1.2 A Travel Plan is described as a package of measures designed to manage access to a development in a way that reduces the impacts of vehicular transport on local roads and the environment, whilst promoting sustainable modes of travel to and from a development.

1.3 This FTP has been developed for the proposed residential development with the primary aim of reducing the number of single occupancy vehicle trips to the site. An effective Travel Plan will promote sustainable methods of transport to residents of the proposed development.

Development Details

1.4 The Illustrative Masterplan for the proposed development is included in Appendix TP2. The development proposal is for up to 230 residential dwellings accessed via Bleachcroft Way from the Stairfoot gyratory. The Bleachcroft Way and Stairfoot Way culs-de-sac will be linked via an internal loop road within the site and the development plots will be served by a series of culs-de-sac branching out from the loop road in order to achieve a well-designed, safe and sustainable housing layout.

1.5 The development will be designed to maximise permeability for pedestrians and cyclists. Significant improvements to the existing routes through to Field Lane to the west and along Bleachcroft Road to the north are proposed for pedestrians and cyclists. A new pedestrian/cycle route is also proposed to the east to connect the site to the Tesco Extra store and the adjacent retail park.

TP Objectives

1.6 The overall aim of the FTP is to influence the travel choice of residents to achieve a positive modal shift and reduce the impact the development has on the local network. In order to achieve this aim, the following objectives have been identified:

- To increase awareness of the advantages and potential for travel by environmentally friendly modes;

- To reduce the number of single occupancy car trips; and
- To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.

1.7

A Travel Plan is not a static document; it evolves over time and adapts to ensure it continues to reflect the needs of the development, any national or local guidance, on-site changes and best practice. As such it will be regularly reviewed and updated with revised targets and additional measures to achieve these targets. Once this FTP has been approved and following occupation of the development, the FTP will be developed into a full Travel Plan.

2.0 POLICY REVIEW

National Planning Policy Framework – March 2012

2.1 In March 2012 the Government published the National Planning Policy Framework (NPPF) which sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF revokes and replaces a number of documents, including Planning Policy Guidance Note 13: Transport (3 January 2011).

2.2 At paragraph 1.4 it is noted that:

“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread through both plan-making and decision-taking.”

2.3 Section 4 of NPPF outlines the Government’s planning policies for promoting sustainable transport. Paragraphs 29 to 30 note that:

“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”

“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, Local Planning Authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”

2.4 At paragraphs 34 to 36 it is noted that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.”

“Plans 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:

- accommodate the efficient delivery of good and supplies;
- 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;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.”

“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.”

“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.”

South Yorkshire Local Transport Plan

2.5 Barnsley is covered by the third South Yorkshire’s Local Transport Plan (SYLTP3) covering the period 2011-2026. The Plan objectives, set out with reference to the national shared priorities for transport agreed by the Department for Transport and the Local Government Association, are for the transport system to support the economic growth of the Sheffield City Region (SCR), enhance social inclusion and health, and reduce emissions from vehicles and to make transport increasingly safe and secure.

2.6 The issues to be tackled by SYLTP are delivering accessibility, tackling congestion, providing safer roads, better air quality and effective asset management. The LTP recognises that Travel Plans have a part to play in dealing with three of these five issues and this Framework Travel Plan addresses these requirements.

Barnsley Local Development Framework (LDF) – Core Strategy

2.7 The Barnsley Core Strategy, adopted in September 2011 as part of the Council’s Local Development Framework, sets out the key elements of the planning

framework for Barnsley and surrounding areas, and the approach to its long term physical development up to the year 2026.

2.8 Outlined in the Core Strategy are various strategic objectives, the relevant ones being to:

- Improve access, movement and connectivity with sustainable travel through reducing the reliance on the private car and improving public transport links between settlements;
- Make efficient use of land and infrastructure through delivering planned growth and making the best use of existing and proposed infrastructure;
- Ensure all new development is sustainably designed and built to the highest standards.

3.0 ACCESSIBILITY

Development Location

- 3.1 The proposed development is located on an area of vacant land to the south of Bleachcroft Way, approximately 5.1 kilometres to the east of Barnsley town centre. The site is bounded by the Sheffield to Barnsley railway to the west and agricultural land to the south. To the north lie allotment gardens, commercial units and a large retail warehouse and car park which was previously occupied by B&Q. To the east, beyond the former canal, are the Tesco Extra store and the adjacent retail park.
- 3.2 Access to the development will be via Bleachcroft Way from the Stairfoot gyratory. The Bleachcroft Way and Stairfoot Way culs-de-sac will be linked via an internal loop road within the site and the development plots will be served by a series of culs-de-sac branching out from the loop road in order to achieve a well-designed, safe and sustainable housing layout.
- 3.3 Given the location of the proposed development, it is well located for residents to adopt sustainable modes of transport such as walking and cycling in order to access local facilities. Within a walkable distance, facilities such as Tesco Extra, Aldi, McDonalds, Stairfoot Post Office, Frankie and Benny's and two public houses are available.
- 3.4 Oakhill Primary Academy is located approximately 0.8 kilometres from the proposed development, off A635 Doncaster Road East. The school can be accessed on foot via Bleachcroft Way and Doncaster Road East. Alternatively, Hunningley Primary School is located approximately 0.9 kilometres to the west of the proposed development. The school can be accessed on foot via Bleachcroft Way and Hunningley Lane or via the Field Lane footpath link, with the school situated to the south of Hunningley Lane.
- 3.5 Barnsley Academy is located approximately 2.2 kilometres from the proposed development. The school can be accessed on foot or by bike along Hunningley Lane and Monkspring.

Walking

- 3.6 The Chartered Institution of Highways and Transportation (CIHT) publication "Planning for Walking" (March 2015) states that after driving, walking is the most common form of travel in Britain accounting for 22% of all journeys in 2012. Approximately 80% of journeys shorter than 1 mile (1.6 kilometres) are made

wholly on foot. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

- 3.7 The earlier CIHT Publication “Guidelines for Providing for Journeys on Foot” (2000) suggests ‘acceptable’ walking distances for pedestrians without mobility impairment – for commuting/school journeys up to 500 metres is considered the desirable distance, up to 1,000 metres is an acceptable distance and 2,000 metres is the preferred maximum, whilst for other journeys the distances are 400 metres, 800 metres and 1,200 metres respectively.
- 3.8 The development is located on approximately 5.1 kilometres from the centre of Barnsley, however there are local facilities within 2.0 kilometres which are accessible as identified in paragraphs 3.3 to 3.5. A 2 kilometre isoline plan in 0.4 kilometre intervals is attached at Appendix TP3 and identifies that all of the local facilities/locations are accessible within 2.0 kilometres.
- 3.9 The development will be designed to maximise permeability for pedestrians and cyclists. Significant improvements to the existing routes through to Field Lane to the west and along Bleachcroft Road to the north are proposed for pedestrians and cyclists. A new pedestrian/cycle route is also proposed to the east to connect the site to the Tesco Extra store and the adjacent retail park.

Cycling

- 3.10 The CIHT Publication “Planning for Cycling” (October 2014) states that cycling is one of the most sustainable forms of transport, and increasing its use has great potential. The report states that the majority of cycling trips are for short distances, with 80% being less than 5 miles (8 kilometres) and with 40% being less than 2 miles (3.2 kilometres).
- 3.11 The cycling isoline plan at Appendix TP4 shows that there are a large number of facilities and employment opportunities within an 8 kilometre cycling distance (approximately a 30 minute cycle) of the development, in the areas of Ardsley, Wombwell, Cudworth, Darfield, Brampton, Birdwell, Worsbrough, Gawber, Staincross and Barnsley town centre. The bicycle is therefore considered to be a potential mode of travel for trips generated by the development.
- 3.12 The Trans Pennine Trail (National Cycle Network Route 67) is accessible to the north of Wombwell Lane and provides a traffic free cycle route into the town centre.

Public Transport

- 3.13 With regard to public transport provision at new developments, the CIHT publication “Guidelines for Public Transport in Developments” states:

“The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”

- 3.14 The CIHT document “Planning for Walking” (March 2015) reinforces this and states that 400 metres has traditionally been regarded as a cut-off point for walking to bus stops.

- 3.15 The nearest bus stops are located on the Bleachcroft Way – Wombwell Lane one-way system immediately to the south east of the Stairfoot gyratory within 400 metres walk distance of the site. These stops are used by the 22x, 203, 222 and 226 services which provide 9 buses per hour throughout the week routed between Barnsley, Wombwell, Thurnscoe, Mexborough, Rotherham and Doncaster. There are also bus stops on Doncaster Road East which are used by the 218, 219 and X19 services and provide an additional 6 buses per hour between Barnsley, Mexborough, Rotherham and Doncaster.

- 3.16 Public Transport isoline plans are attached at Appendix TP5, which highlight the areas accessible in 10 minute increments up to a maximum of 60 minutes, in the morning and evening peak periods. This shows that Barnsley town centre is approximately 20 minutes from the site, whilst destinations such as Rawmarsh, Doncaster and Wakefield are all accessible within 60 minutes. For work journeys, it is considered that people are prepared to travel up to 60 minutes and the development is therefore well located in relation to public transport to support such trips.

Summary

- 3.17 Overall the development is considered to be in a good location to promote trips by sustainable modes of transport. The proposed residential development is well located for residents to access local facilities by walking and cycling, and nearby towns are accessible by public transport.

4.0 ROLE OF TRAVEL PLAN CO-ORDINATOR AND BUDGET

4.1 It is widely recognised that a Travel Plan Co-ordinator (TPC) plays a key role in the success of any Travel Plan. The TPC will be responsible for the overall management and implementation of the FTP including the measures contained in this report, future monitoring and review. In line with good practice the TPC will be in place for a minimum of five years.

4.2 The TPC will be in place before the site is marketed so that travel information can be prepared and included in promotional literature to prospective residents. It is acknowledged that the TPC may change from when the site is initially marketed through to implementation of the TP and then during the occupation. When the person undertaking the role changes, Barnsley Metropolitan Borough Council (BMBC) will be advised of the relevant changes and contact details.

4.3 The TPC will work closely with BMBC to ensure a partnership approach is adopted and the FTP accords with the requirements set out by the Council.

Budget

4.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the FTP. The ongoing cost of providing a TPC will be funded by the developer.

Contact Details of the TPC

4.5 Bryan G Hall will act as TPC for the development until further notice. Contact details are as follows:

Rachael Bateman
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: rachaelbateman@bryanghall.co.uk
Telephone: 0113 246 1555

5.0 SURVEY DATA

- 5.1 One of the major indicators by which the success of this FTP will be measured is by modal shift towards sustainable modes of transport. Baseline modal split proportions must first be identified before realistic targets can be set and used to measure any shift in travel patterns.
- 5.2 In the absence of any travel survey data for the development and in order to provide a preliminary assessment, the 2011 Census Data has been interrogated for the 'Method of Travel to Work' dataset, with all areas selected as a place of work and Barnsley 018 Middle Super Output Area (MSOA) selected as place of residence. Once a reasonable number of units are occupied (an appropriate number will be agreed with BMBC), travel surveys will be undertaken to provide an accurate assessment of existing travel patterns as described in Section 8.0.
- 5.3 The assumed modal split for travel from the development, based on the retrieved census data is summarised below in Table 5.1.

Table 5.1

2011 Census Data - Modal Split Summary

Mode of Travel	Number	Modal Split (%)
Driver/Passenger (Car/Van)	1284	72%
Bus	257	14%
Walk	207	12%
Motorcycle	27	1%
Train	26	1%
Total	1801	100%

- 5.4 The results in Table 5.1 show 72% of people who live in Barnsley 018 area travel to work by car, while 14% of people regularly use the bus to travel to work. Given the proposed improvements to pedestrian/cycle linkages and the proximity of the

site to local facilities, there is an opportunity to increase the mode split for walking and particularly for cycling.

- 5.5 The data set out in Table 5.1 are shown only for an indication of travel patterns for the area, and are not reflective of travel patterns for the development. The on-site data will be compiled within three months of meaningful occupation of the development. This data will then be used in combination with the census data to determine appropriate travel plan targets which will be agreed with BMBC.

6.0 OBJECTIVES AND TARGETS

Objectives

- 6.1 The objectives of this FTP as defined in paragraph 1.6 are to:
- To increase awareness of the advantages and potential for travel by environmentally friendly modes;
 - To reduce the number of single occupancy car trips; and
 - To encourage residents to adopt sustainable modes of travel for most their journey to and from the site.
- 6.2 With regard to the above objectives, the sustainable travel methods available to the development have been identified. The proposed improvements to pedestrian/cycle infrastructure provide scope for those living within the development to walk and cycle to local facilities. Access to public transport services is good, with the nearest bus stops located 400m from the proposed site access, thus providing the opportunity for journeys for all purposes to take place by bus.
- 6.3 Following a review of census data for Barnsley 018 set out in Section 5.0, it is shown that the largest percentage of trips is those by car/van. Following the accessibility review, it is considered that there is scope to reduce this percentage. The use of sustainable modes of travel as a viable alternative will be promoted to all residents of the development through the measures outlined within Section 7.0 of this FTP.
- 6.4 This FTP will evolve as development progresses and form the basis for a full Travel Plan once travel surveys have been undertaken. The Travel Plan will be monitored and reviewed in relation to modal split patterns and any changes to the patterns over the implementation period of this FTP. Other indicators which will not be directly measured will be resident perception and their awareness of the environmental implications of travel mode choice which can be captured through resident feedback and the uptake of FTP measures.

Targets

- 6.5 As outlined previously, specific targets will be based on the initial travel surveys which will be undertaken within three months of meaningful occupation of the dwellings.

6.6 In the absence of any operational survey data, the retrieved census data has been used to determine preliminary targets. It is proposed to aim for a reduction in single occupancy vehicle trips and a corresponding increase in public transport, walk and cycle trips. Table 6.1 below summarises the existing modal split levels and the target levels based on 5% percentage point reduction in single occupancy vehicle trips (from 72% to 67%) and a corresponding increase in bus, walk and cycle trips.

Table 6.1
2011 Census Data - Modal Split Targets

Mode of Travel	Existing Split	Modal Split (%)
Driver/Passenger (Car/Van)	72%	67%
Bus	14%	15%
Walk	12%	14%
Bicycle	-	2%
Motorcycle	1%	1%
Train	1%	1%
Total	100%	100%

6.7 This FTP seeks to achieve these targets through the successful implementation of the identified TP measures. The targets will be reviewed following the initial and future travel surveys, and adjusted accordingly. Any changes to the identified targets will be made in consultation with Barnsley Metropolitan Borough Council.

7.0 TRAVEL PLAN MEASURES

- 7.1 The following measures have been selected to make sustainable modes of travel from the proposed residential development more attractive. By introducing a variety of TP measures residents can pick and choose the most appropriate for their circumstances. It is unlikely that a single measure will ever address the transport needs of all users, therefore having a range of measures will enable residents to choose the most appropriate.
- 7.2 As indicated previously, this FT is not a static document, it will develop over time and as such the measures outlined below are not exhaustive. As the Travel Plan evolves it will incorporate changes on-site, emerging best practice and introduce additional measures, as and when appropriate.

Measure 1 **Site Specific Travel Guide**

A site specific travel guide will be prepared, agreed with BMBC and provided to all new residents. The Travel Guide would contain site specific travel information, details of local initiatives and infrastructure, and contact details of the TPC. A map would be prepared and included in the guide summarising where appropriate local walking, cycling routes and bus stops are, and highlighting routes to local facilities and schools.

By preparing this information in advance of residents moving to the development, this can be offered alongside other marketing material, thus bringing attention to the travel options for prospective residents from the outset.

Measure 2 **Personalised Travel Planning**

In order to complement the residents travel guide a letter will be sent to all new residents within one month of occupation to offer each property personalised travel planning with the TPC - this could be face to face, on the telephone or via email. It is anticipated that one month post occupation residents will have had time to deal with any issues associated with moving house and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding

journey planning, for example identifying details of the available public transport services, and the local walking and cycle options.

Measure 3
Trial public transport ticket

Given the location of existing bus stops near to the site, trial public transport tickets will be offered via the residents travel guide. By providing a trial public transport ticket this can demonstrate how easy it can be to utilise public transport for work and leisure journeys for free.

Measure 4
Promote the use of Travel South Yorkshire Website

The TPC will promote the use of the Travel South Yorkshire website through the travel guides. The TPC will inform residents of the Online Journey Planner at <http://tsy.yorkshiretravel.net/journeyplanner/enterJourneyPlan.do>. Having access to information such as this can allow residents to plan their journeys in advance and to know the location of existing bus services.

Measure 5
Promote Walking and Cycling

All residents will be offered a pedometer or gold standard cycle D-Lock. These incentives will be advertised to residents through the travel guide and associated letter and through the personalised journey planning sessions.

Measure 6
Promote Car Sharing

The TPC will promote car sharing through the travel guide. The TPC will inform residents of the local web-based scheme Car Share South Yorkshire at <https://southyorkshire.liftshare.com/> and the national scheme Lift Share at www.liftshare.org. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel.

Measure 7
Reducing the Need to Travel

The TPC will promote, through the travel guide, the advantages that internet use and home delivery services can provide in terms of reducing the number of trips to and from the development, particularly during peak periods on the local highway network.

8.0 MONITORING AND REVIEW

- 8.1 As outlined in section 1.0, following approval of this FTP, meaningful occupation of the development and collection of travel data, this FTP will be developed into a full Travel Plan.
- 8.2 An action plan has been produced to aid the implementation of the TP and is attached at Appendix TP6. The action plan summarises the measures outlined within this FTP, the timescales for implementing the measures and the responsible parties.
- 8.3 A programme of monitoring and review will be put in place for the Travel Plan. Residents will be encouraged to participate in an annual travel survey in order to monitor progress towards identified targets. The first survey will be undertaken three months following meaningful occupation of the site (an appropriate level of occupation will be agreed with BMBC) and subsequent surveys will be undertaken annually thereafter for a period of five years. A full travel survey will be conducted after one year and then every two years (i.e. years one, three and five). A snapshot travel survey will be conducted at years two and four, which will provide a more progressive review. The surveys will be designed and undertaken in coordination with BMBC.
- 8.4 Following completion of each annual travel survey, the Travel Plan will be reviewed by the TPC in conjunction with BMBC. In particular, the annual review will assess how effective the Travel Plan has been in relation to meeting the identified modal shift targets and the Travel Plan objectives. The results of the annual surveys will be shared with BMBC within three months of each survey being returned.
- 8.5 Whilst the primary objective of this FTP will be to achieve a reduction in dependence on private cars (particularly single occupancy journeys), a less direct objective will be to increase residents' awareness of the advantages and the potential for more environmentally friendly modes of travel.
- 8.6 Awareness is less easy to measure; one indicator will be the general response to the introduction of the FTP measures which can be monitored by feedback from residents as the strategy evolves. Information gathered through informal feedback will be recorded and used in subsequent reviews.

APPENDIX TP 1



Project **PROPOSED RESIDENTIAL DEVELOPMENT,
BLEACHCROFT WAY, STAIRFOOT, BARNSELY**

Title **SITE LOCATION PLAN**

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

[E highways@bryanhall.co.uk](mailto:highways@bryanhall.co.uk)

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

[W www.bryanhall.co.uk](http://www.bryanhall.co.uk)

Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Job No: 16-160

Drawn: JT

Checked: MC

Date: 29.11.2016

Scale: Not to Scale
A4 - 297 x 210

Drawing No:
16-160-LOC-007

Revision:

Rev:	Amendment:	DRN:	CHK:	Date:

Client: **U AND I GROUP PLC**

APPENDIX TP 2



16-030 Bleachcroft Way, Barnsley
Schedule of Accommodation - SK01 revision A

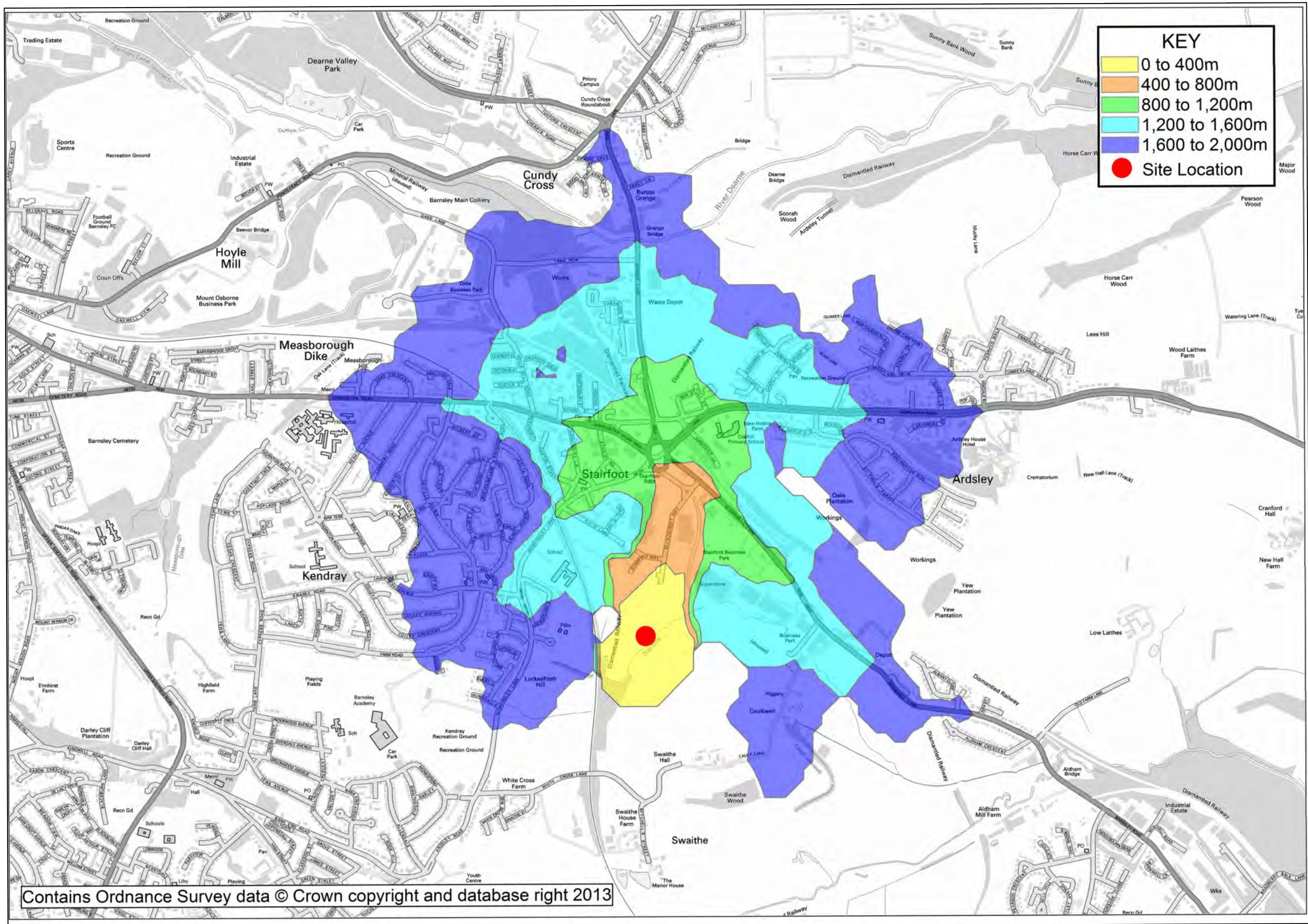
Affordable			Total % Split	% Split
Type	No	Beds		
Type A(2 storey)	50	2	22	69
Type B(2 storey)	22	3	10	31
Total	72		31	100

Private			Total % Split	% Split
Type	No	Beds		
Type C (2 storey)	35	3	15	22
Type D (2 storey)	20	3	9	13
Type E (2.5 storey)	32	3	14	20
Type F (2 storey)	4	4	4	6
Type G (2 storey)	13	4	6	8
Type H (2 storey)	10	4	4	6
Type K (3 storey)	18	4	8	11
Type L (2 storey)	8	4	3	5
Type M (2.5 storey)	11	5	5	7
Total	157		69	100

SITE TOTAL 229



APPENDIX TP 3



Contains Ordnance Survey data © Crown copyright and database right 2013

KEY

- 0 to 400m
- 400 to 800m
- 800 to 1,200m
- 1,200 to 1,600m
- 1,600 to 2,000m
- Site Location

Client: U AND I GROUP PLC

Project: PROPOSED RESIDENTIAL DEVELOPMENT,
BLEACHCROFT WAY, BARNSELY

Title: WALK ACCESSIBILITY PLAN, 2KM

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

[E highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

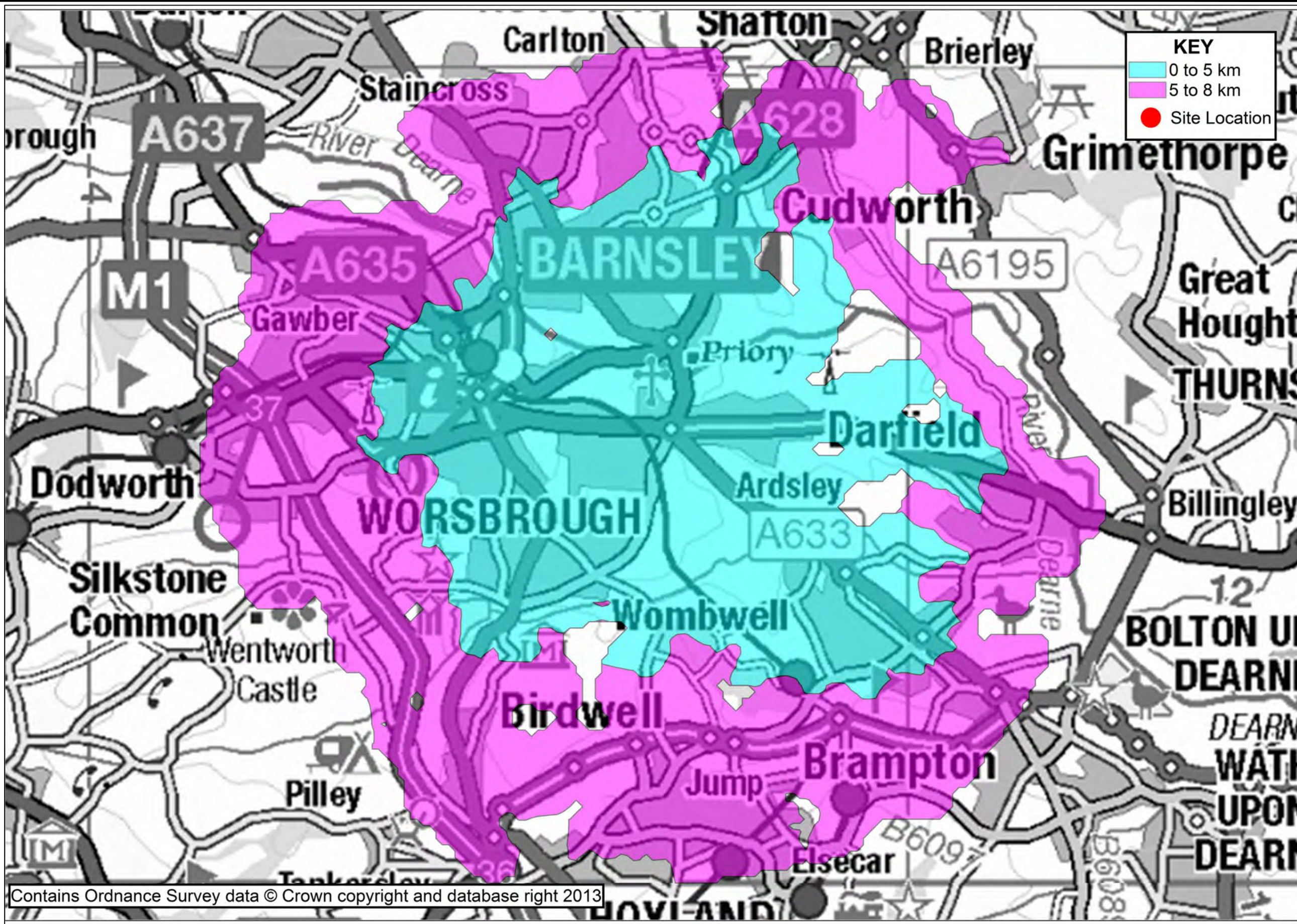
Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

[W www.bryanghall.co.uk](http://www.bryanghall.co.uk)

Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Rev:	Amendment:	Dnn:	Chk:	Date:
Job No:	16-160	Drawn:	JT	Checked:
Scale:	Not to Scale	Drawing No:	MC	Date:
	A3 - 420 x 297		16-160-LOC-003	12/10/2016
				Revision:

APPENDIX TP 4



Client: U AND I GROUP PLC

Project:

PROPOSED RESIDENTIAL DEVELOPMENT,
BLEACHCROFT WAY, BARNSELY

BRYAN G HALL

[E highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

[W www.bryanghall.co.uk](http://www.bryanghall.co.uk)

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

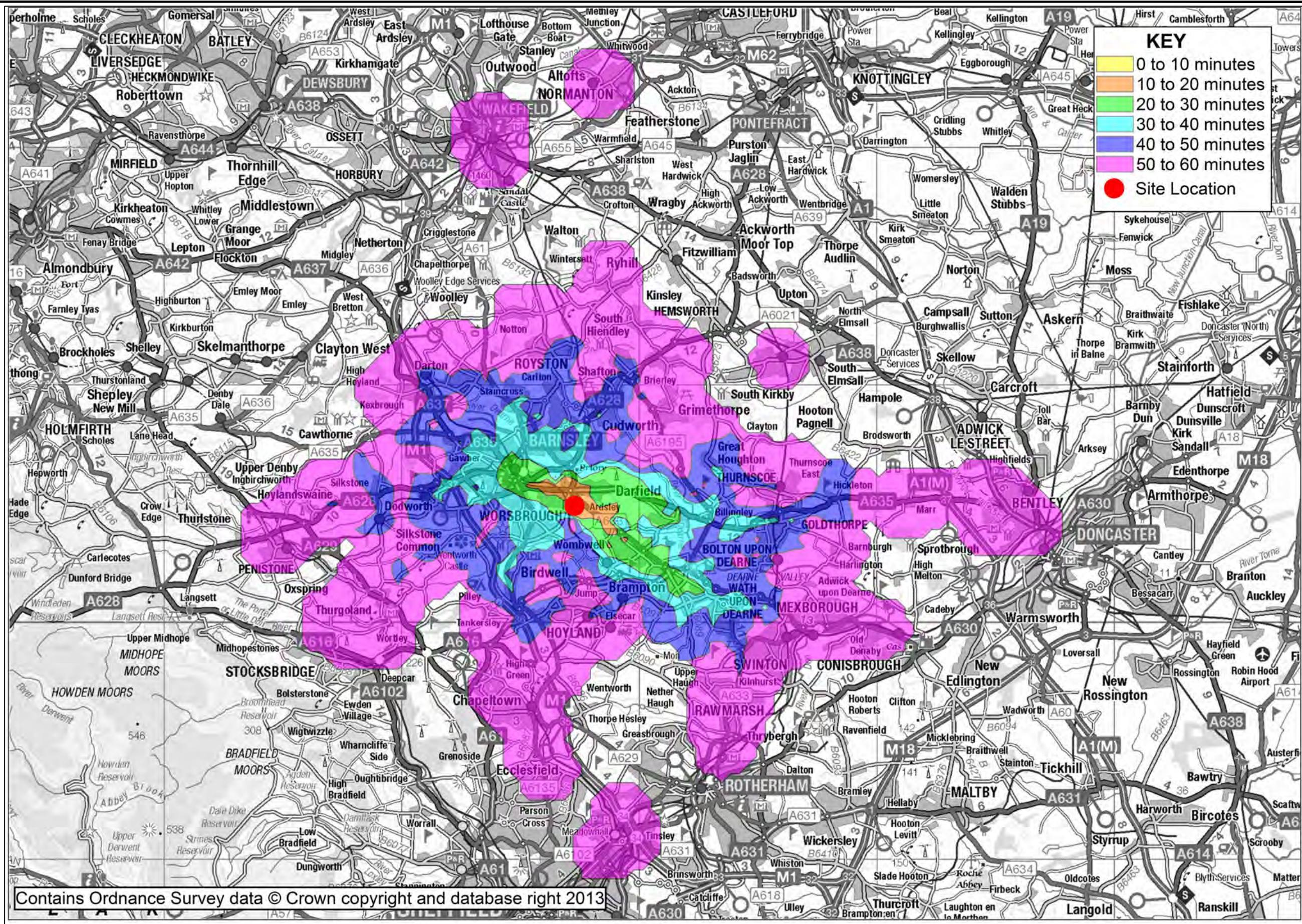
Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Title

CYCLE ACCESSIBILITY PLAN, 8KM

Rev:	Amendment:	Drn:	Chk:	Date:
Job No:	16-160	Drawn:	JT	Checked:
Scale:	Not to Scale	Drawing No:	16-160-LOC-004	Revision:
	A3 - 420 x 297			

APPENDIX TP 5



Client: U AND I GROUP PLC

Project:

PROPOSED RESIDENTIAL DEVELOPMENT,
BLEACHCROFT WAY, BARNSELY

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

[E highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

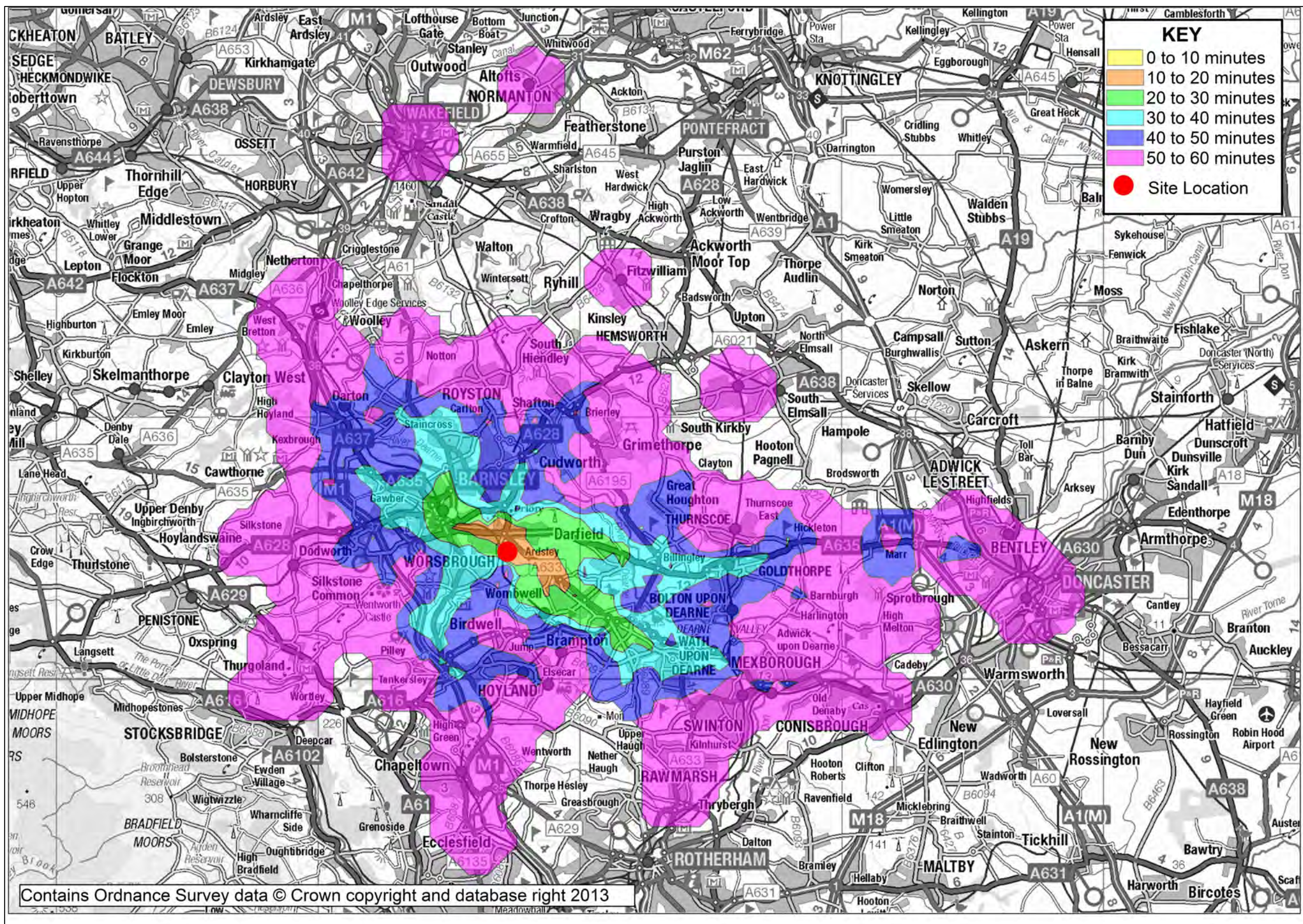
[W www.bryanghall.co.uk](http://www.bryanghall.co.uk)

Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

Title

PUBLIC TRANSPORT ACCESSIBILITY PLAN, 60 MINUTES AM

Rev:	Amendment:	Dnn:	Chk:	Date:
Job No:	16-160	Drawn:	JT	Checked:
Scale:	Not to Scale	Drawing No:	16-160-LOC-004	Revision:
			MC	Date: 12/10/2016



Client: U AND I GROUP PLC

Project: PROPOSED RESIDENTIAL DEVELOPMENT,
BLEACHCROFT WAY, BARNSELY

Title: PUBLIC TRANSPORT ACCESSIBILITY PLAN,
PM 60 MINUTES

Rev:	Amendment:	Dwn:	Chk:	Date:
Job No:	16-160	Drawn:	JT	Checked:
Scale:	Not to Scale	Drawing No:	16-160-LOC-006	Revision:

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS
Copyright Reserved Bryan G Hall Ltd.

[E highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

Suite E15 | Josephs Well
Hanover Walk | LEEDS | LS3 1AB
T 0113 246 1555
F 0113 234 2201

[W www.bryanghall.co.uk](http://www.bryanghall.co.uk)

Lighterman House
26/36 Wharfedale Road
LONDON | N1 9RY
T 0203 553 2336

APPENDIX TP 6

Bleachcroft Way, Barnsley – Travel Plan Action Plan

Measure	Responsibility	Action (from opening of Development)		
		Short-Term (0 – 3 months)	Medium-Term (3 – 12 months)	Long-Term (12 months +)
1. Site Specific Travel Guide	TPC	Travel Guide will be supplied to all residents upon first occupation of the site.	Updates the Travel Guide when new information/timetables become available to influence travel habits as soon as possible.	
2. Personal Travel Planning	TPC	Organise Personal Travel Planning to take place on-site, providing the facility for residents to discuss their travel patterns and how they could be improved going forward		Review the effectiveness/success of the Personalised Travel Planning and agree a future programmes going forward. Ensure that any new residents are offered the service.
3. Trial Public Transport Ticket	Developer/TPC	Trial Public Transport Tickets to be made available via Residents Travel Guide and through Personal Travel Planning	Ensure that any new residents are offered the same incentives as those who first occupied the site.	
4. Promote Travel South Yorkshire Web Site	Developer/TPC	Information regarding the Online Journey Planner to be included within the Travel Guide	Ensure that any new residents are offered the same incentives as those who first occupied the site.	
5. Promote Walking and Cycling	Developer/TPC	Pedometer or gold standard cycle D-Lock will be provided to those residents who wish to increase levels of walking or cycling	Ensure that any new residents are offered the same incentive as those who first occupied the site.	
6. Promote Car Sharing	Developer/TPC	Information regarding the local car share website to be included within the Travel Guide	Ensure that any new residents are offered the same incentive as those who first occupied the site.	

Measure	Responsibility	Action (from opening of Development)		
		Short-Term (0 – 3 months)	Medium-Term (3 – 12 months)	Long-Term (12 months +)
7. Reducing the need to Travel	Developer/TPC	Information regarding how to reduce the need to travel to be included within the Travel Guide	Ensure that any new residents are offered the same incentive as those who first occupied the site.	
8.Undertake Travel Surveys	TPC	Once the site is meaningfully occupied, and for a period of five years thereafter undertake travel surveys with all residents. Following the initial survey, this FTP will be developed into a full Travel Plan.		
9.Review Travel Plan	TPC in conjunction with Barnsley MBC		Review and update Travel Plan based on initial travel to work surveys, in discussion with Barnsley MBC.	Review and update Travel Plan based on further travel to work surveys, and snapshot surveys as appropriate, in discussion with Barnsley MBC.

BRYAN G HALL
CONTRACTORS CIVIL & TRANSPORTATION PLANNING SOLUTIONS

Registered in England & Wales
Co No: 4104802

VAT No: 399 4601 07

Registered Office

Suite E15 Joseph's Well
Hanover Walk
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: highways@bryanghall.co.uk

London Office

Lighterman House
26-36 Wharfedale Road
London N1 9RY

Telephone: 0203 553 2336

Website:
www.bryanghall.co.uk