

TRAVEL PLAN



Wood Walk, Hoyland

ON BEHALF OF

Yelcon Ltd

July 2021



Quality Management

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Signatures:

Handwritten signatures in blue ink. The first signature is 'James Longley' and the second is 'C. Yarrow'.

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1. Introduction

1.1. OVERVIEW

- 1.1.1. Via Solutions has been appointed to prepare this Travel Plan (TP) in support of a planning application for the proposed 83 unit residential development off Wood Walk, Hoyland, Barnsley. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 1.1.2. Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of the TP is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.1.3. The TP is a key document for managing transport movements from the site more sustainably. This TP should be read in conjunction with a Transport Assessment (TA) which examines the wider transportation impacts of the development proposal prepared by Via Solutions submitted in support of the planning application.

2. Objectives

2.1.1. This TP has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The TP is targeted at the residents of the proposed development. The specific measures will help to provide a focused and effective TP to encourage residents to reduce reliance upon private vehicle travel.

2.1.2. There are a number of objectives, both at national and local level, which the implementation of the TP is intended to help fulfil. These include:

- ✓ To influence travel behaviour of residents and visitors;
- ✓ Reduce the number of single-occupancy car trips;
- ✓ To reduce the need for unnecessary journeys by residents and visitors,
- ✓ Reduction in travel distances;
- ✓ To help improve the health of residents, and
- ✓ Accommodating those journeys that need to be made by car.

3. Site Characteristics and Development Proposals

3.1. SITE DESCRIPTION

- 3.1.1. The site is located off Wood Walk, Hoyland, Barnsley. The site is currently farm land and is accessed by either a gated access to the east of site or an informal access to the west of site. The site is bound to the south and east by Wood Walk, to the north by Dearne Valley Parkway (A6195) and to the west by existing vegetation. Figure 1 at Appendix A shows the site location in relation to the local highway network.
- 3.1.2. A detailed description of the highway network is provided within the TS for the scheme, available from the Barnsley Metropolitan Borough Council Planning Portal and is not reproduced here for clarity.

3.2. PEDESTRIANS AND CYCLISTS

WALKING

- 3.2.1. There are bus stops within a 400m the proposed development along both Wood Walk and Barnsley Road. The site is also within a 2km walk of Hoyland Town Centre and Elsecar Train Station is therefore within the preferred maximum walking distance for commuting.
- 3.2.2. Table 1 shows a sample of facilities located in close proximity to a significant range of facilities.

TABLE 1. FACILITIES LOCATED WITHIN SUITABLE WALKING DISTANCES

	Facilities
400m	Bus stops, public house
800m	Industrial park, supermarket, garden centre
1000m	-
2000m	Hoyland Town Centre, Hoyland market, pharmacy, veterinary centre, food and non-food retails, Elsecar Train Station

CYCLING

- 3.2.3. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the National Planning Policy Framework (NPPF) or local planning policy.
- 3.2.4. All local facilities and services as detailed in Table 1 above, can be accessed readily by bicycle using predominantly residential roads. Cycle routes 1n and national cycle route 67 can be found around Hoyland Town Centre which is within 2km of site.
- 3.2.5. It is considered that the availability of national and regional cycle routes as well as the residential streets surrounding the school will encourage the use of the bicycle for journeys to and from the site.

3.3. PUBLIC TRANSPORT

BUSES

- 3.3.1. The access to the site is within 200m of two bus stop on Wood Walk and a further 2 stops located on Barnsley Road 330m from the site access. All the stops have a flag, pole and timetable boards as a minimum provision, and the 2 stops on Wood Walk

also have a shelter provided. The locations of bus stops are indicated on Figure 1 contained within Appendix A.

3.3.2. Table 2 below provides a summary of bus routes in the area. As the TP evolves in future, up to date information on bus services will be made available to residents.

TABLE 2. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
7	Hoyland, Southgate – Hoyland, Kirk Balk – Blacker Hill – Worsbrough Dale – Stairfoot – Barnsley Interchange	60 mins	No Service
67	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Worsbrough Road – Worsbrough Bridge – Worsbrough Common – Barnsley Interchange	60 mins	2 hours
67A	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Tankersley – Pilley – Worsbrough Road – Worsbrough Common – Barnsley Interchange	60 mins	2 hours
67C	Wombwell, Station Road – Wombwell, Hemingfield Road – Cortonwood – Hemingfield – Hoyland, Southgate – Hoyland Common – Tankersley – Worsbrough Road – Worsbrough Bridge – Worsbrough Common – Barnsley Interchange	60 mins	2 hours

3.3.3. The 67/67A/67C services can be accessed via the stops located on Wood Walk and service 7 can be accessed via the stops on Barnsley Road. These services provide access to various locations including Barnsley Town Centre.

TRAINS

3.3.4. Elsecar Train Station is located approximately 2km south of the proposed development. There are regular services provided to different areas including Barnsley, Wakefield, Leeds, Sheffield and Huddersfield.

3.4. PROPOSED DEVELOPMENT

3.4.1. The applicant seeks outline planning application for 84 dwellings. The development consists of 34 2-bedroom dwellings, 20 3-bedroom dwellings and 30 4-bedroom dwellings. The proposed development will have one vehicular access to the south-west of site.

3.4.2. There are a total of 134 allocated parking spaces provided with 84 being EVCP spaces. There are 22 visitor parking spaces provided. Secure cycle parking will be provided within each dwelling as part of the development proposals.

3.4.3. The proposed site layout is shown in Appendix B.

4. Travel Plans

4.1. INTRODUCTION TO TRAVEL PLANS

- 4.1.1. A TP is typically a package of practical measures to encourage residents at, and visitors to, a development to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their everyday lives.
- 4.1.2. Each TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly setting up video conferencing facilities to cut business travel. The purpose is to make more sustainable transport modes safe and practical and therefore attractive to visitors and residents.

4.2. THE BENEFITS OF A TRAVEL PLAN

- 4.2.1. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change. Journeys by road are becoming slower and more unreliable causing problems for business, public transport and stress to drivers. Central and Local Government guidance relating to TPs highlight the environmental and health benefits of producing a TP.

4.2.2. TPs can provide a range of benefits to residents and the wider community, for example:

- ✓ reducing congestion and conflicts particularly during peak periods;
- ✓ more efficient use of scarce resources and reducing transport emissions/pollution;
- ✓ bringing people together on foot, cycle and public transport which can help address social inclusion and enhance a sense of community;
- ✓ provide increased patronage for public transport to assist in ongoing bus service financial viability.

5. Accessibility

5.1. PEDESTRIANS AND CYCLISTS

- 5.1.1. The site is within both walking and cycling distance of Hoyland Town Centre which provides access to everyday key services and facilities. The site benefits from the existing bus services on Wood Walk and Barnsley Road.
- 5.1.2. The location of the site, combined with the existing sustainable transport infrastructure provides opportunity to maximise movements from the site by active (walk and cycle) transport modes. The TP will further assist in encouraging and promoting active transport.

5.2. PUBLIC TRANSPORT USERS

- 5.2.1. As previously described in Section 3, the site is well connected for access to public transport services. There are bus stops near to the proposed development Elsecar Train Station is also accessible from site either by walking or cycling.
- 5.2.2. Elsecar Train Station is located approximately 2km south of the proposed development. There are regular services provided to different areas including Barnsley, Wakefield, Leeds, Sheffield and Huddersfield.

6. Travel Plan Initiatives

6.1. OVERVIEW

- 6.1.1. TP initiatives are split between both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.2. HARD MEASURES

PROPOSED IMPROVEMENTS TO INCREASE PEDESTRIAN USAGE

- 6.2.1. 2m Footways are proposed on both sides of the new access road, which connect to a proposed footway along the south western boundary of the site. This connects to the existing footway on Wood Walk to a proposed path which traverses centrally through the site. A pedestrian link is also proposed to the north west of the site which provides access to the adjacent playing fields / public open space.

PROPOSED IMPROVEMENTS TO INCREASE CYCLE USAGE

- 6.2.2. Secure cycle parking will be provided within each dwelling as part of the development proposals. Garages will be used to house bikes where they are provided.

ELECTRIC VEHICLE CHARGING POINTS (EVCP)

- 6.2.3. There will be one EVCP provided for each dwelling to encourage the use of low emission vehicles.

6.3. SOFT MEASURES

- 6.3.1. 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as personalised travel planning, internet sites and accessible information.
- 6.3.2. Travel information and initiatives will be promoted in the reception areas. This will be achieved by producing posters and leaflets. Details of the sustainable travel options will also be included within 'welcome' packs for new residents. This will also include an offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.
- 6.3.3. For visitors, access and travel information will be provided in all marketing streams, such as residents 'welcome' packs, leaflets and their website.

TRAVEL PLAN COORDINATOR (TPC)

- 6.3.4. To deliver the 'soft' measures it will be necessary for the TPC to be appointed. The TPC will make initial residents aware of sustainable travel options during the initial occupation period.
- 6.3.5. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with The TPO.

6.3.6. The role of the TPC shall include the following:

- ✔ Promote, publicise and encourage use of non-car modes of transport
- ✔ All relevant travel plan information is provided to residents in a Travel Information Pack
- ✔ Prepare annual report on the operation of the travel plan and submit this to the Council's TPO annually.
- ✔ Carry out annual travel surveys of all residents, identifying travel needs and modes and report findings to the Council's TPO annually.
- ✔ Liaise with the Council's TPO, public transport operators

6.3.7. A copy of the TP will be made available to residents if requested and a letter will be circulated to all residents following the commencement of the plan. Details of the TP may also be included within subsequent literature and resident's induction packs.

6.3.8. The TPC will promote each form of sustainable travel in the ways described in the following paragraphs, mainly via the Travel Information Pack

INITIATIVES TO PROMOTE WALKING

6.3.9. The health, environmental and financial benefits of walking will be promoted to residents, and visitors. This applies particularly to residents who live within the maximum recommended walking distance.

6.3.10. Information will be provided by the TPC to advise on walking routes within Hoyland and could be based upon available resources (<https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/>).

6.3.11. General increase in public transport use also provides an associated increase in pedestrian activity since the bus services are accessed on foot.

- 6.3.12. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of residents to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying.
- 6.3.13. Reference to the walking journey planner will also be provided in promotional material (www.walkit.com).

INITIATIVES TO PROMOTE AND FACILITATE CYCLING

- 6.3.14. The TPC will promote cycling, particularly for those residents that need to regularly travel within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents.

INITIATIVES TO PROMOTE PUBLIC TRANSPORT

- 6.3.15. The TPC will liaise with local bus operators to provide up to date details of bus services, including route information and service frequencies.
- 6.3.16. The TPC will advise residents how to access online real-time bus information and Journey Planner on Metro's website and the "your next bus" service from Metro, by mobile phone. Other websites to be presented in the information pack include:
- ✓ Free public transport journey planners:
<https://travelsouthyorkshire.com/>
 - ✓ your next bus, real time bus information and public transport information:
<https://travelsouthyorkshire.com/en-GB/LandingPage/live-departures>
 - ✓ Bus passes:
<https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/disabled-persons-travel-pass/>
<https://www.travelsouthyorkshire.com/en-gb/ticketsandpasses/senior-pass>
 - ✓ National train travel and real time train information:
www.nationalrail.co.uk
 - ✓ Coach information:
www.nationalexpress.com and www.megabus.com/

7. Targets

- 7.1.1. Targets measure the outcome of what the TP has achieved. They quantify the difference a TP has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 7.1.2. It is not considered possible to identify a true base level of travel behaviour until the initial travel surveys have been undertaken within three months of first occupation of the new development or until at least 40% of units (36) have been occupied and then annually thereafter. After the initial survey the targets will be established jointly between the TPC and the TPO.
- 7.1.3. All targets must be met within 3 years of initial occupation of the development and then maintained. The TPC must not omit or change the agreed targets without prior consultation and agreement from the TPO.

8. Responsibility/Ownership

- 8.1.1. The applicant will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority.
- 8.1.2. The TPC needs to be in post when the development is first marketed to ensure that potential occupiers of the development receive sustainable travel information.
- 8.1.3. The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will be in post and take responsibility for the Travel Plan prior to occupation of the development.
- 8.1.4. Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for delivery and monitoring of this Travel Plan. The TPC will liaise with the Council's Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.
- 8.1.5. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets to and with the local authority and relaying this information to all residents involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed.

9. Implementation

- 9.1.1. The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation.
- 9.1.2. The TPC will have the responsibility of implementing the remainder of the Travel Plan and the Action Plan therein from their appointment.
- 9.1.3. The TPC will carry out an initial resident's survey within the first 3 months of occupation or occupation of 40% of units. Surveys will be repeated annually (during term time) to determine travel patterns and monitor the TP. An example travel questionnaire is presented in Appendix C.
- 9.1.4. The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the TP and initiatives amongst the residents. The TPC will submit an annual monitoring report to the TPO to include survey data, TP updates and an updated annual action plan. The action plan will include details of person(s) responsible, and dates by which the measures will be achieved over the next 12 months.
- 9.1.5. Residents will be asked to complete the travel questionnaire. Following the initial residents travel surveys, repeat travel surveys will be undertaken annually. The survey will be based upon the sample questionnaire contained within Appendix C. A written analysis of the results of the survey will be provided to the Council's Travel Plan Officer within one month of completion. The survey results will be used to identify the modal split of the development and help to inform targets to reduce car use.

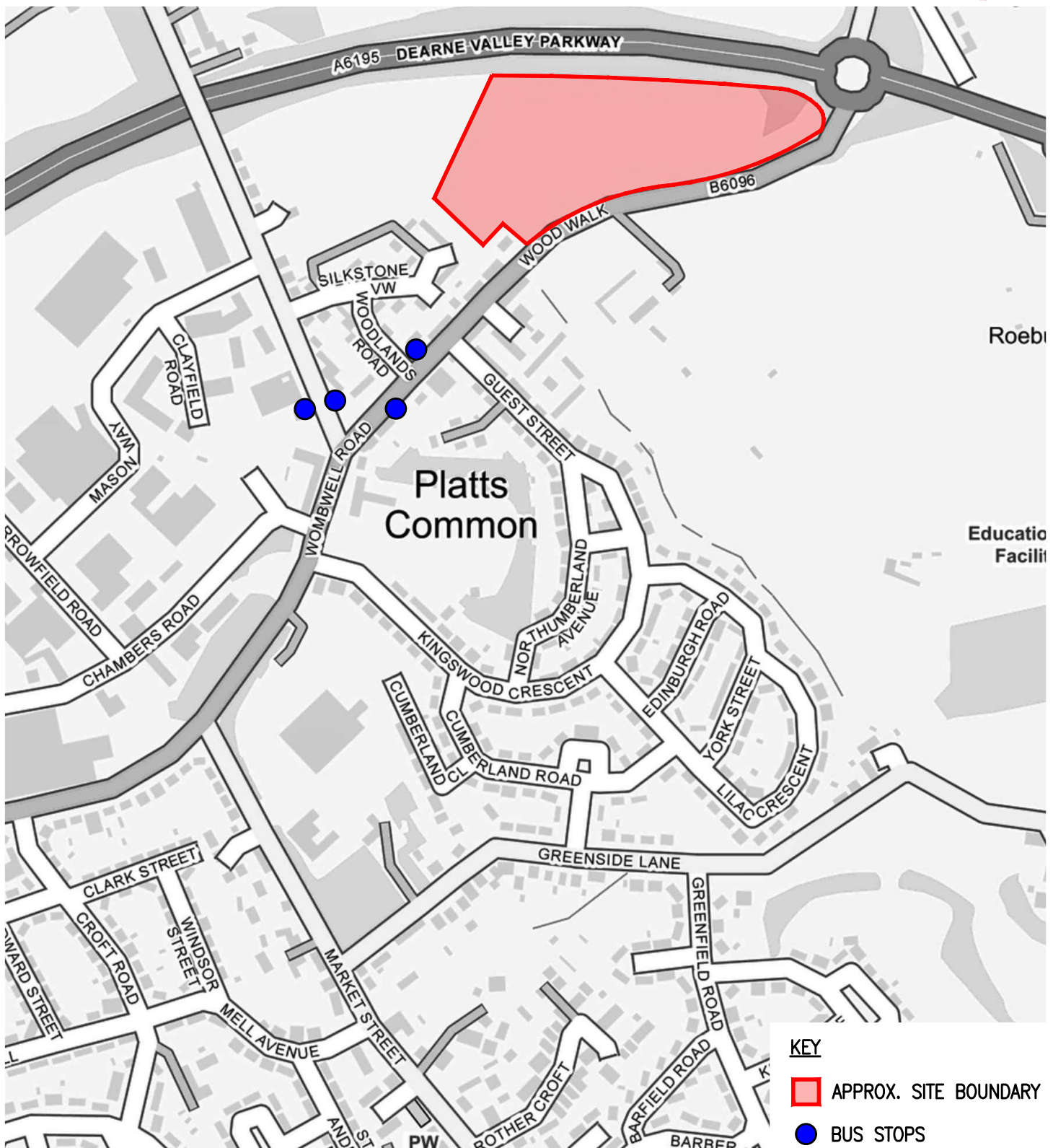
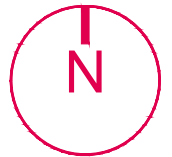
9.1.6. A suggested framework for the Actions is however provided in Table 3 below and will be monitored and updated as the Travel Plan progresses.

TABLE 3. ACTION PLAN FRAMEWORK

ACTION	DELIVERY
Infrastructure provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to occupation
Appointment of TPC	Three months prior to occupation of the development
Travel Questionnaire	Within three months of occupation (yearly thereafter)
"Soft" measures / Promotional Material	Prior to first occupation
Monitor and Review	Within 3 months of occupation
Action Plan	Prepared at start of year and then implemented during that period

APPENDICES

APPENDIX A: Site Location Plan



PROPOSED RESIDENTIAL DEVELOPMENT
WOOD WALK, HOYLAND
SITE LOCATION PLAN

SCALE: 1:5000 @A4

DATE: JULY 2021

FIGURE 1

APPENDIX B: Proposed Development Layout

Gross Site Area					
Name	Area m ²	Area ft ²	Area Ac.	Area ha.	Percentage
Overall Site Plan	36057 m ²	388116 ft ²	8.9 acres	3.6 hectare	100%

Site Constraints/Considerations					
Name	Area m ²	Area ft ²	Area Ac.	Area ha.	Percentage
High Wall	8245 m ²	88743 ft ²	2.0 acres	0.8 hectare	83%
Existing Woodland	1664 m ²	17907 ft ²	0.4 acres	0.2 hectare	17%
Grand total	9908 m ²	106651 ft ²	2.4 acres	1 hectare	100%

Developable/P.O.S Area					
Name	Area m ²	Area ft ²	Area Ac.	Area ha.	Percentage
Public Open Space	4213 m ²	45351 ft ²	1.0 acres	0.4 hectare	16%
Developable Area	22487 m ²	242053 ft ²	5.6 acres	2.2 hectare	84%
Grand total	26701 m ²	287404 ft ²	6.6 acres	2.7 hectare	100%

Accommodation Schedule				
House Type	Quantity	Bedrooms	Area m ²	Area ft ²
TypeH (3Nr.)_TheBeamsley	12	2	850.4 m ²	9154 ft ²
TypeH (4Nr.)_TheBeamsley	4	2	284.5 m ²	3062 ft ²
TypeJ&K_Eastern_Kelham	18	2	1187.5 m ²	12782 ft ²
	34 (40.5%)		2322.3 m ²	24998 ft ²
TypeA(Detached)_Ingleborough	1	3	87.5 m ²	942 ft ²
TypeA_Ingleborough	8	3	689.0 m ²	7417 ft ²
TypeB_Lilac	4	3	363.0 m ²	3907 ft ²
TypeG_Whernside	7	3	656.9 m ²	7071 ft ²
	20 (23.8%)		1796.4 m ²	19337 ft ²
TypeC_Laurel	9	4	1049.4 m ²	11296 ft ²
TypeD_Sandringham	6	4	752.4 m ²	8099 ft ²
TypeE_Harewood	3	4	371.1 m ²	3994 ft ²
TypeF_Winterley	2	4	262.2 m ²	2822 ft ²
TypeL_Buckden	10	4	1305.8 m ²	14056 ft ²
	30 (35.7%)		3741.0 m ²	40268 ft ²
Grand total	84 Units		7859.8 m ²	84602 ft ²

00 Series General Arrangement Notes

- Any areas indicated on the plans are approximate. They relate to the likely areas of the building at the current state of the design and are calculated using the stated eGNIAI method from the Code of Measuring Practice 5th Edition RICS/SIVA. Any decision to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or the like, should include due allowance for design development and building tolerances. Floor areas are subject to Planning, Building Control and other statutory approvals.
- Any structural, services or fit out detail shown is for coordination only, refer to relevant Consultants/Clients information for details.
- Refer to Enjoy NBS for full outline performance specification of Architectural Elements.
- THE CONTENT OF THIS DRAWING IS FOR DESIGN INTENT AND REQUIRES FURTHER DESIGN DEVELOPMENT AND COORDINATION WITH ALL RELEVANT CONSULTANTS, SUB-CONTRACTORS, SPECIALIST DESIGNERS AND STATUTORY AUTHORITIES.

- Attenuation Area **1,424m²**
 - Broadleaf Plantation Area **1,277m²**
 - Existing Hedgerow removed **0 linear m**
 - Proposed Hedgerow added / relocated **36 linear m**

Key

- Vegetation - Existing
- New Hedgerow
- Vegetation - Removed
- Public Open Space
- Attenuation

Affordable houses *



Single Garage	Double Garage	Type A The Ingleborough 3Bed 927ft ² x 2 Semi Detached No Garage	Type B The Lilac 3Bed 977ft ² Detached Ext. Garage	Type C The Laurel 4Bed 1255ft ² Detached Ext. Garage	Type D The Sandringham 4Bed 1350ft ² Detached Ext. Garage	Type E The Harewood 4 Bed 1331ft ² Detached Ext. Garage	Type F The Winterley 4Bed 1372ft ² Detached Ext. Garage	Type G The Whernside 3Bed 1010ft ² Detached Ext. Garage	Type H (Typical) The Beamsley 4Bed 763ft ² x 3 Terrace	Type J/K The Easton/The Kelham 2Bed 685ft ² /734ft ² x 3 Apartments	Type L The Buckden 4Bed 1406ft ² Detached Int. Garage

Knee Rail

Typical Elevation:

Typical Section:

Example Image:

Indicated on plan:

Perimeter and Separating wall with infill fence panel

Typical Elevation:

Typical Section:

Example Image:

Indicated on plan:

Perimeter and Separating 1.8m fence

Typical Elevation:

Typical Section:

Example Image:

Indicated on plan:

Proposed Site Plan
1:500

Scale: 1:200 (0-10m), 1:500 (0-30m)

Notes:

Contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way the Architects are to be informed before the work is initiated. Only figured dimensions to be taken from this drawing. Do not scale off this drawing. Drawings based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved. Enjoy Design Ltd.

<p>P4 2 spaces shown on Plots 28, 38, 39, 76, 77. Road aligned to tracking at Plot 2 bend. WD 08.07.2021 WD</p> <p>P3 Boundary treatments added, minor adjustments made to housing areas to now comply with the Nationally Described Housing Standards/South Yorkshire Design Guide & GIA areas added. WD 24.06.2021 MH</p> <p>P2 Plot 27 revised to Type C. Garage added WD 10.06.2021</p> <p>P1 Draft Planning WD Date 1</p> <p>Rev. Des. By Date Ch.</p>	<p>Client: Yelcon Ltd Project: Wood Walk, Hayland, Barnsley Title: Proposed - Site Plan</p> <p>Date: 05/07/21 Drawing No: 00-001</p> <p>Scale: As indicated Checked by: WD Drawn By: MH Revision: P4</p>	<p>Job No: 18,030</p> <p>ENJOY DESIGN</p>
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APPENDIX C: Sample Travel Questionnaire

TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



A Developer Ltd is developing a Travel Plan to improve the travel options available to residents and Via Solutions has been appointed to assist in this process. We would like to make sure that we understand the travel patterns and your perceptions of different ways of getting to school and home etc. As such would be grateful if adults (of driving age) in the household would spare a couple of minutes to complete this questionnaire.

Any information you provide will be treated in the strictest confidence. When you have completed your form please return to by All completed forms will be entered into a prize draw where you could have the chance of winning a **£50 M & S** voucher.

If you have any questions, please contact the Travel Plan Co-Ordinator, by email at or telephone 0113 3453957.

Section A: About Yourself

1 What is your age?

- Under 55
- 55-65
- Over 65

2 What is your employment status?

- Full time employment
- Part time employment
- Not working / retired

Section B: About Your Travel Patterns

3a What mode of transport do you generally use to travel to work?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

PLEASE TURN OVER

TRAVEL PLAN- New Housing RESIDENTS QUESTIONNAIRE



3b If you have any children what method of transport do you generally use to travel to and from school?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

4 What are your main reasons for using a car to travel to work / transport your children to school? (tick up to three boxes)

- | | | | |
|-------------------------|-----------------------|------------------------------|-----------------------|
| Time savings | <input type="radio"/> | Personal safety | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Cost savings | <input type="radio"/> |
| Health reason | <input type="radio"/> | Other uses to/from work | <input type="radio"/> |
| Car needed during day | <input type="radio"/> | Convenience/flexibility | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Public transport unavailable | <input type="radio"/> |
| No alternative | <input type="radio"/> | | |
| Other uses to/from work | <input type="radio"/> | | |
| Other (please specify) | | | |

2

5 If you didn't use the car today, what were your main reasons?

- | | |
|--------------------------|-----------------------|
| No car available | <input type="radio"/> |
| Time saving | <input type="radio"/> |
| Cheaper alternative | <input type="radio"/> |
| Health / fitness reasons | <input type="radio"/> |
| Avoid traffic congestion | <input type="radio"/> |
| Other (please specify) | |

Please provide contact details in case you are the lucky winner of the prize draw.

.....