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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Residential Development Hemingfield, Barnsley

Travel Plan

February 2024

PROPOSED RESIDENTIAL DEVELOPMENT
HEMINGFIELD, BARNSELY

PTARMIGAN LAND NORTH LTD

TRAVEL PLAN

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1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) to support an outline planning application by Ptarmigan Land North Ltd for a proposed residential development, on land between Hemingfield Road and the A6195 Dearne Valley Parkway in Hemingfield, Barnsley.

Site Location and Development Proposals

- 1.2 The site is located within Hemingfield which forms part the Principal Town of Hoyland as defined in the Barnsley Local Plan Settlement Hierarchy. It is located, approximately 6.5 kilometres to the south-east of the centre of Barnsley. At present, the site is mostly undeveloped land which is used for agricultural purposes. At the south-western extents of the site are agricultural buildings associated with Hilltop Farm and the former Billy's Hill Farm Shop. The site is bound to the north by a line of trees and the A6195 Dearne Valley Parkway, to the east by existing additional undeveloped land, to the south by Hemingfield Road and Briery Meadows and to the west by Hemingfield Road and a further line of trees.
- 1.3 A site location plan is provided at Figure 1.1 and is also attached at **Appendix TP1**.

Figure 1.1 - Site Location



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- 1.4 The development proposals seek to provide a new residential development on the site. The description of the development for the planning application is as follows:

“Application for outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access to, but not within, the site.”

- 1.5 The outline application will be for the erection of residential dwellings and identify the means of access into the site, however, the layout and access arrangements within the site itself will be considered at reserved matters stage.
- 1.6 Vehicular access to the site will be provided via a new right turn ghost island priority junction from Hemingfield Road at the western site boundary. There will also be a pedestrian access point onto Hemingfield Road at the southern site boundary, together with Briery Meadows and Garden Grove, via existing Public Rights of Way (PRoW) and also an access to the underpass beneath Dearne Valley Parkway to the north. A plan showing an illustrative site layout is provided at **Appendix TP2**.

Travel Plan Objectives

- 1.7 In line with National Planning Policy Framework (NPPF), the following objectives have been identified for this TP:
- To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;
 - To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and
 - To encourage all users to adopt sustainable modes of travel for most of their journeys to and from the site.
- 1.8 This TP represents a long-term commitment to reducing reliance on the private car. All prospective residents will be made aware of the TP and the associated commitments from the outset. Through the provision of this TP, the applicant is committed to ensuring that the measures outlined will support sustainable travel for residents at the site.
- 1.9 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. The TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.
- 1.10 This TP has been prepared in accordance with national and local transport planning policy, including the NPPF, the Planning Practice Guidance (PPG), Active Travel England (Standing Advice Note: Active travel and sustainable development (October 2023) and planning application assessment toolkit (July 2023)) and

Barnsley Metropolitan Borough Council's (BMBC) Supplementary Planning Document 'Sustainable Travel'. In addition to these policies, it is considered that this TP compliments Barnsley's Active Travel strategy, which aims to make active travel modes an attractive and realistic choice for short journeys.

- 1.11 A Transport Assessment has also been prepared in support of this application and should be read alongside this TP.

Report Structure

- 1.12 Following this introduction, this TP is divided into the following sections:

- Section 2** describes accessibility of the site in terms of sustainable modes of transport;
- Section 3** outlines the role of the TPC and their responsibilities;
- Section 4** sets out the existing modal split in the vicinity of the site for journeys to work, sets out targets for the site and explains how the TP will be monitored; and
- Section 5** provides a package of initial measures for the site and an associated action plan.

2.0 ACCESS BY SUSTAINABLE TRANSPORT

- 2.1 The national and local transport policies summarised in Section 2.0 seek to reduce the need to travel and to promote travel by means other than the private car. A review of the accessibility of the site by walking, cycling and using public transport has been undertaken as follows.

Walking

- 2.2 With regard to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015) which describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 2.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 2.1.

Table 2.1: Recommended Walking Distances

| | Trip Purpose | |
|-------------------|------------------|----------------------------------|
| | Commuting/School | Other Journeys (Retail/Shopping) |
| Desirable | 500 metres | 400 metres |
| Acceptable | 1,000 metres | 800 metres |
| Preferred Maximum | 2,000 metres | 1,200 metres |

- 2.4 Table 2.1 shows that the preferred maximum walking distance for 'commuting/school' journeys is 2,000 metres (2.0 kilometres) and the preferred maximum walking distance for other journeys is 1,200 metres (1.2 kilometres). A walking catchment plan which illustrates the destinations accessible within a maximum 2.0 kilometres walking distance from the centre of the site, in 400 metre

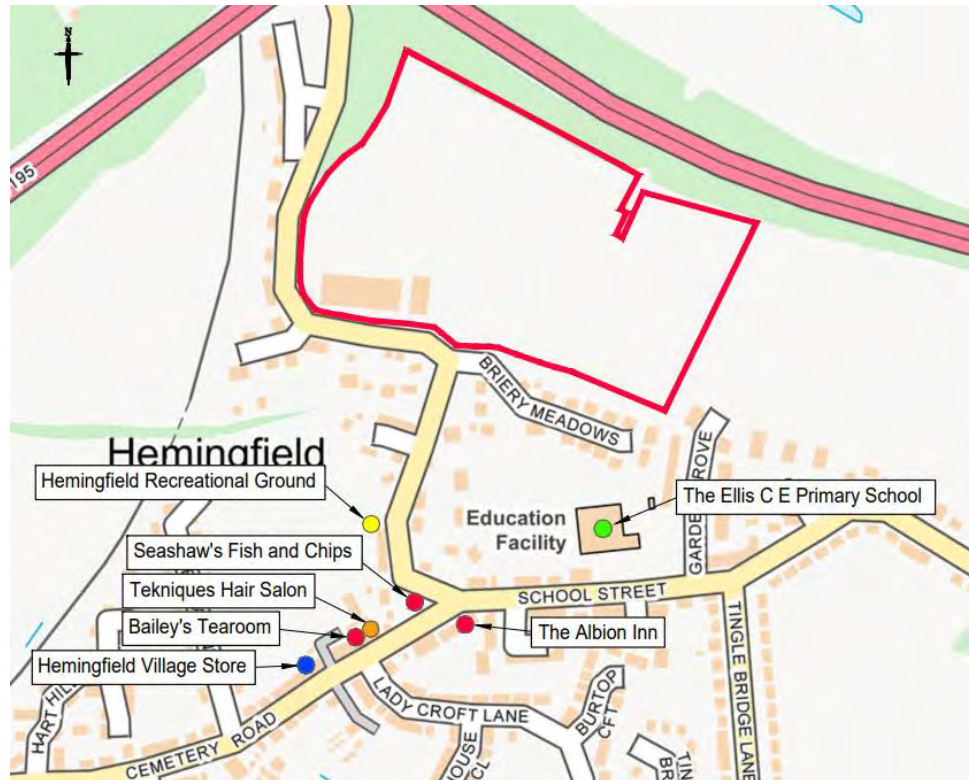
intervals, has been prepared using the TRACC accessibility software. The walking catchment plan is attached at **Appendix TP3**.

- 2.5 The walking catchment plan reflects the four points of pedestrian access to the site which are proposed. Pedestrian access to the site will be provided from Hemingfield Road via footways along both sides of the vehicular site access. There will also be a pedestrian access point onto Hemingfield Road at the southern site boundary, together with Briery Meadows and Garden Grove, via existing PRow and also an access to the underpass beneath Dearne Valley Parkway to the north. Further details on the pedestrian access proposals are provided in Section 5.0 of the TA, with further details on the existing PRowS provided in Section 3.0 of the TA.
- 2.6 The walking catchment plan shows that all of Hemingfield is accessible within a preferred maximum 2.0 kilometre walking distance, along with a large area of Wombwell to the north of the site, Jump to the south-east and Cortonwood Retail Park, the latter via a PRow to the east of the site. Pedestrian access to Wombwell is facilitated via an existing route beneath the A6195 Dearne Valley Parkway to the west of the Hemingfield Road Roundabout, via a lit underpass, which provides an alternative to crossing the Hemingfield Road Roundabout itself.
- 2.7 Table 2.2 summarises the walking distances from the centre of the site to each of the nearest key amenities in Hemingfield. The location of these relative to the site are shown on Figure 4.2 overleaf.

Table 2.2: Walking Distances to Amenities

| Amenity | Trip Purpose | |
|---|----------------------------|--|
| | Location | Approximate Walking Distance from Centre of Site |
| The Ellis C E Primary School | School Street/Garden Grove | 410 metres |
| Hemingfield Recreation Ground (Childrens Play Area) | Hemingfield Road | 460 metres |
| Seashaw's Fish and Chips (Hot Food Takeaway) | Cemetery Road | 560 metres |
| The Albion Inn (Public House) | Cemetery Road | 570 metres |
| Tekniques Hair Salon | Cemetery Road | 600 metres |
| Tearoom (Café) | Cemetery Road | 610 metres |
| Hemingfield Village Store | Cemetery Road | 620 metres |

Figure 2.1 – Local Facilities



- 2.8 Table 2.2 shows that there are a number of local amenities which are within the preferred maximum walking distance of 1,200 metres. It also shows that The Ellis C E Primary School is within the desirable walking distance for school journeys of 500 metres. Whilst the school address refers to School Street, where there is a pedestrian access to the school, the main entrance for pedestrians and vehicles is from Garden Grove to the south-east of the site. This can be accessed via the existing PRoW through the site onto Garden Grove, which has footways either side of the carriageway and is street lit. The PRoW is to be retained and improved as part of the development proposals, which will provide a direct walking route to the school from the site.
- 2.9 The nearest Secondary Schools to the site are the Netherwood Academy and the Kirk Balk Academy. The Netherwood Academy is located within around 3.2 kilometres walking distance to the north-east of the site. It can also be accessed by a combined walking and bus journey, via the 67a bus, which stops at the nearest bus stops to the site on Hemingfield Road and around 800 metres walking distance from Netherwood Academy (approximately 35 minutes journey time including walking time).

- 2.10 The Kirk Balk Academy is located to the south-east of the site within around 3.8 kilometres walking distance. It can also be accessed by a combined walking and bus journey via the number 72 bus service, which stops at the nearest bus stops to the site on Hemingfield Road and directly outside Kirk Balk Academy (approximately 15 minutes journey time including walking time).
- 2.11 A further secondary school, Wath Academy, is located in Wath-upon-Deane to the south-east of the site. It is accessible from the site via the 662 bus, which stops at the nearest bus stops to the site on Hemingfield Road and directly outside Wath Academy (approximately 25 minutes journey time including walking time).
- 2.12 Further information on bus services is provided later in this section of the TP.

Cycling

- 2.13 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people.
- 2.14 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 2.15 A 5 and 8 kilometre cycling catchment plan has been prepared using the TRACC accessibility software and is included at **Appendix TP4**. This shows that Hemingfield, Wombwell, Darfield, Brampton, Jump, Elsecar and Hoyland are accessible within a maximum 5 kilometre cycle distance. Birdwell, Tankersley, Wath upon Dearne, Bolton-upon-Deane, Worsborough and other areas to the south-east of the centre of Barnsley are accessible within an 8 kilometre cycle distance.
- 2.16 Key employment areas, such as Cortonwood Retail Park to the east of the site and Shortwood Business Park to the west of the site, are also well within a 5 kilometre cycle.
- 2.17 The underpass beneath the A6195 Dearne Valley Parkway to the west of the Hemingfield Road Roundabout, referred to above, also provides a high quality cycle link which allows cyclists to travel between the site and Wombwell, without needing to travel via the Hemingfield Road Roundabout itself.
- 2.18 The Wortley to Brampton Cycle Route (Route Number 67), which is part of the National Cycle Network (NCN), runs in an east to west alignment at the southern

extents of Hemingfield. This NCN route can be accessed from the site via Hemingfield Road, School Street and Tingle Bridge Lane, some 950 metres from the centre of the site to the south-east. It provides access to both Wortley and Brampton, as well as other towns such as Hoyland and Wombwell, with a large proportion of the route being traffic free.

- 2.19 The Wortley to Brampton Cycle Route also forms part of the Trans Pennine Trail, which is a combination of local cycle routes that provide mostly traffic free access to various locations. As part of the Trans Pennine Trail, a largely traffic free route is provided to areas further afield, such as Doncaster to the east, and Barnsley to the north.

Public Transport

Bus

- 2.20 With regard to public transport provision at new developments, the CIHT publication “Buses in Urban Developments” (January 2018) refers to a maximum walking distance to bus stops of 400 metres, which is a historic recommended distance which has been applied for many years. The aforementioned “Planning for Walking” also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.
- 2.21 The closest bus stops to the site are located on Hemingfield Road, with the northbound bus stop located around 260 metres walking distance from the centre of the site, at the southern site boundary. The southbound bus stop is currently located at the western site boundary, but it is proposed to relocate the existing stop to facilitate the delivery of the proposed site access arrangement. Further detail on this is provided in Section 5.0 of the TA. It is anticipated that the new bus stop will be located just to the west of Mellwood Grove at the southern site boundary on the north side of Hemingfield Road within a walking distance of around 280 metres from the centre of the site. The exact location of the bus stop is to be agreed with BMBC and the local public transport operators. Therefore there are bus stops well within the recommended maximum walking distance of 400 metres as they are adjacent to the site boundary.
- 2.22 The bus stops on Hemingfield Road are served by the 72/72a, 662, and 67/67a/67c number bus services. They are marked by a flag and provide timetable information.
- 2.23 Further bus stops are located on Cemetery Road, approximately 390 metres walking distance from the centre of the site. These bus stops are also served by the 662 and 67/67a/67c number bus services. Both of the stops benefit from a shelter,

seating, and timetable information. Table 2.3 summarises the bus services available from the Hemingfield Road stops.

Table 2.3: Summary of Existing Bus Services

| Route Number | Route Description | Frequency | | |
|--------------|---------------------------------|---|------------|-------------------|
| | | Weekdays | Saturday | Evenings & Sunday |
| 67/67a/67c | Barnsley Interchange – Wombwell | Hourly | Hourly | Every two hours |
| 72/72a | Wath Road – Chapeltown | Hourly | Hourly | No Service |
| 662 | Elsecar – Wath upon Dearne | 1 service to wards Wath-upon-Deerne AM Peak 1 service to wards Elsecar PM Peak | No Service | No Service |

Note – 67 does not stop at Tankersley or Pilley, 67a does not stop at Worsborough Dale and 67c does not stop at Pilley. 72 does not stop at Tankersley Maple Road.

- 2.24 Table 2.3 shows that there are regular services from the bus stops on Hemingfield Road, to key destinations including Barnsley, Wombwell and Wath Upon Dearne. Two of the services run approximately every hour, which are timed as such that they provide a service approximately every half an hour, and the 662 service is timed such that is mainly facilitates access to the Wath Academy secondary school.
- 2.25 All variants of the 67 and 72 bus services offer regular journeys to Cortonwood Retail Park, which is located approximately 1.5 kilometres to the east of the site. This provides convenient access to both employment opportunities and the facilities available at the retail park, which include convenience and comparative shopping, including two supermarkets.
- 2.26 Based on the above, it is considered that bus travel will be a convenient and very attractive travel mode for future residents of the site.

Rail

- 2.27 The closest railway station to the proposed development site is Wombwell Railway Station, which is located around 850 metres walking distance to the north-west of the site, via the pedestrian route under the A6195 Dearne Valley Parkway. The station is also accessible within an approximate 4 minute cycle ride and, at the station, there are 12 sheltered cycle parking spaces which are protected by CCTV. The number 67/67a/67c bus, which serves the nearest bus stops to the site on Hemingfield Road, also stops immediately outside Wombwell station, although it

does travel via the Cortonwood Retail Park first in both directions. Even so, the bus journey between the site and the station is generally less than 10 minutes.

2.28 The station offers frequent services to nearby destinations including Barnsley, Wakefield, Huddersfield, Leeds, and Sheffield, which also stop at other local stations. Subsequently, at these stations connections can be made to access additional destinations further afield, including Manchester, Liverpool, Newcastle, Edinburgh, and London.

2.29 It is therefore considered that the close proximity to Wombwell station provides an opportunity for many future residents to travel by rail be it when commuting or taking a trip for leisure.

Public Transport Catchment Plans

2.30 Public transport catchment plans which show the areas that are accessible within a 60 minute journey of the site using public transport have been prepared using the TRACC accessibility software. The catchment plans for the morning and evening peak periods are attached at **Appendix TP5**. The plans show that residents can reach the centre of Barnsley within a 30 minute journey during both peak periods. Hoyland and Wath upon Dearne are accessible within 20 to 30 minutes and Sheffield, Rotherham and Wakefield are accessible within a 40 minute journey. Within a 60 minute journey are Leeds during the morning peak, Doncaster during the evening peak and the outer areas of Sheffield, Rotherham and Wakefield during both peak periods.

Sustainable Transport Summary

2.31 This section has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy.

2.32 It is considered that the site is well located to promote trips on foot to local amenities. The provision of the cycle link under the A6195 Dearne Valley Parkway to the north-west of the site and NCN Route 67 to the south-east will also help to encourage cycling journeys.

2.33 Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs, such as Barnsley Interchange and Cortonwood Retail Park. Wombwell Railway Station is located within an approximate 4 minute cycle ride or 850 metre walk from the site, and offers a range of local rail services, and an opportunity to connect to national services.

- 2.34 The evidence provided in this section therefore demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport.

3.0 TRAVEL PLAN COORDINATOR

3.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including establishing the measures contained in this report, commissioning the travel surveys and the future monitoring and the review process of the TP.

3.2 The TPC will be in place before homes on the site are 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 time to time as the site's developer moves from initial marketing through to implementation of the TP and then during the early years of occupation. If the TPC changes, BMBC will be advised of the relevant changes and contact details.

3.3 The TPC will work closely with BMBC to ensure a partnership approach is adopted and the TP accords with the requirements set out by the council.

Budget

3.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the TP. The ongoing cost of providing a TPC will be funded by the site developer(s) throughout the TP implementation period.

Contact Details of the TPC

3.5 At this stage Bryan G Hall will be the primary contact for this TP, during the interim period prior to the formal appointment of the TPC by the site developer(s). The contact details for the interim TPC are as follows:

Travel Plan Coordinator
(ref: 23-160 – Hemingfield)
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: tpc@bryanghall.co.uk
Telephone: 0113 246 1555

4.0 TARGETS AND MONITORING

- 4.1 The primary objective of this TP is to achieve a reduction in dependence on private car journeys (particularly single occupancy journeys by petrol or diesel powered cars) to the site. In order to determine the impact of the TP, challenging but realistic targets must be established. These targets will be set and monitored using resident travel surveys and the results of an initial multi-modal travel survey.

Multi-Modal Counts

- 4.2 Multi-modal traffic counts will be undertaken at the vehicular and pedestrian site access junctions six months after first occupation, to establish baseline travel patterns. The results of this survey will be utilised to establish site specific baseline travel patterns and will be used to inform the targets associated with the TP, alongside the results of a resident travel survey as detailed below.

Resident Surveys and Modal Split Targets

- 4.3 The baseline resident travel surveys will be undertaken within the first six months of occupation. The travel surveys will ask residents where and when they are going to travel, how they intend to travel and what would encourage them to consider alternative more sustainable modes of travel. A suitable target response rate will be agreed with BMBC.
- 4.4 The travel surveys will be used alongside the results of the baseline multi-modal traffic counts to establish a baseline modal split, against which realistic travel targets could be set. Thereafter, the surveys will be undertaken annually as part of the monitoring process. A suitable length of time over which the TP monitoring period will be implemented is to be agreed with BMBC, which will consider the amount of time it will take to construct the proposed development site.
- 4.5 Prior to the collection of baseline travel data, it is common practice to examine census data for the area within which the development is located. As described within the accompanying TA, the development is located within the Barnsley 029 middle super output area (MSOA). It is noted that data from the 2021 National Census data has been released recently and this can be interrogated to determine the likely travel patterns of residents in the local area. However, it is also noted that the 2021 Census was undertaken at a time when various travel restrictions were in place throughout England due to the Covid-19 pandemic. On the official survey date of 21st March 2021, England was in its third national lockdown with a 'stay at home' order in place for non-essential travel. Obtaining travel pattern data from the 2021 Census data would therefore not be representative.

- 4.6 The 2011 national Census data has been interrogated to suggest the likely travel patterns of residents in this area, with the results summarised in Table 4.1.

Table 4.1:
National Statistics Census 2011 Data for Barnsley 029 MSOA
Method of Journey to Work – Resident Population

| Travel Mode | % Modal Split |
|--------------------------|---------------|
| Pedestrian | 6% |
| Cycle | 1% |
| Bus | 7% |
| Rail | 6% |
| Car (single occupancy) | 71% |
| Car (multiple occupancy) | 8% |
| Motorcyclist | 1% |
| Total | 100% |

- 4.7 The modal splits shown in Table 4.1 will be used to inform a discussion with officers at BMBC, so that target reductions in car usage can be agreed and appropriate targets for alternative modes of transport for the site can be identified. An initial target of at least a 10% point reduction in Single Occupancy Vehicle trips from the baseline over a five year period will be used, which is indicated in Table 4.2. This will be refined/informed by the results of the baseline residential travel survey and agreed with BMBC. As detailed previously, these targets will also reflect any findings of the multi-modal traffic counts.

Table 4.2: Initial Modal Split Targets

| Modal Split | % Split | Target |
|--------------------------|-------------|---|
| Car (single occupancy) | 71% | 63.9% (-7.1%) |
| Pedestrian | 6% | Remaining 7.1% split between other modes. |
| Cycle | 1% | |
| Bus | 7% | |
| Rail | 6% | |
| Car (multiple occupancy) | 8% | |
| Motorcyclist | 1% | Remaining 7.1% split between other modes. |
| Total | 100% | 100% |

Monitoring

4.8 As detailed above, baseline travel surveys will be carried out after a period of six months after first occupation of the development. A link to the survey via the online webtool Survey Monkey will be provided within the site welcome pack and new residents will be encouraged to fill this in as they move in. Formal monitoring will start 6 months after occupation, following the travel surveys. As set out previously, a suitable length of time over which the TP monitoring period will be implemented is to be agreed with BMBC.

4.9 As part of the monitoring process, a review of occupation to date and a site visit will be undertaken to coincide with the annual travel surveys. The TPC will review onsite parking, the condition of footways and cycleways and any other areas for concern within the development. Any notable findings will be highlighted within the monitoring report and discussed with the developer.

Other Targets

4.10 Whilst the primary objective of this TP will be to achieve a reduction in dependence on private cars (particularly single occupancy journeys), a less direct objective will be to increase the awareness of residents of the advantages and the potential for more environmentally friendly modes of travel.

- 4.11 In addition to the modal split targets outlined previously, the objectives of this TP will be actively pursued as the TP is implemented to:
- Minimise the number of single occupant car trips to and from the site;
Target – that residents utilise the existing and future facilities within the local area
Measure – through travel surveys
 - Increase awareness of the advantages and potential for travel by environmentally friendly modes of transport;
Target - to ensure that awareness of the health, financial and environmental benefits of sustainable modes of travel increase each year.
Measure – through travel surveys
 - Encourage all users to adopt sustainable modes of travel for most of their journeys to and from the site;
Target – that residents are choosing sustainable modes of travel where reasonably practicable for most of their journeys.
Measure – through travel surveys
- 4.12 The TP will strive to achieve these targets through the measures described in Section 5.0. The targets will be refined following the initial travel surveys and adjusted accordingly. The targets will be agreed in consultation with BMBC following the first survey.
- 4.13 Awareness is harder to measure, however, one indicator will be the general response to the introduction of the TP 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.

5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

- 5.1 It is an important principle that the implementation of the TP can establish a pattern of travel behaviour, favouring sustainable modes of travel from the inception of the development.
- 5.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures, people can pick and choose the most appropriate. It is unlikely that a single measure will ever address all transport needs. Therefore, having a range of measures enables users to choose the most appropriate to them, thus providing flexibility to choose different measures at different times.
- 5.3 The TP is not a static document. It will be developed further once approved and baseline travel surveys have been collected. The measures outlined below are not exhaustive and as the TP evolves, they will include emerging best practice and measures. It will also respond to local changes, as and when appropriate. It will be subject to change in light of progression and completion of the development and will remain responsive to change in line with the findings from future travel surveys and the on-site multi-modal traffic counts.

Measures to encourage sustainable modes of travel through site design

The development has been designed in accordance with the relevant guidance and standards, ensuring that the development promotes and encourages walking and cycling, use of public transport and to reduce the dependence on the private car.

Measure 1 Site Specific Travel Guide

A site-specific travel guide will be prepared and shared with prospective residents via the marketing suite. Providing this information ahead of first occupation can assist in site wide recognition and cooperation with the plan and aspirations for resident travel. The guide will include maps showing walking routes and facilities, locations and routes to bus stops, cycle routes and other places of interest in the local areas. The maps will be annotated to show distances and average walk/cycle times.

Similarly, up-to-date information on electric bikes, cars and scooters will be included in the Travel Guide and will be updated accordingly in future newsletters.

Electric Bikes

An electric bike is just like a standard bicycle, but with an electric motor and battery attached to assist the rider when pedalling. It can make for faster cycle journey times and easier travel in windy, uphill conditions, for example. The use of electric bikes will be promoted within the travel guide with details of local shops provided where possible.

Electric Cars

The use of electric cars will be promoted within the Travel Guide. Power points that can facilitate electric vehicle charging will be provided within the curtilage of dwellings in line with the prevailing Building Regulations at the time of construction.

Electric Scooters

Although private electric scooters are not yet legal on UK roads, the TPC will monitor this situation and provide up to date information if and when laws are changed.

Measure 2

Personalised Travel Planning

All first occupiers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the TPC. 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 where the closest bus services travel to and local walking and cycling options.

Through discussion with residents, the TPC will establish the preferred method of communication going forward. This will allow the TPC to tailor the approach to suit the residents at the development and ensure that the information provided is accessible.

This measure will be available on a face-to-face basis for residents, for those that choose this option.

Measure 3

Periodic Travel Newsletter

As a means of updating residents of national and local events and periodic campaigns, travel newsletters will be prepared and distributed.

The travel newsletter will be produced and distributed at least twice per year, or more frequently if required, in order to report any travel related items of interest. The letter will also advertise events such as resident meetings and will request feedback in order to judge demand for such events.

The newsletter could include, but not be limited to the following:

- Latest government advice regarding walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of a local car share scheme- <https://liftshare.com/uk>
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);
- Links to websites and apps which allow users to get regular travel updates in real time; and,
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week / National Liftshare Week

Measure 4

Public Transport Taster Tickets

The TPC will investigate the provision of public transport taster tickets. This will give future residents of the site the opportunity to trial public transport who may otherwise have not.

Measure 5

Sustainable Travel to Schools

The TPC will promote sustainable travel to school options, such as walking, cycling and public transport. One example of how this could be promoted is through encouraging participation in national and local events such as Walk to School Week. There may also be the opportunity for the TPC to liaise with local schools regarding the sustainable travel options available, to help identify which of these would benefit residents of the proposed site and where potential improvements could be made.

Measure 6

Cycle User Group

The TPC will promote and arrange a residents cycle user group to encourage cycling.

This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow residents to connect with other residents who are interested in cycling.

The cycle user group will meet every 6 months and will be promoted within the residents' newsletter and travel guide prior to each meeting.

Measure 7

Measures to encourage car sharing

The TPC will promote car sharing through the newsletters and travel guide. The TPC will inform residents of the web-based Liftshare scheme at liftshare.com/uk. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. Consideration will be given to setting up a site-specific car share scheme, whereby residents of the development can share with other residents, with journey matches facilitated by the TPC.

Measure 8

Reducing the Need to Travel / Home Working

Following the Coronavirus pandemic, working from home has become more common for a lot of people. The TPC will be on hand to advise and provide best practice advice for residents working from home.

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.

Measure 9

Electric Vehicle Charging Points

Each dwelling will be provided with an electric vehicle charging point within the curtilage of the property in line with the prevailing Building Regulations at the time of construction.

Measure 10

Resident Facebook Group

The TPC will set up a Travel Plan Facebook Group, for future residents to use to communicate travel related issues both with the TPC and to share relevant information amongst other residents.

- 5.4 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 5.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking this action.

Table 5.1: Initial Action Plan

| Action | Date | Responsibility | Progress to Date |
|--|--|--|--|
| Appoint Travel Plan Coordinator | Prior to marketing of homes for sale | Developer | Bryan G Hall appointed as interim |
| Pedestrian and cycle links to be built | During construction, in line with development proposals | Developer | Design ongoing |
| Prepare Travel Guide | For residents prior to first occupation | Travel Plan Coordinator in conjunction with BMBC | To be completed prior to occupation |
| Undertake personalised travel planning | Within 1 month of occupation | Travel Plan Coordinator | To be offered within one month of occupation |
| Prepare travel newsletter | Every 6 months | Travel Plan Coordinator | To be completed within six months of occupation |
| Promote sustainable travel to schools | On first occupation to be promoted within site specific travel guide and newsletters | Travel Plan Coordinator | To be promoted in travel guide and newsletters |
| Provide measures to encourage walking | During construction and on first occupation to be promoted within site specific travel guide and newsletters | Travel Plan Coordinator | Design ongoing, promotion to be included in travel guide and newsletters |
| Provide measures to encourage cycling (Cycle User Group) | During construction and on first occupation to be promoted within site specific travel guide and newsletters | Travel Plan Coordinator | Design ongoing, promotion to be included in travel guide and newsletters |
| Provide measures to encourage car sharing | On first occupation to be promoted within site specific travel guide and newsletters | Travel Plan Coordinator | To be promoted in travel guide and newsletters |
| Explore the provision of public transport taster tickets | Prior to first occupation | Travel Plan Coordinator | To be completed prior to occupation |

| Action | Date | Responsibility | Progress to Date |
|---|---|--|---|
| Advise residents on reducing the need to travel/working from home | On first occupation to be promoted within site specific travel guide and newsletters | Travel Plan Coordinator | To be promoted in travel guide and newsletters |
| Provide EV charge points | During construction, in line with the prevailing Building Regulations | Developer | Design ongoing |
| Set up Resident Facebook Group | For residents prior to first occupation | Travel Plan Coordinator | To be promoted in travel guide and newsletters |
| Undertake travel surveys/multi-modal count | Baseline survey and multi-modal count to be undertaken within 6 months of first occupation. This will be repeated annually for a suitable time period to be agreed with BMBC. | Travel Plan Coordinator | To be completed within six months of occupation |
| Review Travel Plan/Action Plan | Annually | Travel Plan Coordinator in conjunction with BMBC | Ongoing throughout the monitoring period |

APPENDIX TP 1



Site Location:



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WORKSAFE

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Title: SITE LOCATION PLAN

Status: FOR PLANNING

Scale: N.T.S.
Size: A3 - 420 x 297

Drawn: PP Chkd: RD Appvd: MC

| | | | | | |
|-------------|-------|-----------------------------|-----|------------------|-----|
| Rev: | Date: | Amendment: | DRN | CHK | APR |
| Client: | | PTARMIGAN LAND NORTH LTD | | | |
| Project: | | HEMINGFIELD ROAD, BARNSELEY | | | |
| Drawing No: | | 23/160/LOC/005 | | Revision: - | |
| Job No: | | 23-160 | | Date: 19/01/2024 | |

APPENDIX TP 2



Notes:

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All Dimensions are to be verified on site before any work commences. If any discrepancies, errors or emissions are noted, these are to be reported to STEN Architecture immediately.

If any other drawings are referenced within this layout, please refer to the specific detailed drawing for design, materials and specific working practices.

- 1 PRIMARY VEHICULAR ENTRANCE FROM HEMINGFIELD ROAD
- 2 RETAINED WALKING ROUTE THROUGH THE CENTRE OF THE SITE AND CONNECTION TO THE NORTH. THIS ROUTE IS SET IN A PLEASANT GREEN CORRIDOR WITH THE POTENTIAL TO INCLUDE NEW NATIVE PLANTING AND TREES
- 3 RETAINED PUBLIC RIGHTS OF WAY (FOOTPATH 17 AND 18)
- 4 ATTRACTIVE GREENSPACE AT THE DEVELOPMENT ENTRANCE
- 5 PROPOSED DRAINAGE BASIN
- 6 FEATURE SPACES AND GATEWAY BUILDINGS
- 7 POTENTIAL ACCESS TO ADJACENT LAND
- 8 RETAINED HEDGEROW ALONG THE EASTERN BOUNDARY
- 9 DEDICATED WALKING ROUTE
- 10 PROPOSED EQUIPPED PLAY AREA

- DEVELOPMENT PARCELS
- FRONTAGE AND BUILT FORM
- KEY PEDESTRIAN ROUTES
- VEHICLE ROUTES
- REAR BOUNDARIES
- EXISTING SEWER AND EASEMENT (subject to detailed survey)

NB:-

A) Proposed Landscaping is shown indicatively and subject to detailed design and recommendations from Ecology, Landscape, and Arboriculture consultants.

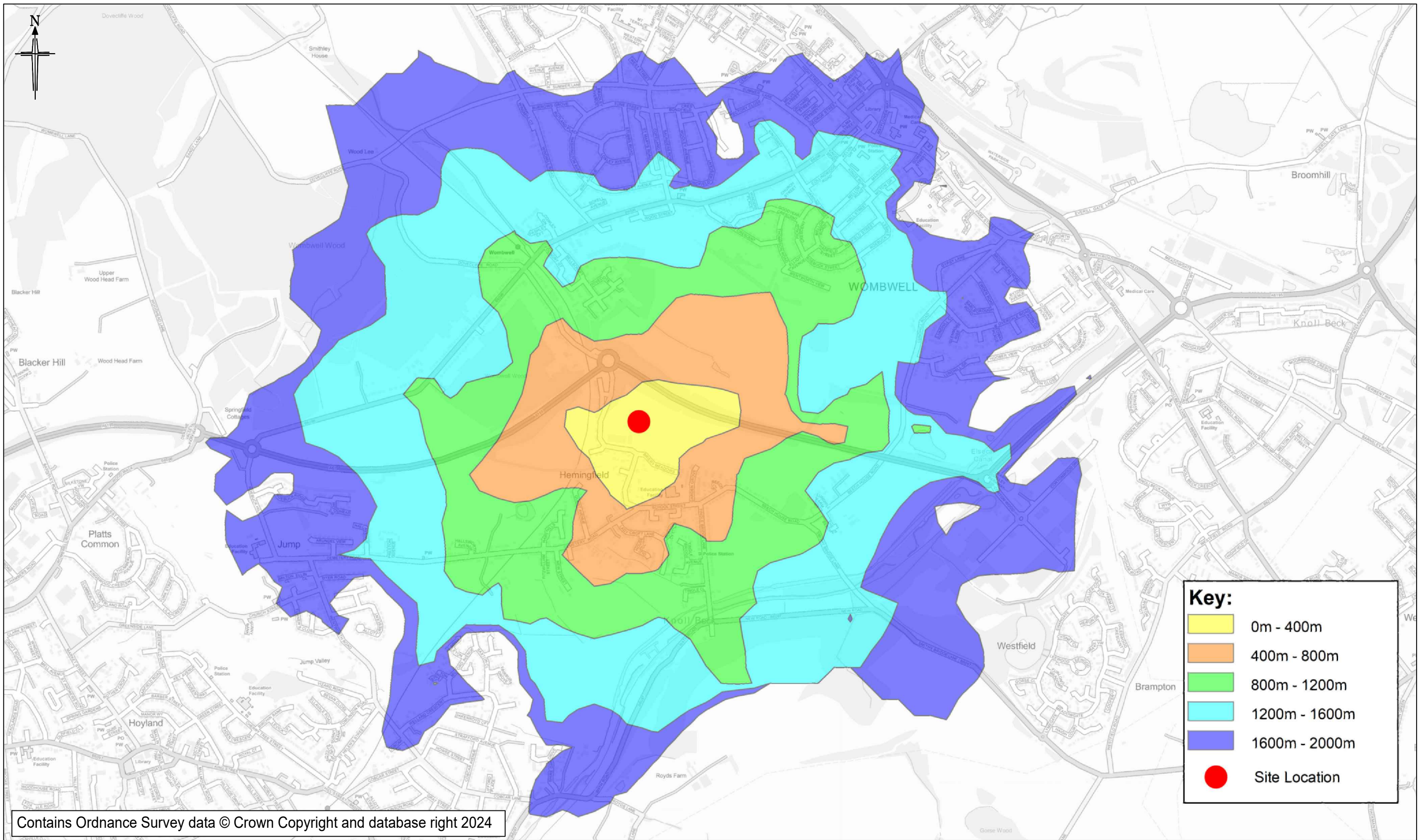
B) Proposed highways and footpaths are shown indicatively. All streets and routes will comply with Local Authority Guidance.

- Primary Streets will mainly comprise 5.5m highway, flanked by 2m footpaths.
- Shared Surfaces will be a maximum overall width of 7.2m including appropriate service margins.
- Private Drives will be a maximum of 5.5m.

STEN
ARCHITECTURE

| | | | |
|---------------------------------------|----------------------------|--------------------|----------|
| SITE: HEMINGFIELD, BARNSELY | | | |
| TITLE: ILLUSTRATIVE MASTERPLAN | | | |
| SCALE AT A2: 1:1250 | DATE: DEC 2023 | DRAWN: SSH | CHECKED: |
| PROJECT NO: 2344 | DRAWING NO: 2344:01 | REVISION: C | |

APPENDIX TP 3



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Title: TRACC 2KM WALKING CATCHMENT PLAN

Status: FOR PLANNING

Scale: N.T.S.

Size: A3 - 420 x 297

Drawn: PP

Chkd: RD

Appvd: MC

| | | | | | |
|------|-------|------------|-----|-----|-----|
| Rev: | Date: | Amendment: | DRN | CHK | APR |
|------|-------|------------|-----|-----|-----|

| | |
|---------|--------------------------|
| Client: | PTARMIGAN LAND NORTH LTD |
|---------|--------------------------|

| | |
|----------|---|
| Project: | RESIDENTIAL DEVELOPMENT HEMINGFIELD, BARNSELY |
|----------|---|

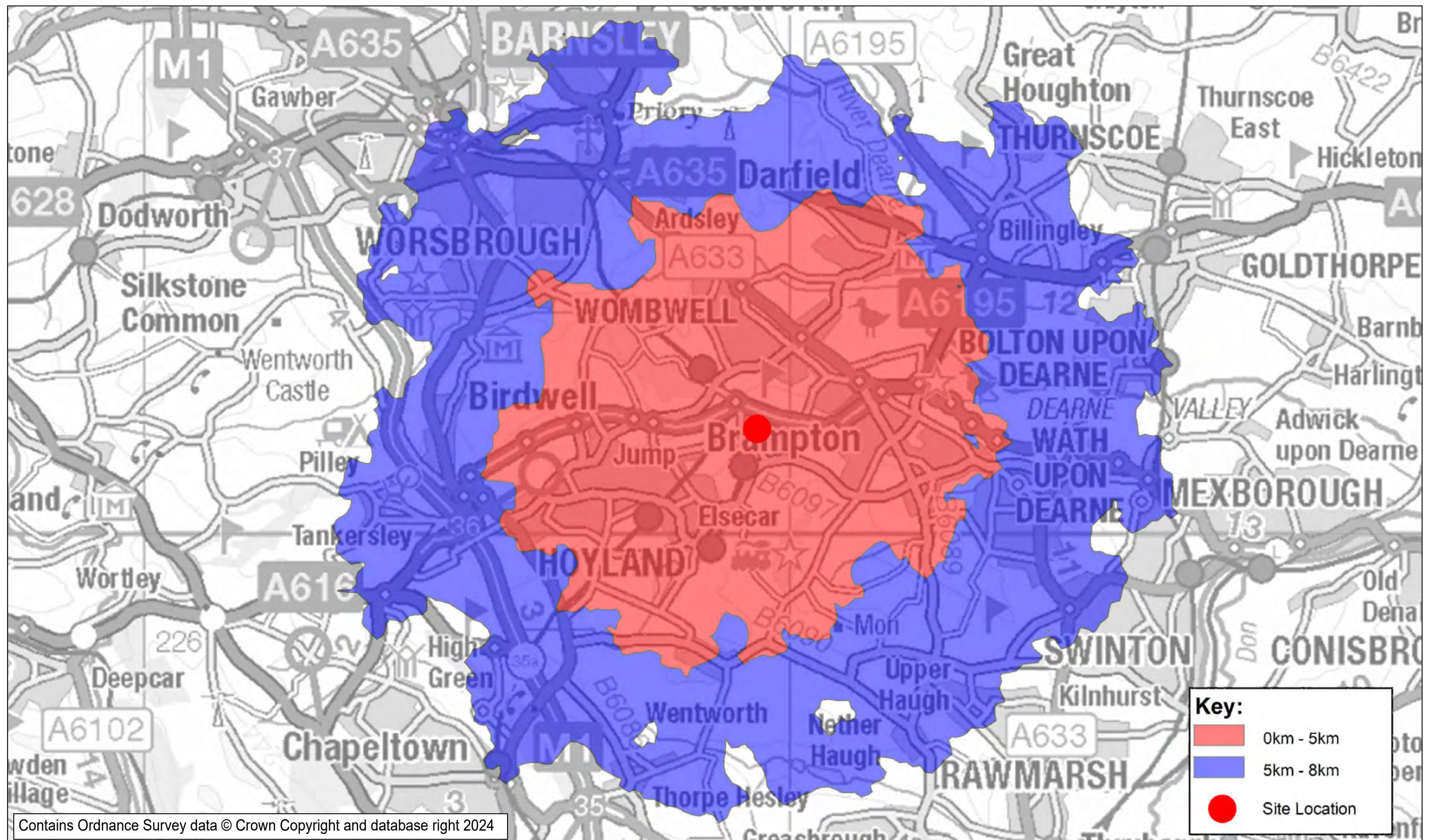
Drawing No: 23/160/ACC/001

Job No: 23-160

Revision: -

Date: 16/01/2024

APPENDIX TP 4



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Title: TRACC 8KM CYCLING CATCHMENT PLAN

Status: **FOR PLANNING**

Scale: N.T.S.

Size: A3 - 420 x 297

Drawn: PP

Chkd: RD

Appvd: MC

| | | | | | |
|------|-------|------------|-----|-----|-----|
| Rev: | Date: | Amendment: | DRN | CHK | APR |
|------|-------|------------|-----|-----|-----|

Client: PTARMIGAN LAND NORTH LTD

Project: RESIDENTIAL DEVELOPMENT HEMINGFIELD,
BARNSELY

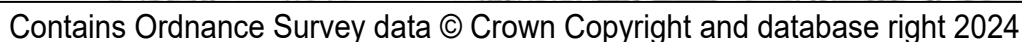
Drawing No: 23/160/ACC/002

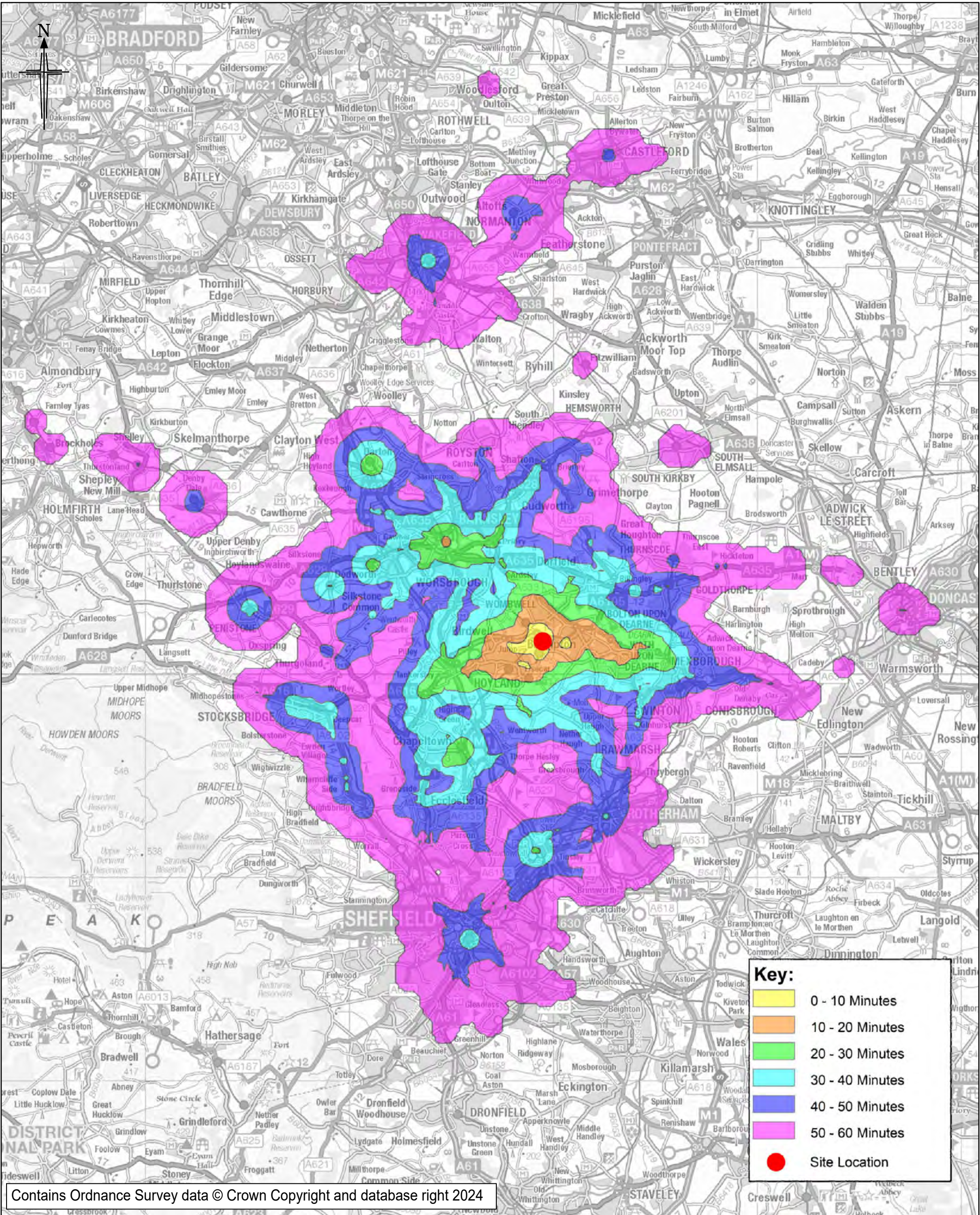
Job No: 23-160

Revision: -

Date: 16/01/2024

APPENDIX TP 5





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