PARAGON HIGHWAYS



WILLOWGARTH, BARNSLEY

TRAVEL PLAN

November 2017 **Project 1400**

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Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	10.11.17			
Prepared by	LJO			
Checked by	AH			

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EXECUTIVE SUMMARY

Paragon Highways have been appointed to prepare a Travel Plan Framework in relation to the development proposals for 97 dwellings on the site of the former Willowgarth High School site off Brierley Road in Barnsley, South Yorkshire.

A separate Transport Statement prepared by AECOM on behalf of Barnsley Metropolitan Borough Council has considered the traffic impact and transport sustainability provision associated with the proposed development. The Transport Statement demonstrated that the development proposals should be acceptable for planning approval purposes.

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 this Travel Plan Framework is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.

The location of the site close to frequent and good quality bus routes and only a short walk from the residential and commercial areas and employment opportunities provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

1 OBJECTIVES

1.1.1 This Residential Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The Travel Plan is focused on the future occupiers of the proposed development. The specific measures will help to provide a focused and effective Travel Plan to encourage users to vary, or change, from their reliance on private car travel.

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

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

2 DEVELOPMENT PROPOSALS

2.1 Project Description

2.1.1 The proposed development obtained outline planning permission in September 2013 to develop the former site of Willowgarth High School to provide 97 new dwellings served from an access junction with Brierley Road.

2.1.2 The proposed development layout can be found in Appendix C. This shows the road layout, parking provision, and footpath network for the proposed use.

2.1.3 Secure sheltered cycle parking is also proposed for the residential development. The servicing requirements for the proposed development can be adequately catered for.

3 TRAVEL PLANS

3.1 Introduction to Travel Plans

3.1.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their work, for recreation and shopping.

3.1.2 The 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 provide high speed broadband to allow working from home to cut business travel / journeys to work. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents and their visitors.

3.2 The Benefits of a Travel Plan

3.2.1 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 and stress to drivers.

3.2.2 It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage residents and their visitors to reconsider how they make regular journeys.

3.2.3 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.

3.2.4 Table 1 summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Residents / Visitors	Community/ Environment
Cost Savings	√	
Healthier lifestyle	√	
Improved site access	√	√
Reduced Congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality		√
Reduced noise		√

Table 1 The Benefits of the Travel Plan

3.2.5 TPs can produce indirect but significant benefits, such as improving the punctuality of people attending work. Residents who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to residents and visitors and the local community.

3.3 Transport Policy

3.3.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

3.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

3.3.3 Paragraph 35 of the NPPF states that "developments 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.

3.3.4 Paragraph 36 of the NPPF goes on to say 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.*"

Local Transport Plan

3.3.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan which covers the period up to 2026. Local transport policy is set out in the Council's Local Development Framework and Core Strategy. The saved policies within that document identify the need to consider public transport, pedestrian and cycling access to new developments.

4 ACCESSIBILITY

4.1 Introduction

4.1.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Appendix C shows the footpath and cycleway network within the vicinity of the site.

4.1.2 The applicant is highly committed to providing a development that is accessible to all residents. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infra-structure improvements to achieve this objective and secure, safe and the convenient links to the existing network are provided in the following paragraphs.

4.2 Site Location / Local Facilities

4.2.1 The site lies adjacent to the settlements of Grimethorpe and Brierley and contains an existing vehicular access off Brierley Road forming the western boundary to the site. The site is also bounded by green field land to the north and east, and residential properties to the south.

4.2.2 Brierley Road is a local distributor road that connects the settlements of Brierley and Grimethorpe and provides access to a number of directly served individual residential properties and residential streets, subsequently it is subject to light traffic volumes throughout the day with a noticeable increase during the network peak periods.

4.2.3 Brierley Road is a two way single carriageway road with footways provided along the west side only to the north of the site towards Brierley, and footways provided on both sides leading to the local centre of Grimethorpe to the south of the site. The layout, condition, and width of the carriageway and footways appear to be suitable for their day to day use. Brierley Road is subject to a 30mph speed limit and contains street lighting to an appropriate standard. Brierley Road therefore provides a suitable link to the settlements of Brierley and further connections to the primary road network including the A628 and A6195.

4.2.4 The site is currently vacant but was previously occupied by Willowgarth High School, which accommodated some 800 + pupils and 86 staff. The site is located between the settlements of Brierley and Grimethorpe within close proximity of their local facilities and essential services. The site is located approximately 7.5km from Barnsley Town Centre. The site location is shown in Appendix A.

4.2.5 The site is therefore conveniently located close local services and amenities, including primary education and health facilities.

4.2.6 The site is located within easy reach of the bus services available on Brierley Road. Further details of the bus services available from the local fare stages are shown below. Both of these stops have poles and timetable cases and the southbound stop has a passenger shelter.

4.3 Pedestrians

4.3.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

4.3.2 However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

4.3.3 PPG13 stated that '*walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km*'. The pedestrian catchment in Appendix B includes the service centre and employment areas of Grimethorpe, and local services within Brierley. These include a post office, convenience stores, newsagents, a supermarket, hot and cold food outlets, ATMs, a bakery, hairdressers, a dentist, and GP. Located a little over 2km from the site Grimethorpe contains an employment area off Park Spring Road and Springvale Road.

4.3.4 As such it can be seen that the site is well placed in relation to the public footpath network. This provides residents with the opportunity to access the various local amenities in the surrounding area on foot and similarly the opportunity for residents' visitors to make their journey to the site on foot.

4.3.5 The internal road layout within the site reflects the aspirations of Manual for Streets. Shared surfacing, road hierarchy, internal footpath links, landscaping and road geometry have all been included within the design to provide an improved environment for pedestrians and cycles.

4.3.6 Footways within the vicinity of the site are to a good standard in terms of width, construction and street lighting typical of the urban environment. With the additional on-site pedestrian facilities it is concluded that safe and convenient access to the site is readily available for pedestrians.

4.4 Cycling

4.4.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

4.4.2 However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

4.4.3 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area are the settlements of Shafton, South Hiendley, Ryhill (in part), South Kirkby, the whole of Grimethorpe, and Cudworth (in part).

4.5 Public Transport

4.5.1 The site is well located in terms of access to public transport for residents and visitors. There are bus stops located on Brierley Road that are relocated well within the maximum recommended distance for walking to a bus stop, and contain timetable information, with the southbound stop having the benefit of a passenger shelter. These stops provide access to 8 bus services, including the 26, 27, 28, 29, 30, 30a, 37, and 38 services. These provide some 7 services per hour to Barnsley Town Centre and Grimethorpe centre, and also provide 3 services per hour to Darfield and Wombwell. These bus stops also provide hourly services to Great Houghton, Pontefract, Brierley, and Hemsworth.

4.5.2 These bus services also travel to the railway station at Barnsley Interchange. The bus services are therefore considered to be of a high standard and will provide a suitable alternative to the private car in line with current Government guidelines.

4.5.3 In summary, the site is in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities within Grimethorpe, and those located within the neighbouring settlement of Brierley. There are also primary education and health facilities within this catchment. Within cycling distance of the site there are the settlements of Shafton, South Hiendley, Ryhill (in part), South Kirkby, the whole of Grimethorpe, and Cudworth. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

4.6 Private Car

4.6.1 The nature of the proposed use is such that it is inevitable that some residents and their visitors will make their journey by private car.

4.6.2 The site has the capacity to provide for those journeys by private car that are necessary and unavoidable. Parking is to be provided in accordance with LPA guidelines to cater for anticipated demands.

5 TRANSPORT IMPACT

5.1 Travel Questionnaire

To provide a focused Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of resident travel characteristics when they move to the site. A copy of a sample travel questionnaire is included at Appendix D.

5.2 Traffic Impact

5.2.1 The Transport Statement prepared by AECOM dated May 2011 provided information on the traffic generation of the existing use of the site and the anticipated traffic generation for the proposed development, quantifying the traffic generations for up to 110 dwellings using the national TRICS database.

5.2.2 The Transport Statement confirmed that the development proposals are not considered to result in a material increase in traffic at any off-site junctions. It was also confirmed that the redevelopment of the site would generate fewer trips in the morning, afternoon school, and evening peak hours than the existing use as a school. The Transport Statement summarised that the proposed site access arrangement would operate satisfactorily in the design year with the addition of the development related traffic.

6 TRAVEL PLAN INITIATIVES

6.1.1 The following paragraphs detail 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.

6.1.2 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

6.2 Infrastructure Improvements

Proposed Improvements to Increase Pedestrian Usage

6.2.1 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along pedestrian routes within the site.

Proposed Improvements to Increase Cycle Usage

6.2.2 Safe and convenient access through the site for cyclists will be provided.

6.2.3 On-site secure cycle parking facilities will be provided for use by residents.

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 poster campaigns, personal travel plans, internet sites and accessible information.

6.3.2 Travel information and initiatives will be promoted to all residents. This will be achieved via the Travel Information Welcome Pack and thereafter by producing posters and leaflets, newsletters, the internet and communication sessions. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Co-ordinator (TPC)

6.3.3 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the marketing of the sales of the residential units and will continue for up to a minimum of five years. 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 Travel Plan Officer of the Council.

6.3.4 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the development site.

6.3.5 One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing suite for the development and within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the local authority and will be kept up to date should they change. The TPC will also ensure the hard and soft measures are implemented.

6.3.6 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

6.3.7 The health, environmental and financial benefits of walking will be promoted to residents and visitors.

6.3.8 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 footpath network, accessibility and personal safety issues. The TPC will also promote walk buddying.

6.3.9 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Reference to the walking journey planner will also be provided in promotional and marketing material (www.walkit.com).

Measures to Promote and Facilitate Cycling

6.3.10 The TPC will promote cycling to work, particularly for those residents who work within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives. Consideration shall also be given to the provision of a 'spares and tools' box to assist with on-site repairs if necessary (whilst the marketing / sales suite is on site).

6.3.11 Information on local cycle network routes will be made available to residents and visitors. This information will be included on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions. Details of DfT / BMBC cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

6.3.12 The TPC will liaise with South Yorkshire PTE and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material, the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.

6.3.13 The TPC will make arrangements to demonstrate to residents and visitors (if requested) how to access online real-time bus information and Journey Planner on SYPTE's website and also the "your next bus" service from SYPTE, by mobile phone. Visitors will also be made aware of all relevant on-line websites administered by public transport operators.

Measures to Reduce Car Use

6.3.14 Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of people travelling to work by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available over the internet.

6.3.15 It is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the promotional and marketing material with specific reference to operating companies.

Measures for Residents

6.3.16 On first occupation of each residential unit, the residents will be provided with a Travel Information Welcome Pack. Details of the on-site facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.

6.3.17 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- the Travel Plan, its objectives and the role of the TPC
- local public transport facilities including maps, timetables and location of nearby bus stops
- cycle path network maps for the local area and beyond
- local bicycle user groups and cycle shops
- local footpath network
- car parking arrangements
- car sharing and car club schemes
- local taxi services
- local amenities including access options

7 TARGETS

7.1.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).

7.1.2 A commitment to specific targets is difficult to achieve at this stage, however indicative targets have been identified to monitor the effects of the Travel Plan.

7.1.3 An examination of the 2011 Census shows that the area has a higher than the District average (26.9%) in terms of the percentage households with no access to a motor car (29.8%).

7.1.4 However, it is more likely the occupiers of the development will be car owners than the area average although this will be balanced by the site's excellent location in relation to frequent bus services and proximity to local facilities. It is not considered possible to identify a true base level of travel behaviour until the development is 40% occupied and the travel questionnaire survey has been undertaken. An indicative framework for the initial targets is however provided below.

OBJECTIVE	TARGET	BASE YEAR	YEAR 1	YEAR 3	YEAR 5	END TARGET
Private Car Use	single occupancy car trips	63%	-2%	-2%	-2%	53%
	car sharers	7%	0.5%	0.5%	0.5%	9.5%
Accessibility	public transport users	11%	0.3%	0.3%	0.3%	12.5%
Health and Wellbeing	Cycling & walking	8%	1%	1%	1%	13%

Table 2: Initial Travel Plan Targets

8 RESPONSIBILITY/OWNERSHIP

8.1.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority. The developer will appoint a TPC prior to the marketing of the development and this role will be maintained whilst the site is being marketed / developed and for a minimum of five years.

8.1.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Team, the local community and other interested parties for the continuing progression of the Travel Plan.

8.1.3 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 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.

8.1.4 The TPC will be provided with a budget of £1000 per annum to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets 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 of any of the units.

9.1.2 The TPC will be appointed prior to the marketing of the development. The TPC will carry out a questionnaire survey of resident travel characteristics once 40% of the dwellings have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform the residents of the new sites aims and objectives regarding the Travel Plan and sustainable travel.

9.1.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the residents. The results of this survey and the refined targets will be submitted to the Council for approval.

9.1.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for a resident, if requested.

9.1.5 The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

9.1.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

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

ACTION	DELIVERY PERIOD
Infrastructure Provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to first occupation
Appointment of TPC	Prior to the marketing of the sales of the residential units
Travel Questionnaire	On 40% occupation (yearly thereafter)
'Soft' Measures / Promotional Material	Prior to first occupation
Monitor and Review	Annually
Action Plan	Prepared at start of year and then implemented during that period

Table 3: Action Plan Framework

10 MONITORING AND REVIEW

10.1 Monitoring

10.1.1 An objective of this Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.

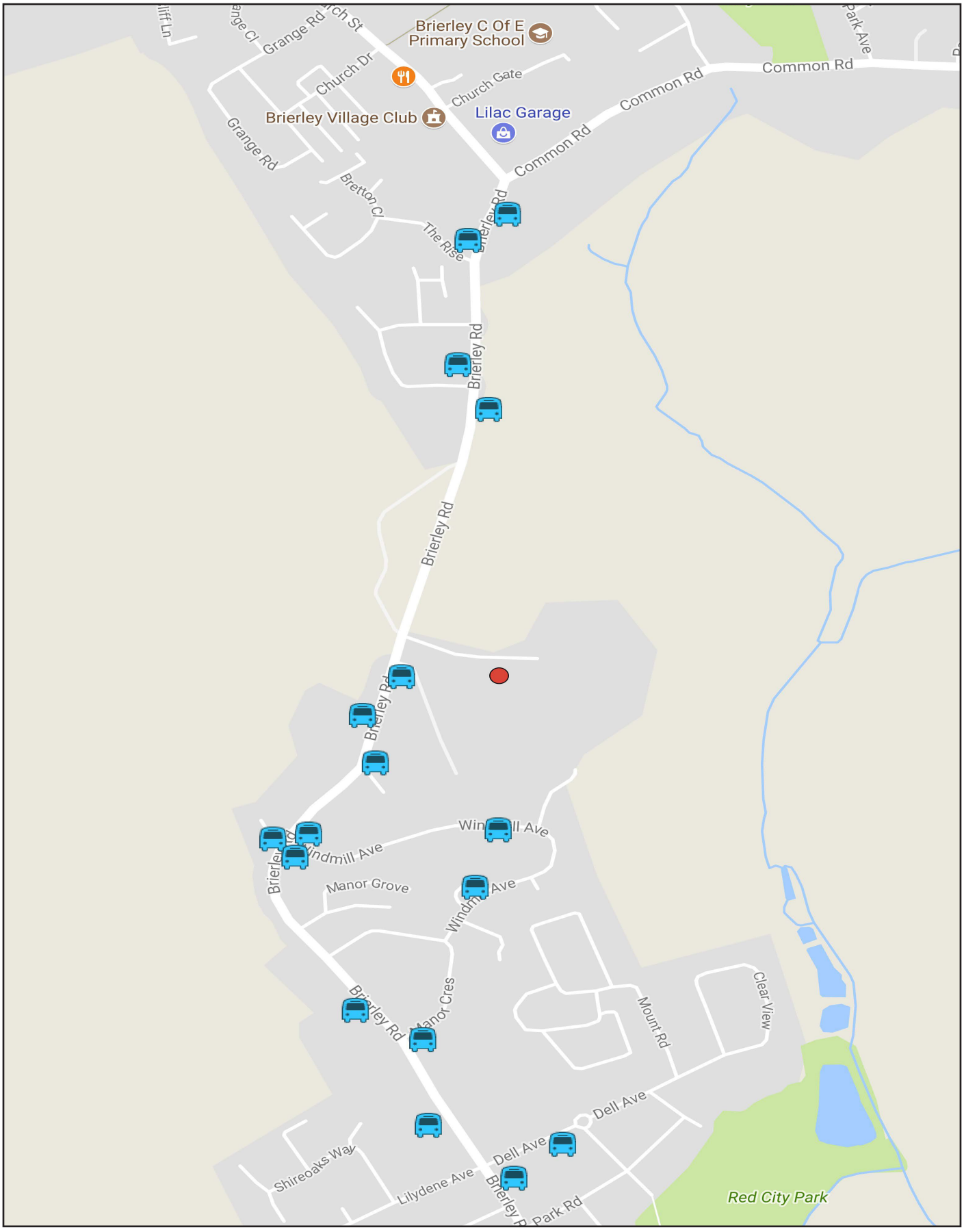
10.1.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to residents and visitors via leaflets, newsletters, the internet and communication sessions. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.

10.1.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the sample questionnaire contained within Appendix D. A written analysis of the results of the survey will be provided to the Local Authority within one month of completion. The survey results will be used to identify the targets mentioned in section 7. The results of the monitoring will be fed back to the Travel Plan Officer.

10.1.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.

Appendix A

Location Plan



SITE LOCATION

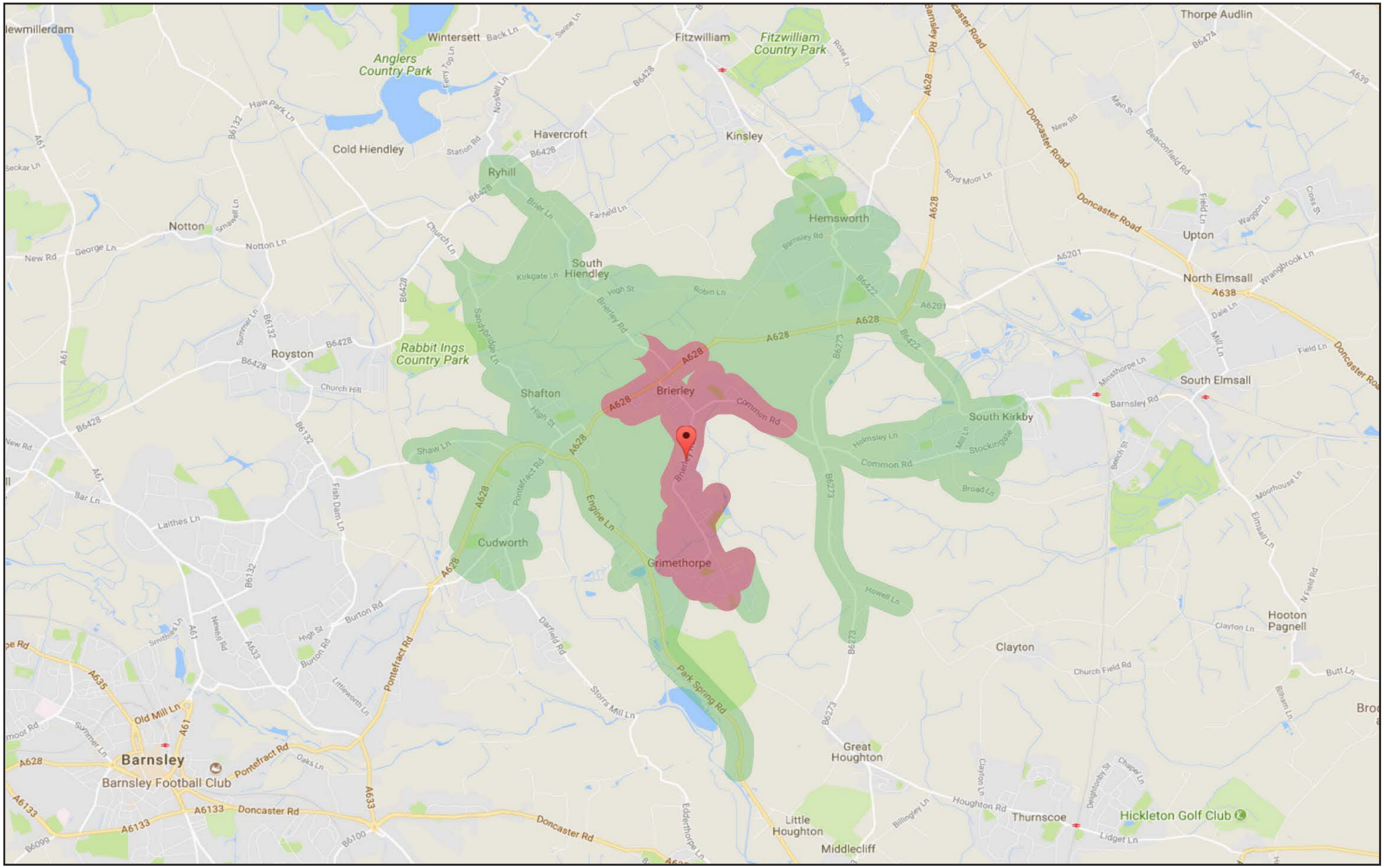
BUS STOP LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Pedestrian and Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix C

Proposed Layout Plan

Residential Development at Former Willowgarth School, Barnsley

Site Layout Plan

BRIERLEY ROAD
Willowgarth Drive
Windhill Close
Windhill View
Garth Grove
Garth View
Willow Mews

Line of 7.5m easement provided for Yorkshire Water maintenance to proposed foul and surface water sewers.

Existing Sycamore to be retained.

7m easement provided for adopted sewer to proposed pond.

Maintenance access incorporated for balancing pond.

Size of balancing pond to suit discharge rate of 42l/s as agreed with Highways, Engineering & Transport department of BMBC.

Balancing Pond

Windhill Hill - Informal open play space (area of undeveloped Green Belt)

Existing Poplar to be retained.

Area is not accessible to the public (area of undeveloped Green Belt)

MATERIAL KEY:

BRICKWORK:

- Ibstock Bradgate Claret
- Ibstock Ivanhoe Katrina
- Ibstock Mercia Antique

N.B.:
All brickwork detailing e.g. brick corbels, soldier cour se headers etc to match mainfacing brick.
Cast stone cill to be as detailed and portland colour.
Projecting porches to Type C to be white or pale through-coloured render as indicated on elevations.

ROOF TILES:

- Forticrete Gemini Smooth Grey (with Plain tiles to ca nopy)

ROAD SURFACING:

- Private Drives
- Raised plateau to aid traffic calming and indicate shared surface residential access
- Block paving to flush junction for speed migration

Rev B 29th Aug '17 Si te layout updated.
Rev A 16th June '17 Road names updated.

Project: Development of Land at Former Willowgarth School, Brierley Road, Brierley, S72 7AJ

Title: Site Layout

Scales: 1:500@A1 | Drawn: PJ | Date: 04 / 17 | Checked:

Drawing no: SH / Wi / 01 | Rev: B

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SAUL HOMES

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Appendix D

Travel Questionnaire

Residents Travel Questionnaire

In developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

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

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

- Walk ☐
- Cycle ☐
- Bus ☐
- Other (please specify) ☐
- Car (alone) ☐
- Car (with others) ☐
- Motorcycle ☐

4 *What are your main reasons for using a car? (tick up to three boxes)*

- Time savings ☐
- Cost savings ☐
- Car needed during day ☐
- Public transport not available ☐
- Other uses to/from work ☐
- Other (please specify) ☐
- Personal safety ☐
- Health reasons ☐
- Convenience/flexibility ☐
- No alternative ☐

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

- No car available ☐
- Cheaper alternative ☐
- Avoid traffic congestion ☐
- Other (please specify) ☐
- Time saving ☐
- Health / fitness reasons ☐