TRAVEL PLAN

Former North Gawber Colliery
Mapplewell
Harworth Estates

DEVELOPMENT PLANNING LIMITED

DOCUMENT QUALITY CONTROL			
Project Number	2014001	Report Number	002
Report Title	Travel Plan		
Issue	Status	Date	Approved
-	Draft	January 2014	D Sagstad
A	Draft	February 2014	D Sagstad
B	Final	March 2014	D Sagstad

Development Planning Limited
Old Barn 418 Aberford Road
Stanley
Wakefield
WF3 4AA
07473 751305
info@dev-planning.co.uk
www.dev-planning.co.uk
Company Number : 08771328

Table of Contents

1. Introduction _____ 1
2. Policy Review _____ 3
3. Existing Conditions _____ 6
4. Travel Plan Objectives _____ 8
5. Travel Plan Initiatives _____ 9
6. Travel Plan Targets _____ 14
7. Monitoring _____ 19
8. Summary and Conclusions _____ 21

1. INTRODUCTION

1.1 INTRODUCTION

1.1.1 Development Planning Limited has been commissioned by Harworth Estates to prepare a Framework Travel Plan for a residential development in Mapplewell, north of Barnsley. This report sets out the means by which Harworth Estates (and ultimately the eventual residents within the site) will seek to reduce the impact of travel related to the development by assisting those residents to travel more sustainably to and from the site itself.

1.2 DEVELOPMENT PROPOSAL

1.2.1 The site is located within Mapplewell, on the former North Gawber Colliery site. The site is located to the west of Carr Green Lane, to the east of existing residential properties on Spark Lane and to the south of existing commercial properties on Mapplewell Drive/ Carr Green Lane.

1.2.2 Full planning permission is sought for the remediation and restoration of the site and outline planning permission is sought for up to 325 dwellings, open space and associated infrastructure with all matters reserved except for access. The main pedestrian access points to the site are on to Spark Lane to the west and Carr Green Lane to the east. The vehicular access point is proposed from Carr Green Lane.

1.2.3 The development proposals include parking for cycles within the curtilage of the dwellings. Car parking is provided for residents in the form of garages and on-plot car parking spaces, with ad hoc visitor car parking provided for on the internal road network.

1.2.4 The scheme proposals include a significant number of enhancements to the local sustainable transport network, including:

- Several access points on foot and cycle;
- Direct links towards bus stops and the village centre;
- Improvements to existing footpaths across the site;
- Enhancements to Mapplewell village centre; and
- 'Quiet Lane' proposals for Swallow Hill Road.

1.2.1 The proposed package of measures will help to ensure the sustainability of the development. The indicative masterplan is included in Appendix A.

1.3 THE NEED FOR A TRAVEL PLAN

1.3.1 A Travel Plan is the generic term for a package of measures designed to reduce the number and length of private car trips generated by a development and to, in turn, promote the use of more sustainable modes of transport. This can be done in a number of ways, including measures such as maximizing accessibility to public transport and promoting car sharing. Such measures should also be supported by a range of soft measures, aimed at raising awareness and encouraging sustainable travel. A Travel Plan is, therefore, an important tool for residential development used to create and deliver an accessible community.

1.3.2 This Framework Travel Plan for the Mapplewell development is also a requirement of the planning process and as such will be agreed with the local authority prior to implementation.

1.4 BENEFITS OF A TRAVEL PLAN

1.4.1 A Travel Plan is an increasingly important tool to deliver sustainable development ideas. Each Travel Plan is tailored to the specific needs and issues of the site being development and its end users. Once development, the Travel Plan will incorporate and reflect both the travel behavior and requirements of the residents of the development, allowing them to access a range of associated benefits.

1.4.2 Raising awareness of public transport facilities could lead to reduced journey times where congestion currently causes delay. Similarly encouraging car sharing can offer a social networking opportunity and help foster better community links.

1.5 DEVELOPER COMMITMENT

1.5.1 The developer of the site recognises the importance of reducing the transport-related impacts of the proposed residential development at Mapplewell and the need to provide for a range of sustainable travel options as a realistic alternative to car use.

1.5.2 To this end the developers are committed to implementing a number of measures that are detailed in Section 5 of this report, and monitoring and reviewing the process contained within this Framework Travel Plan. This will provide residents at the development with suitable facilities and the information they require in order that they may make sustainable travel choices.

2. POLICY REVIEW

2.1 INTRODUCTION

2.1.1 This Chapter reviews the relevant planning policies relating transport for the proposed residential development site at Mapplewell, including national and regional policies.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

2.2.1 National Planning Policy Framework was published in March 2012 and sets out the Government's aims for achieving sustainable development. The ministerial foreword states that the purpose of planning is to help achieve sustainable development and that:

"...We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer to us. Our lives, and the places in which we line them, can be better, but they will certainly be worse if things stagnate..."

"...So sustainable development is about positive growth – making economic, environmental and social progress for this and future generations. The planning system is about helping to make this happen."

"In order to fulfil its purpose of helping achieve sustainable development, planning must not simply be about scrutiny..."

2.2.2 It is clear that the Government's aims are to encourage development and, indeed, state that there is a presumption in favour of sustainable development.

2.2.3 With regard to transport, Chapter 4 of the Framework sets out the Government's aims of "Promoting Sustainable Transport".

2.2.4 In paragraph 29 it states that:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives...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."

2.2.5 It can be seen from Paragraph 29 that the Government acknowledges that the definition of sustainable transport will, by necessity, vary across the country and between areas such as City Centres and areas which are not as urban, such as Mapplewell. As such, it would be inappropriate to apply strict City Centre accessibility criteria to sites such as those within Mapplewell.

2.2.6 Instead, the Government sets out the criteria for assessing all developments which generate significant amounts of movement. This broader guidance is set out in Paragraph 32, as follows:

"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure"

Safe and suitable access to the site can be achieved for all people; and

Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development..."

2.2.7 And importantly states that:

"Development should only be prevented or refused on transport grounds where the residual impacts of development are severe."

It can be seen from this guidance that the Government requires the nature and location of development to be taken in to account when considering the opportunities for sustainable transport modes. In defining how development should protect and exploit opportunities for the use of sustainable transport modes it states (in Paragraph 35) that

- *"..development should be located and designed where practical to:*
- *Accommodate the efficient delivery of goods 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."*

2.2.8 NPPF goes on to state that:

"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

The developer fully recognises the importance of Travel Planning and a Travel Plan has been prepared as part of the planning application package – in line with NPPF guidance.

2.3 CORE STRATEGY

2.3.1 Barnsley Core Strategy was adopted in September 2011 and sets out the spatial strategy for the future development of Barnsley up to the year 2026. The Core Strategy sets out the key elements of the planning framework for Barnsley.

2.3.2 The Core Strategy sets out the council's strategy for transport moving forward, whilst considering the significant steps that have already been taken as part of the "Remaking Barnsley" initiative, which includes the new public transport interchange in Barnsley.

2.3.3 Chapter 8 of the Core Strategy sets out the strategic objectives of the plan. Objective 2 relates to transport and seeks to improve access, movements and connectivity with sustainable travel by:

- *"reducing the reliance on the private car and encouraging walking and cycling*
- *improving public transport links between settlements within the borough and to Barnsley Town Centre*
- *working with City Region partners to promote good quality public transport linking the Accessibility Improvement Zone to significant places of business, employment and*
- *international interchange on the Leeds to Sheffield City Region corridors, including Wakefield and Rotherham*
- *improving direct public transport and freight links to London, Manchester, other Core Cities and the Humber ports*
- *considering the improvement of road links where evidence indicates significant improvements for businesses and local residents*
- *ensuring new developments reduce the need for car parking provision to a minimum*
- *reducing transport emissions of green house gases in order to tackle climate change and minimising other pollutants to improve air quality"*

2.3.4 Whilst the Core Strategy pre-dates the adoption of NPPF, the sustainable aims of the transport policies reflect current national guidance.

2.4 SUMMARY

2.4.1 National and local planning policy encourages sustainable development. National Planning Policy Framework states that:

"Development should only be prevented or refused on transport grounds where the residual impacts of development are severe."

3. EXISTING CONDITIONS

3.1 INTRODUCTION

3.1.1 This chapter describes the existing conditions in the vicinity of the site. This includes facilities for non-car mode users and the shops and services that are available locally.

3.2 WALKING

3.2.1 Walking is the most sustainable mode of transport. The superseded PPG13 recognises walking as the most important mode of travel at a local level and that it offers the greatest potential to replace short car trips, particularly under two kilometres. As such, consideration has been given to the existing pedestrian facilities within two kilometres of the proposed development. Figure 3.1 (Appendix A) shows a 2km walking distance from the site.

3.2.2 A significant area can be accessed within a 2km walk of the proposed development site, including Mapplewell Centre, Barugh, Darton Staincross, Athersley South and Athersley North. Areas to the south would typically be reached using Spark Lane/ Dearne Hall Road, areas to the West via Pye Avenue/ Darton Lane or Towngate, to the north via Greenside and to the east via Bar Lane. Each of these routes provides footways along their length and are considered appropriate for access on foot.

3.2.3 The facilities that are closest to the site include the Co-Op retail store (on Mapplewell Drive) and the shops and facilities that are available within Mapplewell (focussed around the junction of Greenside/ Spark Lane. The facilities within Mapplewell include a Post Office, food establishments, newsagents, hardware store, butchers, public houses, banking and additional shopping and service offers. All of these facilities are within a 400m walk of the centre of the proposed development site.

3.2.4 An existing public right of way crosses the site in an east/ west direction, linking Carr Green Lane to Spark Lane. The public right of way is a sign-posted route from Spark Lane (just south of Sparkfields) to Carr Green Lane (opposite Hill End Road). Towards Spark Lane, the footpath has an additional informal access("permissive route") along the route of a disused wagonway. Around 40m in to the site (from Spark Lane) the public right of way crosses a watercourse. The current state of the crossing is poor, with no handrail provided.

3.2.5 There are additional existing informal access points to the site on Carr Green Lane around 100m south and 40m north of Beaulieu View. Two further informal access points also exist on the western boundary of the site, adjacent to the football field and from the surfaced courtyard behind a number of properties on Spark Lane, just to the north of Sparkfields.

3.3 CYCLING

3.3.1 The National Cycling Strategy recognises cycling as an economical, environmentally friendly and healthy mode of transport, especially for short local trips which make up many of our everyday journeys. It is commonly accepted that cycling has the potential to replace car journeys, especially for journeys up to 5km. Figure 3.2 (Appendix A) shows a 5km cycling distance from the site.

3.3.2 A review of the Sustrans information shows that the closest traffic free cycle route to the site is located at Laithes Lane, around 1.5km to the east of the site (along Bar Lane). The cycle route heads eastwards until just past Carlton and then runs generally north and south, providing access to the wider area.

3.3.3 Using the road network, a number of key locations can be reached within 5km, including Darton (and Darton train station) as well as Barnsley Town Centre. These key destinations provide significant opportunity for commuting by cycle.

3.4 PUBLIC TRANSPORT

3.4.1 The proposed development is located within easy walking distance of bus stops which serve a number of local and long distance bus routes. A number of bus stops are located close to the site:

- Spark Lane north of the junction with Pye Avenue;
- Spark Lane south of the junction with Greenside;
- Pye Avenue;
- Towngate (east and west of the junction with Greenside);
- Blacker Road (east and west of the junction with Mapplewell Drive); and
- Blacker Road west of Hope Street.

3.4.2 The bus stop locations are shown in Figure 3.3 (Appendix A) and provide access to frequent bus services, which can be summarised as follows:

- Service 1 – 10 minute frequency to Barnsley town centre via Athersley North, Honeywell and Staincross;
- Service 600 – Providing access to Skelmanthorpe Shelley High School via Darton;
- Service 97 – Hourly frequency to Wakefield/ Barnsley;
- Service 93A, 485, 488 and 490 – Providing access to Kexborough, Darton College;
- Service 93A – Hourly frequency to Barnsley

3.4.3 It can be seen from the above that there are a wide variety of destinations for commuting, shopping and education that are accessible by bus from close to the site.

3.4.4 In addition to buses, Darton train station is located at around 2km from the site. The distance is considered to be most appropriate for either access by bus, cycle, car passenger or car driver and, for some, on foot.

3.4.5 Bus services along Blacker Road allow access to the station by bus. In addition the station has both drop-off and car parking facilities available, allowing a car to be part of the wider journey. Darton train station provides hourly services to both Sheffield and Leeds.

3.4.6 Around 5km from the site is Barnsley train station. Barnsley train station. Barnsley train station provides 40 car parking spaces, along with cycling facilities. The station provides services to a wide range of destinations, including Sheffield, Leeds, Huddersfield and Nottingham. Barnsley train station forms part of Barnsley Interchange, where the frequent bus service number 1 terminates. The travel time from Mapplewell to Barnsley Interchange by bus is around 13 minutes, making journeys via train a viable alternative to the car for longer distance travel.

3.5 SUMMARY

3.5.1 There are a wide range of facilities, services and shops located close to the site which are accessible on foot or by cycle.

3.5.2 There are frequent bus services from bus stops within easy access of the proposed development site. The bus services provide access to key destinations including Barnsley, local schools and Darton rail station.

4. TRAVEL PLAN OBJECTIVES

4.1 INTRODUCTION

4.1.1 This Section sets out the preliminary objectives associated with the implementation of the residential Travel Plan at Mapplewell. It should be noted, that while the objectives described below are currently applicable to the residential site, it is important that they are continually reviewed and amended as necessary, in accordance with the changing needs of residents of the site as well as changing national and local policy.

4.2 OBJECTIVES

4.2.1 The objectives of the Mapplewell Travel Plan have been designed to be site specific whilst reflecting the requirements of NPPF, and are summarised as follows:

- To maximize public transport accessibility to the development for all journey purposes and to raise awareness of the benefits of public transport over private car use;
- Provide realistic transport alternatives to minimise single occupancy car use amongst residents and, in turn, cut congestion;
- To provide a sage cycle and pedestrian friendly environment within the development;
- To provide residents with up to date information on the services available to them, so as to allow them to make the most informed and sustainable travel choices; and
- To maximize the travel awareness of residents both prior and post purchase.

4.2.2 The objectives of the Travel Plan will be reflected in the package of measures that will be implemented by the developer to encourage the use of sustainable modes of travel as seen in the above objectives. In turn, this will be updated as the needs of the occupants become more evident.

4.2.3 Consultation with residents (include the collection of survey data) will be used to update and review both quantitive targets for modal shift and qualitative goals for influencing changes in travel behavior. It is not proposed to set full modal targets at present given that the needs of residents are, as yet, unknown.

5. TRAVEL PLAN INITIATIVES

5.1 INTRODUCTION

5.1.1 This section of the Framework Travel Plan contains a package of measures which will be implemented in order that sustainable travel options are in place at the site from the outset.

5.1.2 The needs for travel and making journeys from a residential site need to be considered in more detail as they are different to that of an employment or retail site. This is because the residents have different and multiple destinations through different times of the day, rather than just focusing on leaving home and travelling to work.

5.1.3 With this in mind, a number of initiatives have been outlined below.

5.1.4 The initiatives reflect previous experience with respect to Travel Plans, along with national government guidance , from the Department for Transport (DfT) with respect to encouraging sustainable travel.

5.1.5 The aim of such initiatives is to maximize the accessibility of the proposed development site by alternative modes to the private car. The initiatives will benefit residents of the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (as compared with single occupancy car use);
- Health benefits for the residents through increased levels of walking and cycling and a healthier environment due to fewer vehicle emissions in the immediate vicinity of the site; and
- A pedestrian/ cycle friendly environment.

5.2 TRAVEL PLAN MANAGEMENT

5.2.1 To be successful a Travel Plan needs to have the support of the developer.

5.2.2 It is important to convey to all residents the reasons for implementing the Travel Plan and the benefits that can occur for everyone. Unlike employment or retail based sites, there is no single company of institution at a residential site that is able to provide continuity and a common point of interest for all residents at the site. Therefore, the Travel Plan for the Mapplewell development needs to put in place a strategy for ongoing management of the Travel Plan.

5.2.3 To oversee the running of the Travel Plan, a Travel Plan Coordinator would need to be appointed to act as a single point of contact for all queries relating to the Travel Plan and be someone who could centrally coordinate the Travel Plan Initiatives.

Initiative 1 – A site-specific Travel Plan Coordinator will be appointed and funded by the developer (s) prior to the first occupation of the site and for 5 years after the first occupation of dwellings to oversee the development and implementation of the Mapplewell Travel Plan.

5.2.4 The Coordinator would work with the residents on site for 5 years. Thereafter one of the residents could be allocated to take on the responsibilities of the Travel Plan Coordinator. There is no obligation on the part of the residents to undertake the role, however the Travel Plan Coordinator will use their best endeavors to establish a residents committee in order to continue the Coordinator role after the period of developer funding has finished. If a resident can't be found to take on the responsibility, discussions could be held with Barnsley

Metropolitan Borough Council as to whether the Council Travel Plan Coordinator would be able to take on the role.

5.2.5 Guidance suggests that a Travel Plan Coordinator should be in place prior to the first occupation. This is to ensure that all the measures are in place for residents. Similarly, guidance suggests that the Travel Plan Coordinator should undertake the implementation, monitoring and review of the Travel Plan to ensure its success. As outlined above, the Travel Plan Coordinator will be in place to undertake all of the above.

5.2.6 The Coordinator will liaise with external bodies, including the local authority and local public transport operators, to negotiate incentives for residents to travel to/ from the site more sustainably.

Initiative 2 – A residents committee will be set up to take on the responsibility of the Travel Plan Coordinator after the funding period has finished.

5.3 MARKETING AND PROMOTION

5.3.1 Experience has shown that the most successful Travel Plans are those that enjoy good lines of communication between all stakeholders in the provision of transport. The availability of information related to walking and cycling routes and public transport provision is particularly important to raise awareness of the alternative modes available.

5.3.2 Promotion of the Travel Plan should aim to persuade all the residents of the site about the personal benefits that the implementation of the Travel Plan will bring. Residents should be made aware of the travel options available to them.

5.3.3 From the outset, sustainable travel will be promoted to all new residents within the development. The following describes the marketing tools and initiatives that will be used to convey the commitment of the developer to providing alternative travel choices.

Initiative 3 – The Travel Plan and the reasons for implementing it will be promoted through the sales office, in order to ensure that prospective residents are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.3.4 A sustainable travel information pack will be provided to all residents who complete the purchase of a property. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

Initiative 4 – All residents will be provided with a 'sustainable travel information pack' which will include public transport, walking and cycling routes between their homes and surrounding amenities.

5.3.5 Furthermore, the proposed Travel Plan Coordinator for the Mapplewell site will provide assistance, on an individual basis, to those residents who wish to obtain information relating to alternative modes of travel for their journey to a specific off-site location.

Initiative 5 – All residents will be offered assistance by the Travel Plan Coordinator in determining sustainable travel options for their chosen journey.

5.3.6 The agreed Travel Plan will include a marketing and communication strategy, to be agreed with the local authority – this will aim to identify the most appropriate medium for disseminating Travel Plan information to residents.

5.3.7 As part of the set promotion, a website will be set up to promote non-car modes of transport will be set up. The information on the website will include walking, cycling and public transport information, as well as links to local car share databases. The website will be available to all, including those who live in Mapplewell, and could help to influence travel behavior throughout the area, rather than being confined to benefitting those who will live at the site.

Initiative 6 – A sustainable travel website will be set up to communicate to those on the site and those within the community the potential choices they have for sustainable travel.

5.4 INITIATIVES TO PROMOTE CAR SHARING

5.4.1 It is likely that a proportion of residents will work at employment locations in close proximity to one another, or others within the local community. They would, therefore, be making trips to/ from a common destination in the morning and evening and thus there is potential for these individuals to share their car journey with nearby residents.

5.4.2 The following provides an overview of the measures that will be introduced to assist those wishing to car share and ways in which car sharing, for all types of journey, will be promoted.

5.4.3 Residents will be encouraged to sign up to the South Yorkshire Car Share Scheme which is available via the Barnsley Metropolitan Council's own web pages or https://southyorkshire.liftshare.com.

Initiative 7 – Residents will be provided (including through the website) with information on https://southyorkshire.liftshare.com/ car share scheme.

5.5 INITIATIVES TO REDUCE PRIVATE CAR TRAVEL

5.5.1 There are a number of car club providers in the United Kingdom, such as City Car Club. The Travel Plan Coordinator will liaise with car club providers and Travel Plan Champions to determine the potential to locate a car club within the development.

5.5.2 The benefit of a car club is that the provider will take the responsibility for providing the cars, coordinating the access/ booking, maintenance, promotion and marketing of the scheme. Car clubs provide a means to reduce parking ratio provision in new development. Each car club car typically replaces 6 private cars as residents convert from owning a first or sometimes second car.

Initiative 8 – The Travel Plan Coordinator will investigate the potential to host a Car Club at the Mapplewell site.

5.5.3 The basic idea of a car club is that people can have access to a car in their neighbourhood without having to buy or maintain their own vehicle. Residents typically pay an annual membership fee to an operator who provides and maintains a range of vehicles in the immediate area.

5.5.4 Members then pay by the hour and mile when they use a vehicle. Bookings can be made at very short notice. The combined costs of membership are intended to be cheaper than personal car ownership for drivers who do not have a high mileage rate. In this way, car clubs can make it feasible for households to forego a second car, if not a first one, and encourage people to choose an alternative.

5.5.5 The Car Club would be promoted to residents and those who live within Mapplewell as a realistic alternative to car ownership. This could be through negotiating a joining incentive with the scheme operator.

5.6 INITIATIVES TO PROMOTE PUBLIC TRANSPORT

5.6.1 As mentioned previously, residents at the site will be within a reasonable walking distance of a bus stop.

5.6.2 Aside from the aforementioned site-wide initiatives to encourage public transport usage at the development site, in order to further promote public transport use, households would be given the opportunity to take up a free public transport tickets as part of the sustainable travel information pack. This initiative aims to demonstrate the relative ease with which residents can travel to their chosen destination by public transport, such that at the end of the one month period residents will continue to do so.

Initiative 9 – A financial contribution will be made to the council to make available travel passes for residents.

5.6.3 A sum of £77,200 has been allocated for this initiative, which could provide all households with around three 28 day tickets using the TravelMaster Barnsley 28 day ticket. Alternatively, around a third of all households could be provided with a TravelMaster Barnsely Annual ticket.

5.6.4 Information on costs, timetables and services, which could be used by residents, will also be provided within the pack.

5.7 INITIATIVES TO PROMOTE WALKING

5.7.1 Walking and cycling are the most sustainable modes of travel, the only costs associated with the modes relate to the initial purchase costs (and some periodic maintenance).

5.7.2 Information on the cost savings, including a car cost calculator, will be made available for residents on the travel website. In addition, details of the health benefits of these alternative modes will be provided to encourage residents to consider walking and cycling as a realistic, sustainable and healthy way to travel. Information on walking and cycling routes and facilities within the area will be provided to residents. This information will form part of the sustainable travel pack and also a section on the website.

Initiative 10 – The health and cost benefits of walking and cycling will be promoted to all residents and also to the wider community using the travel website.

5.7.3 Often concerns over personal safety can deter people from going places on foot. It is important that high quality and safe pedestrian routes are provided within the development, taking account of common desire lines, to ensure the potential for encouraging walk trips is maximized.

5.7.4 The pedestrian routes provided within the development will be well-lit and sited so as to ensure natural observation, in order to encourage personal security. Internal pedestrian facilities will designed to link into the external footway network.

Initiative 11 – Lit, high quality pedestrian routes will be provided within the development. These will be designed to take account of common pedestrian desire lines and to be well linked to the external pedestrian network.

5.7.5 The provision of good quality walking facilities is intended to aid the potential for cross-modal journeys, particularly those incorporating public transport. The development will ensure that links to the closest bus stops are direct and thus attractive.

5.8 INITIATIVES TO PROMOTE CYCLING

5.8.1 The sustainable travel pack should include information on cycle routes between the residential area and common destinations, including surrounding employment locations and local amenities.

5.8.2 The following are initiatives that the Travel Plan Coordinator will seek to implement at the Mapplewell site to encourage cycling amongst residents. It is widely acknowledged that people are more likely to change the way they travel to coincide with major life events, such as starting a new job or moving house. Therefore, the Travel Plan Coordinator should exploit this potential and ensure that all residents are fully aware of the cycle facilities that are available to them.

Initiative 12 – The Travel Plan Coordinator will keep residents information of any local cycle rides, leisure routes or organized rides. This can be provided through the travel website to benefit the wider community.

Initiative 13 – The Travel Plan Coordinator will promote the Sustrans website to residents, which contains information of cycle routes and events in the local area.

Initiative 14 – The Travel Plan Coordinator will promote links to local cycle shops and outdoor pursuits outlets through the website.

5.9 SUMMARY

5.9.1 This Section of the Framework Travel Plan proposed measures for encouraging sustainable travel and maximising the accessibility of surrounding amenities for all residents at the Mapplewell site.

5.9.2 Measures to improve public transport links to the site will serve to improve the relative attractiveness of alternative modes to the private car for journeys to the site. Improvements to the footways and cycle infrastructure also encourage more sustainable modes of travel.

5.9.3 The developer will create and promote a travel website which will be accessible to residents and those within Mapplewell (and the wider community) which will promote the benefits of alternative modes to the private car, helping to reduce overall car usage across the locality.

6. TRAVEL PLAN TARGETS

6.1 INTRODUCTION

6.1.1 Travel Plan targets will be set to allow the progress of the Travel Plan towards the objectives, set out in Section 4, to be measured. Targets will be specific, measurable, achievable, realistic and time constrained (SMART).

6.2 QUANTITATIVE TARGETS

6.2.1 The primary purpose of the Travel Plan is to minimize the impact of the development proposals on the highway network, through promoting and incentivizing more sustainable travel modes. The Travel Plan will aim to maximize the number of residents who cycle, walk or use other sustainable means to travel and to reduce the number of single occupancy car journeys.

6.2.2 In order to quantify the aims and outcomes of the Travel Plan initiatives, definitive objectives and targets have been formulated from the outset. Objectives (identified in Section 4) centre on a requirement to reduce the need to travel as a whole and increase the use of alternative modes of transport, wherever possible at both a strategic and local level.

6.2.3 Given the measures outlined in the preceding section (and reflecting advice from the DfT on the impact of Travel Plans), it is considered reasonable to identify a target reduction in single occupancy car trips of 5% from the gross trip generation identified within the Transport Assessment within 5 years.

6.2.4 Table 6.1 below outline the gross trip generation for the development as forecast by the Transport Assessment in the AM and PM peak hours.

Table 6.1 – Trip Generation from Transport Assessment

325 Dwellings	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rate	0.153	0.458	0.611	0.474	0.248	0.722
Traffic Generation	50	149	199	154	81	235

6.2.5 Table 6.2 below outlines the trip generation modified to reflect the impact of the Travel Plan targets.

Table 6.2 – Initial Travel Plan Targets (Peak Hours)

325 Dwellings	AM Peak Hour (vehicles)			PM Peak Hour (vehicles)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Gross Traffic Generation	50	149	199	154	81	235
With Travel Plan Measures	47	141	188	146	77	223
Difference	**-3**	**-8**	**-11**	**-8**	**-4**	**-12**

6.2.6 As indicated, the above target is considered reasonable, given the package of measures outlined earlier in this Travel Plan.

6.2.7 Given that the phasing of the development is currently undetermined, progress towards the targets between the opening and design year will be reviewed annually in the context of the number of dwellings occupied. This will be related back to the anticipated traffic generation (using the trip rates within the Transport Assessment and set out in Table 6.1 above) for that number of dwellings.

6.2.8 If progress towards the targets is behind the anticipated reduction in overall traffic flows (i.e. the number of recorded trips exceeds the target trip generation associated with the number of dwellings occupied), the Travel Plan Coordinartor (with the support of the developer and in liaison with the Local Authority) will review the measures in place with a view to identifying additional measures, which can be implemented to bring about the targeted modal shift.

6.2.9 Where the 5% reduction is demonstrated to have been achieved ahead of the identified timeframe, targets for additional modal shift will be discussed with the local authority.

6.2.10 Similarly, following the collection of a set of comprehensive baseline data the quantitative targets above can be reviewed and will be set for journeys of all purpose. These targets will incorporate any local authority experience of the effectiveness of specific Travel Plan measures in bringing about a modal shift towards more sustainable modes of transport.

6.2.11 The targets for public transport will take account of any improvements to bus services that are negotiated and the incentives to encourage the use of those services.

6.2.12 The targets for walking and cycling will reflect the location of the proposed development in relation to surrounding facilities, as well as the improvements to footpaths and footways identified as part of this development.

6.3 QUALITIATIVE TARGETS

6.3.1 In addition to the quantitative mode share targets detailed above, a number of qualitative goals will be set as a consequent of the package of measures outlined in Section 5. Table 6.3 below

provides a summary of these qualitative goals with designated responsibility and timescales for implementation.

Table 6.3 – Qualitative Goals

Goal	Implementation	Timescale
Appoint a Travel Plan Coordinator	The Developer	Prior to first occupation of a dwelling
Set up a residents committee	Travel Plan Coordinator	Within six months of first occupation of a dwelling
Develop "Sustainable Travel Information Pack"	The Developer/ Travel Plan Coordinator	Prior to first occupation of a dwelling
Set up the Travel Website	The Developer/ Travel Plan Coordinator	Prior to first occupation of a dwelling
Undertake baseline Travel Survey	Travel Plan Coordinator	As specified in Section 7
Analyse the Travel Survey Data and produce annual monitoring report	Travel Plan Coordinator	Report to be produced within three months of surveys. Results to be reported to the local authority
Encourage residents to use public transport through the provision of a free one month pass	The Developer	Scheme to be in place prior to occupation of a dwelling
Promote the Local Authority's Car Share Scheme	Local Authority/ Travel Plan Coordinator	On occupation of each development phase

6.4 IMPLEMENTATION

6.4.1 The measures identified can be categorized as short, medium and long term. The timescale for implementation of each measure will be reflective of this and formally agreed with the local authority. The Travel Plan Coordinator will prepare an implementation strategy for submission to the local authority.

6.4.2 Short term measures are those aimed at raising awareness and measures that can be easily implemented within a short timescale. Generally short term measures will note involve liaison with external bodies. These include the measures set out in Table 6.4 below.

Table 6.4 – Short Term Measures

Measures	Funding	Responsibility
Identify Travel Plan Coordinator	The Developer will fund the role for the 6 months prior to first occupation and for the 5 years following first occupation	Developer
Produce a sustainable travel information pack	This is to be produced by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Promotion of the health benefits of sustainable modes	This is to be produced by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Provide information regarding walk/ cycle routes to local amenities	This is to be produced by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Supply all residents with accessible public transport information	This is to be produced by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Meetings at a minimum of every 6 months for the residents committee	This is to be arranged by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Produce a travel website	This is to be arranged by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator

6.4.3 Medium term measures are those that may involve negotiations with external parties. The medium term measures are set out in Table 6.5 below.

Table 6.5 – Medium Term Measures

Measure	Funding	Responsibility
Arrange cycle service checks for residents at a	This is to be arranged by the Travel Plan Coordinator and	Travel Plan Coordinator

local bicycle retailer or on site.	funded by the Travel Plan budget	
Provide funding to the council through the S106 to allow provision of public transport passes	This is to be arranged by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Provision of enhancements to safety for all users of Swallow Hill Road	This will be funded by the Developer through the S106.	Developer to fund and implementation by local authority
Provision of enhancements to the junction of Greenside/ Spark Lane to the benefit of *non-car mode users*	This will be funded by the Developer through the S106.	Developer to fund and implementation by local authority

6.4.4 Other measures are considered to be those that could be implemented in the long term. These could include measures which require additional negotiation with external bodies. Table 6.6 sets out these long term measures.

Table 6.6 – Long Term Measures

Measure	Funding	Responsibility
Liaise with the local authority and local police Safety Officer to identify initiatives to encourage walking and cycling	This is to be arranged by the Travel Plan Coordinator and funded by the Travel Plan budget	Travel Plan Coordinator
Liaise with bus operators to obtain up to date information	This is to be arranged by the Travel Plan Coordinator	Travel Plan Coordinator

7. MONITORING

7.1 INTRODUCTION

7.1.1 This section of the Travel Plan provides a strategy to monitor and review the progress of the Travel Plan, with respect to quantitative and qualitative mode share targets and overarching aims and objectives.

7.2 MONITORING AND REVIEW

7.2.1 The impact of the Travel Plan needs to be monitored in order to ensure that the aims and objectives are being met and to quantify their impact. Where the implementation of the Travel Plan is secured by way of a planning condition, monitoring will also demonstrate the fulfilment of the developer's obligations under the planning consent.

7.2.2 One year after the site is first occupied (up to 50 units may be occupied at that time) resident travel surveys will be undertaken to establish an accurate baseline situation. The monitoring of the Travel Plan will then be undertaken annually thereafter. Where progress towards targets is slow, the monitoring process allows this to be easily identified and it may be possible to determine particularly effective/ ineffective measures and, thereby, identify remedial action to get the Travel Plan back on track.

7.2.3 The monitoring of the Travel Plan will be the responsibility of the Travel Plan Coordinator, with support of the developer.

7.2.4 In addition to the resident's surveys, the uptake of specific initiatives (e.g. vouchers for cycle services and public transport passes) will also be useful in ensuring effective monitoring. In addition, external sources of information may be called upon. These might include bus patronage figures from operators.

7.2.5 In order to verify the maximum traffic generation targets, traffic count data will be collected with manual classified counts being undertaken at a similar time each year (in a neutral month).

7.2.6 The Travel Plan Coordinators role will include liaising internally with residents, as well as externally with outside parties (e.g. public transport operators) in the monitoring process.

7.2.7 The results of the annual data collection exercise will be collated by the Travel Plan Coordinator and incorporated into a monitoring report. Once compiled the Travel Plan monitoring report will be compiled and distributed by the Travel Plan Coordinator to the Travel Plan Officer at the local authority. Copies will also be made available to residents at the six monthly meetings.

7.2.8 The monitoring report will include the following:

- Details of the methodology used for undertaking the surveys;
- Uptake of initiatives, including cycle servicing and bus passes;
- Bus patronage figures (to be obtained from operators);
- Details of response rates to the survey and a summary of the findings;
- A review of the findings of the surveys in the context of objectives and targets; and
- An action plan, together with updated targets and objectives for the forthcoming year and remainder of the Travel Plan period.

7.3 SUMMARY

7.3.1 The monitoring of the progress of the Travel Plan towards the targets and objectives will allow the Travel Plan Coordinator to determine which of the initiatives have been most successful and those that have not been as effective. This will allow a way forward for the next period of the Travel Plan to be set, and permit prioritisation of funding towards initiatives that are most likely to be successful in the future.

8. SUMMARY AND CONCLUSIONS

8.1 SUMMARY

8.1.1 This Travel Plan has been prepared for the Mapplewell development. It has been put together in light of the existing conditions on site and Development Planning Limited's experience of Travel Planning.

8.1.2 As part of this Travel Plan, national and local government policies which relate to travel have been reviewed. This Travel Plan has been designed to complement the information contained within the appropriate policy documents. The Travel Plan includes a package of measures, objectives and targets which are suited to the proposed development.

8.1.3 Any progress made in relation to the measures within this Travel Plan will be monitored and measured against a set of quantitative and qualitative targets, the basis of which have been identified within this document.

8.1.4 The package of measures contained herein, has been specifically developed to ensure that existing facilities and infrastructure, which are already in place, are promoted. Similarly, the potential to develop new sustainable links to, and within, the development in order to achieve a modal shift away from single occupancy car use has been identified.

8.2 . CONCLUSIONS

8.2.1 This Travel Plan has the potential to deliver real improvements in accessibility for the future residents of the development. It is considered that this Travel Plan provides an appropriate package of measures that will assist in creating a modal shift to more sustainable modes of transport.



DEVELOPMENT PLANNING LIMITED
Development Planning Limited
Old Barn 418 Aberford Road
Stanley
Wakefield
WF3 4AA
07473 751305
info@dev-planning.co.uk
www.dev-planning.co.uk
Company Number : 08771328

APPENDIX A


SUBSTATION LOCATION B
SUBSTATION LOCATION A
0
20
40
(met
1 RETAINING STRUCTURE
2 EXISTING OVERHEAD POWERLINES
3 PRIMARY ENTRANCE
4 CONSTRUCTION ACCESS
CLIENT: HARWORTH ESTATES
PROJECT: NORTH GAWBER
DRAWING OF: MASTERPLAN
DRAWING NO.: 13:4764:SK04
DRAWN BY: SL
SCALE: 1:1000 @ A1
DATE: 25.02.2014



DEVELOPMENT PLANNING LIMITED
Tel : 07473751305 Email : info@dev-planning.co.uk
http://www.dev-planning.co.uk

CLIENT: Harworth Estates

PROJECT: Former North Gawber Colliery Mapplewell

TITLE: Site Location Plan

SCALE @ AS:	APPROVED:	DATE:
NTS	DRS	05/03/2014

PROJECT No:	DRAWING No:	REV:
2014001	Figure 2.1	-

© Development Planning Limited



DEVELOPMENT PLANNING LIMITED
Tel : 07473751305 Email : info@dev-planning.co.uk
http://www.dev-planning.co.uk

CLIENT: Harworth Estates

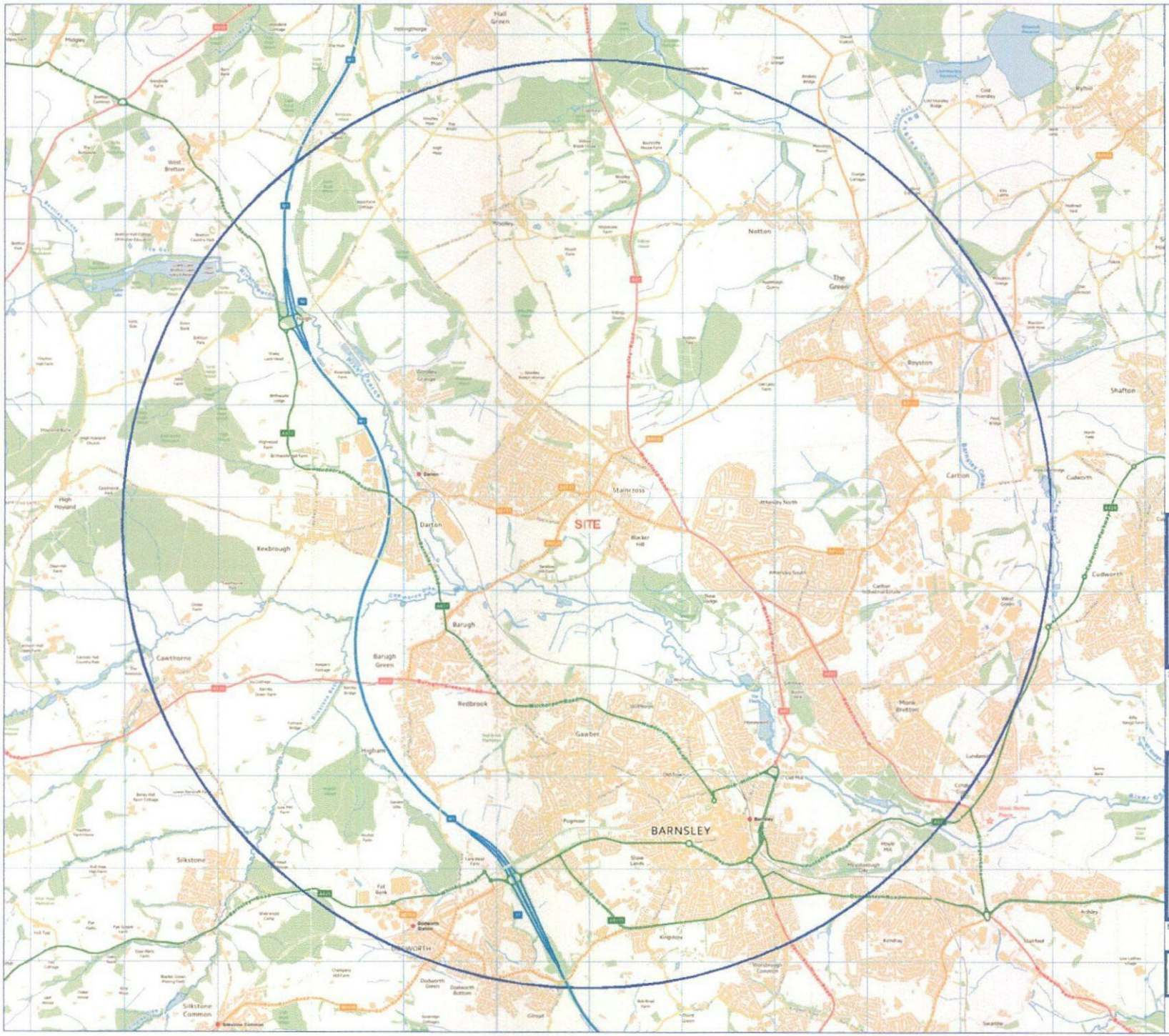
PROJECT: Former North Gawber Colliery Mapplewell

TITLE: Walking Isochrone

SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	05/03/2014

PROJECT No:	DRAWING No:	REV:
2014001	Figure 3.1	-

© Development Planning Limited



5km Walking Isochrone

DEVELOPMENT PLANNING LIMITED
Tel : 07473751305 Email : info@dev-planning.co.uk
http://www.dev-planning.co.uk

CLIENT:
Harworth Estates

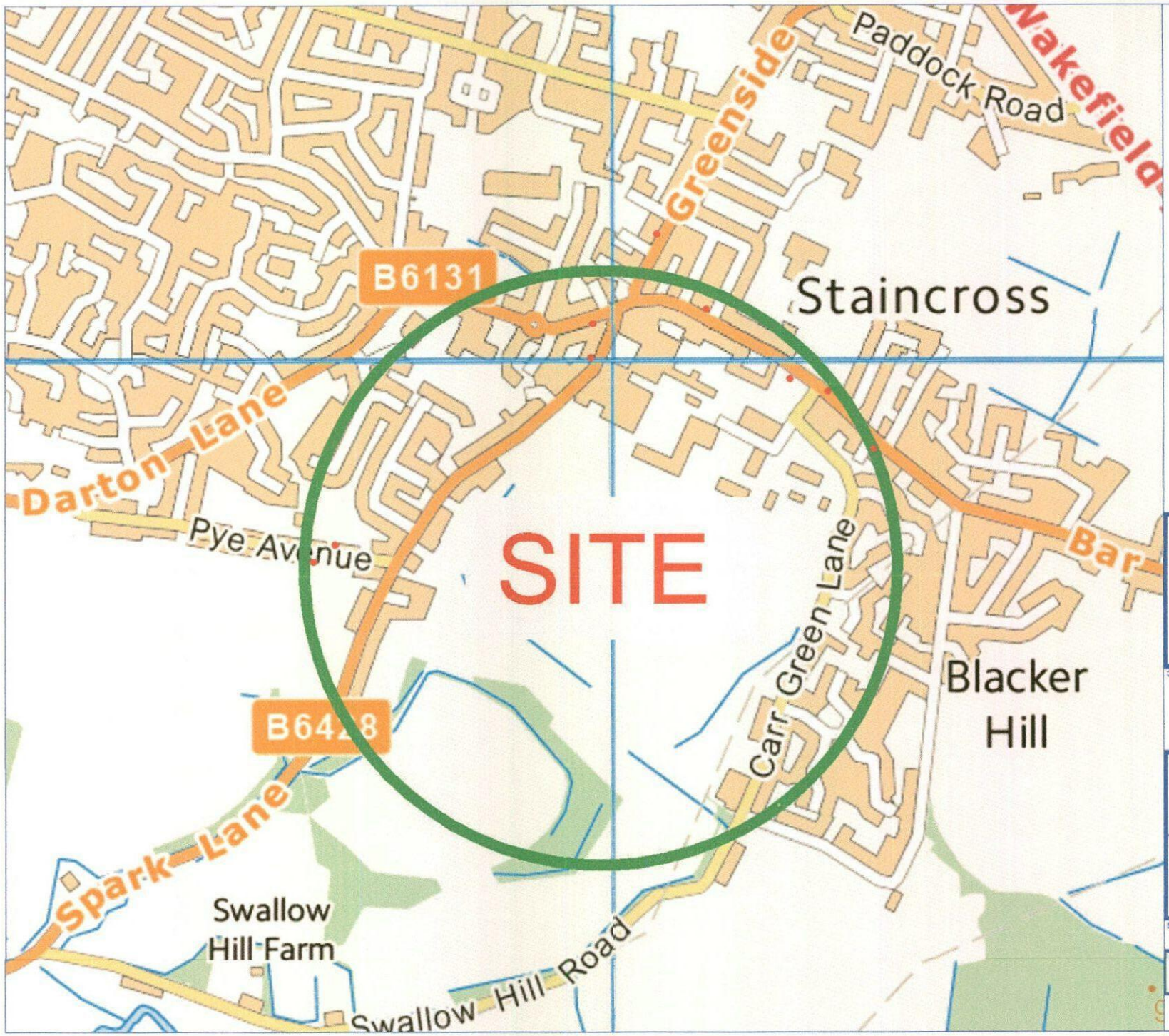
PROJECT:
Former North Gawber Colliery
Mapplewell

TITLE:
Cycling Isochrone

SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	05/03/2014

PROJECT No:	DRAWING No:	REV:
2014001	Figure 3.2	-

© Development Planning Limited



400m From Centre of Site

Bus Stop

DEVELOPMENT PLANNING LIMITED
Tel : 07473751305 Email : info@dev-planning.co.uk
http://www.dev-planning.co.uk

CLIENT: Harworth Estates

PROJECT: Former North Gawber Colliery Mapplewell

TITLE: Bus Stop Locations

SCALE @ A3:	APPROVED:	DATE:
NTS	DRS	05/03/2014

PROJECT No:	DRAWING No:	REV:
2014001	Figure 3.3	-

© Development Planning Limited