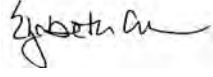
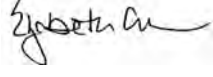


**Calver Close, Dodworth
Proposed Residential Development
Residential Travel Plan**

November 2021 (Planning Issue)

Prepared on behalf of
Avant Homes Yorkshire

Quality Management

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FIGURES

Figure 1 Site Location Plan – Strategic

Figure 2 Site Location Plan – Local

Figure 3 Pedestrian Accessibility Plan

Figure 4 Cycle Accessibility Plan

APPENDICES

Appendix A Avant Homes Yorkshire Planning Layout



1. Introduction

1.1 BACKGROUND

1.1.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual developments, aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents and visitors.

1.1.2 This Residential Travel Plan (RTP) has been prepared to accompany a full planning application for proposed residential development on land to the east of and to the west of Smithywood Lane in the Dodworth area of Barnsley.

1.2 SCOPE

1.2.1 This RTP has been prepared in accordance with the Ministry of Housing, Communities & Local Government document 'Travel Plans, Transport Assessments and Statements', 6th March 2014, and other appropriate local guidance including the Barnsley Local Plan Supplementary Planning Document 'Sustainable Travel', adopted November 2019.

1.2.2 This RTP provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on the developer to encourage residents to use sustainable modes of transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.2.3 Following the introduction, this RTP contains the following:

- Chapter 2 – summarises the development proposals;
- Chapter 3 – defines the RTP objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – contains an Action Plan.



2. The Proposed Development

2.1 DEVELOPMENT PROPOSALS

2.1.1 The proposed development is shown on Avant Homes drawing no. SK-01-BDV Rev C: Sketch Layout – BDV Re-Plan, a copy of which is contained at Appendix A. A total of 198 homes are proposed.

2.1.2 On the smaller area of land accessed from Smithywood Lane the following is proposed:

- 44 homes, a mix of two, three and four bed detached, semi-detached and townhouses;
- Vehicular access from Smithywood Lane; and
- Associated infrastructure, landscaping and parking.

2.1.3 On the larger area of land accessed from Calver Close there will be:

- 154 homes, a mix of two, three and four bed detached, semi-detached and townhouses;
- Vehicular access from a continuation of Calver Close; and
- Associated highways and utilities infrastructure, landscaping and parking.

2.1.4 Over the two areas of land there is a mix of affordable and open market housing at a ratio of 59:139, i.e. 30% affordable housing provision. The affordable housing is a mix of two and three bed semi-detached and townhouses.

2.2 PROPOSED ACCESS

2.2.1 As already indicated, the smaller area of land will take access directly from Smithywood Lane close to the point that the adopted highway ends and Smithywood Lane becomes an unmade track.

2.2.2 To access the larger area of land, Calver Close will be extended to the south.

2.3 INTERNAL LAYOUT AND SERVICING

2.3.1 In the smaller area of development, the first part of the street leading in from Smithywood Lane will have a footway to both sides. The remainder of the development will be served from a shared surface street with a small number of properties served from a shared private drive.

2.3.2 In the larger area of development, there will be a loop road arrangement with frontage access. This street will have a footway to both sides. Other parts of the development will be served from shared surface streets and some properties will be served from shared private drives.

2.3.3 Appropriate turning facilities are provided in both areas to allow the development to be serviced by the refuse collection vehicle and delivery vehicles.

2.4 PARKING PROVISION

2.4.1 BMBC has produced a Supplementary Planning Document (SPD) on 'Parking' which was adopted in November 2019 to support its emerging Local Plan. Table 1 of the Parking SPD sets out parking standards for broad categories of development and for C3 Dwelling Houses Borough wide (excluding Barnsley Urban) the maximum number of spaces allowed are 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.

2.4.2 Table 1 of the Parking SPD also requires 1 visitor space per 4 dwellings subject to layout with flexibility for visitor parking being considered on a site by site basis.



2.4.3 The Parking SPD refers to the Sustainable Travel SPD in relation to the requirement for electric vehicle charging points (EVCPs) and the requirement for residential development is 1 charging point per dwelling with dedicated parking or 1 charging point per 10 spaces where parking is unallocated.

2.4.4 The SPD also refers to the South Yorkshire Residential Design Guide (SYRDG) for advice on the design of residential car parking and garages and states that developments will be expected to meet the standards for parking design set out in the SYRDG considering cycle, motorcycle and car parking as an integral part of the design of residential development.

2.4.5 Parking at the proposed development is in line with BMBC's standards and is provided as a mix of off-road parking spaces, driveways and garages. Visitor parking is provided on-street and this can be accommodated whilst allowing satisfactory servicing of the development by the standard refuse vehicle.



3. Vision, Objectives and Targets

3.1 THE TRAVEL PLAN VISION

3.1.1 The vision for this Residential Travel Plan is:

To make the development a place where residents can make fully informed travel choices for all journeys they make, and in doing so can reduce their reliance on the private car and the resultant impact on the local environment.

3.2 TRAVEL PLAN AIMS AND OBJECTIVES

3.2.1 To achieve this vision, the aims of this Residential Travel Plan are to:

- Maximise the attractiveness of the development to residents and future residents by highlighting its accessibility by a range of sustainable travel options; and
- Minimise the effect the development has on the environment and the local highway network by promoting the use of these sustainable travel options ahead of less sustainable modes such as single person trips by car / van.

3.2.2 The objectives of the Travel Plan are therefore to:

- Identify and communicate the range of travel options available to residents;
- Maximise the use of sustainable modes by residents through effective promoting and engagement; and
- Use suitable monitoring and reporting mechanisms to assess, over time, the impact of travel plan measures at the development.

3.3 TRAVEL PLAN BENEFITS

3.3.1 The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- A general improvement in the health of the community brought about through reduced air pollution and harmful emissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling;
- An improvement in accessibility and reduction in social exclusion as a result of facilitating the use of public transport, cycling and walking for those households that have no regular access to a private vehicle;
- Ensuring the viability of public transport for those who need it; and
- Assisting in reducing the adverse impact of transport on climate change as well as providing a local air quality improvement.

3.4 TRAVEL PLAN TARGETS

3.4.1 Overarching targets are to be set once baseline travel surveys have been carried out (as described within Chapter 5).

3.4.2 Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;

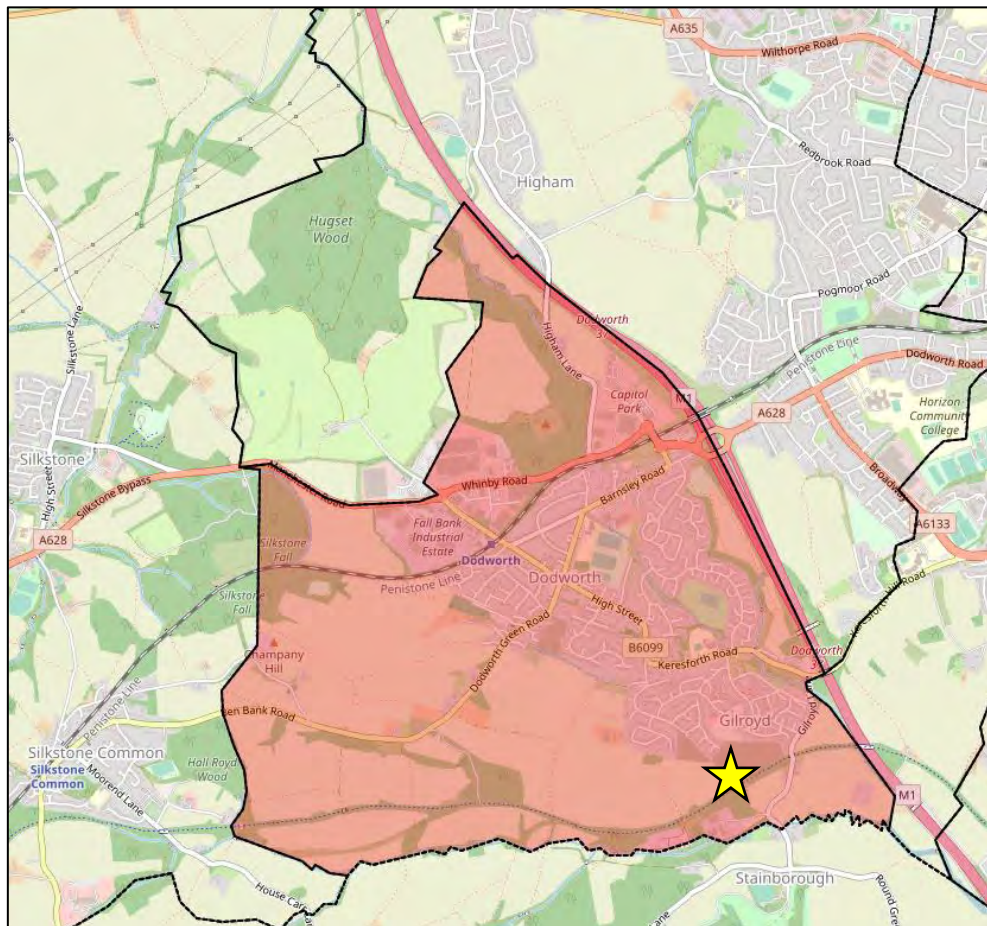


- Realistic; and
- Time related.

3.4.3 National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data for Barnsley 019 Mid Layer Super Output Area (MSOA).

3.4.4 The location of the Site within Barnsley 019 MSA is shown within Image 3.1, with the journey to work mode split data given in Table 3.1.

Image 3.1 Barnsley 019 MSA



Source: www.nomisweb.co.uk/

Table 3.1 Method of Travel to Work – Barnsley 019 MSA

Method of Travel to Work	Total Residents in MSA	Percentage
Train/Light Rail/Tram	60	2.6
Bus, Minibus or Coach	166	7.1
Taxi	11	0.5
Motorcycle, Scooter or Moped	18	0.8
Driving a Car or Van	1710	72.8
Passenger in a Car or Van	175	7.4
Bicycle	22	0.9
On Foot	185	7.9



Method of Travel to Work	Total Residents in MSOA	Percentage
Other	3	0.1
Total	2350	100.0%

3.4.5 The 2011 Census mode split indicates that 72.8% residents in the Barnsley 019 MSOA drive in a car or van for their journey to work with 5.5% being a passenger in a car or van. Assuming on average 1.2 passengers per vehicle this equates to 67% single occupancy cars and vans.

3.4.6 The initial targets are set out below and these are to be met within 5 years from first occupation:

- 5% reduction in 67% driving a car without any passengers = **62%**;
- 50% increase in cycling trips = **1.5%**
- For any school trips, the target is for a maximum of **20%** of school children to be taken to school by car where that is the sole purpose of the journey.

3.4.7 These targets will be reviewed, expanded and confirmed within 3 months following the initial travel survey. These or other targets set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Barnsley Metropolitan Borough Council (BMBC).



4. Roles and Responsibilities

4.1 INTRODUCTION

4.1.1 An important aspect of a successful RTP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN CO-ORDINATOR

4.2.1 Avant Homes Yorkshire will appoint a Travel Plan Co-ordinator (TPC) prior to first occupation of the development. Once appointed the TPC will inform BMBC of the date that this work commenced and provide a contact name and details.

4.2.2 The main duties of the TPC will include:

- Implementation of the Residential Travel Plan;
- Acting as a single point of contact across the development for all transport, access and travel related issues;
- Obtaining and providing residents/visitors with up to date details of information relating to access to the development via sustainable modes;
- Undertaking regular monitoring and review, and reporting the outcomes to BMBC; and
- Liaison with BMBC and other key stakeholders such as South Yorkshire Passenger Transport Executive and public transport operators.

Table 4.1 Travel Plan Measure 1 – Appoint Travel Plan Co-ordinator

Travel Plan Measure – TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	6 months prior to 1 st occupation and retained for 10 years.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	Avant Homes Yorkshire

4.2.3 Avant Homes Yorkshire has appointed Optima Highways and Transportation Ltd to act as Travel Plan Co-ordinator for this development and therefore, at the appropriate time, travel planning activities will commence.



5. Monitoring and Review

5.1 INTRODUCTION

5.1.1 A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

5.2 TRAVEL SURVEY

5.2.1 A critical element of the information gathering exercise for the RTP is to carry out a questionnaire survey of residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases awareness of travel issues.

5.2.2 A travel survey of residents will take place following occupation of the 100th dwelling. The results of the survey will be provided to BMBC within 3 months of the survey taking place and will be compared against the interim targets set out within Chapter 3.

5.2.3 A minimum response rate of 35% will be targeted. If this target is not met, a prize draw will be introduced to increase the response rate.

5.2.4 If possible (subject to GDPR) the survey will be undertaken using an online questionnaire software such as 'SurveyMonkey'.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

Travel Plan Measure – TPM2	
Summary	Undertake a travel survey to provide a baseline and inform initial targets.
Guideline Timescale	Following occupation of the 100 th dwelling.
Notes	To record travel patterns and inform targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 The Travel Plan will be monitored on an annual basis during the appointment of the TPC, which will include a full survey of all residents in place at the time of the survey. Within 3 months of the annual review the TPC shall agree the following Travel Plan items with BMBC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of carrying out the surveys.

5.3.2 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported by the TPC to the relevant external organisations including BMBC, South Yorkshire Passenger Transport Executive (SYPTe) and public transport operators where appropriate.

5.3.3 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with BMBC and any other relevant stakeholders.

5.3.4 Potential secondary measures/actions could include the following for which the TPC would be responsible:



- Arrange for a local cycle store to provide a troubleshooting/maintenance day. Promotion of this through marketing would be coordinated by the TPC;
- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running.

Table 5.2 Travel Plan Measure 3 – Monitoring and Review

Travel Plan Measure – TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during TPC role.
Notes	To monitor Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.3.5 In order that BMBC can take an active role in travel planning at the development in terms of mitigating and providing for its impacts, the Section 106 Agreement has the potential to include provision for a Travel Plan Contribution to be paid to BMBC.

Table 5.3 Travel Plan Measure 4 – Sustainable Travel Contribution

Travel Plan Measure – TPM4	
Summary	Sustainable Travel Contribution.
Guideline Timescale	Tbc.
Notes	To assist in the delivery of necessary public transport enhancements scheduled for Dodworth.
Responsibility	Owner (as defined in the Section 106 Agreement). BMBC/SYPTE – delivery of measures.

5.4 MAINTAINING INTEREST

5.4.1 For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that the measures implemented work, this will maintain confidence in the Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan issues in people's minds;
- Ensure that easily contactable assistance is available to try and resolve any problems people may have in changing mode;
- Make sure information provided to residents is always up to date; and
- Develop a successful feedback mechanism.



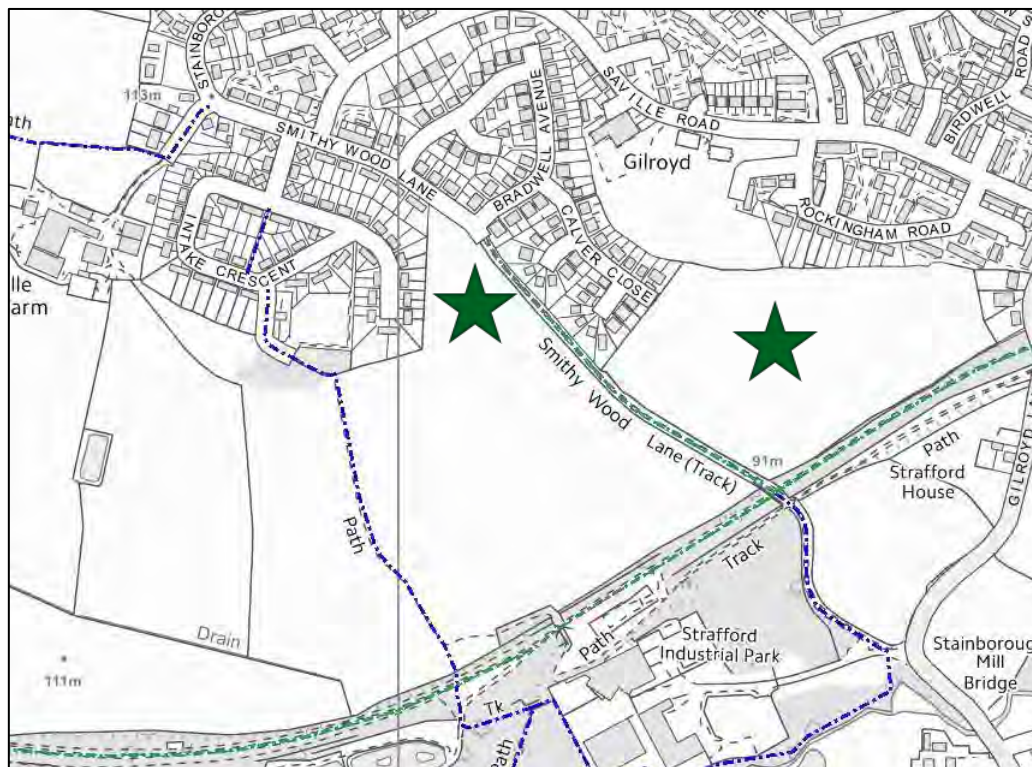
6. Walking

6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 There is a footway to both sides of Smithywood Lane and continuous footway provision into the centre of Dodworth to access the local facilities.

6.1.2 An extract from Barnsley's Public Rights of Way map is shown in Image 6.1 with Footpaths shown in blue and Bridleways shown in green. Smithywood Lane at its south eastern end where it becomes a track is designated as a Bridleway until it meets the Trans Pennine Trail running along a disused railway line, also designated as a Bridleway. The last section to Gilroyd Lane is designated as a Footpath.

Image 6.1 Public Rights of Way in the vicinity of the Site



Source: www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/

6.2 ACCESSIBILITY ON FOOT

6.2.1 The measures proposed which will positively influence trips on foot by proposed residents include:

- 2m footway connections with existing footway provision along both flanks of Calver Close;
- 2m footway connections at the proposed access on to Smithywood Lane;
- Pedestrian/cycle connection to Bridleway 31 – bridleway connection can be utilised to access both the Trans Pennine Trail and Gilroyd Lane, to the south of the Site.
- Internal links and pedestrian routes to create the shortest possible distances to the boundary connections; and
- Travel Plan initiatives for residents.

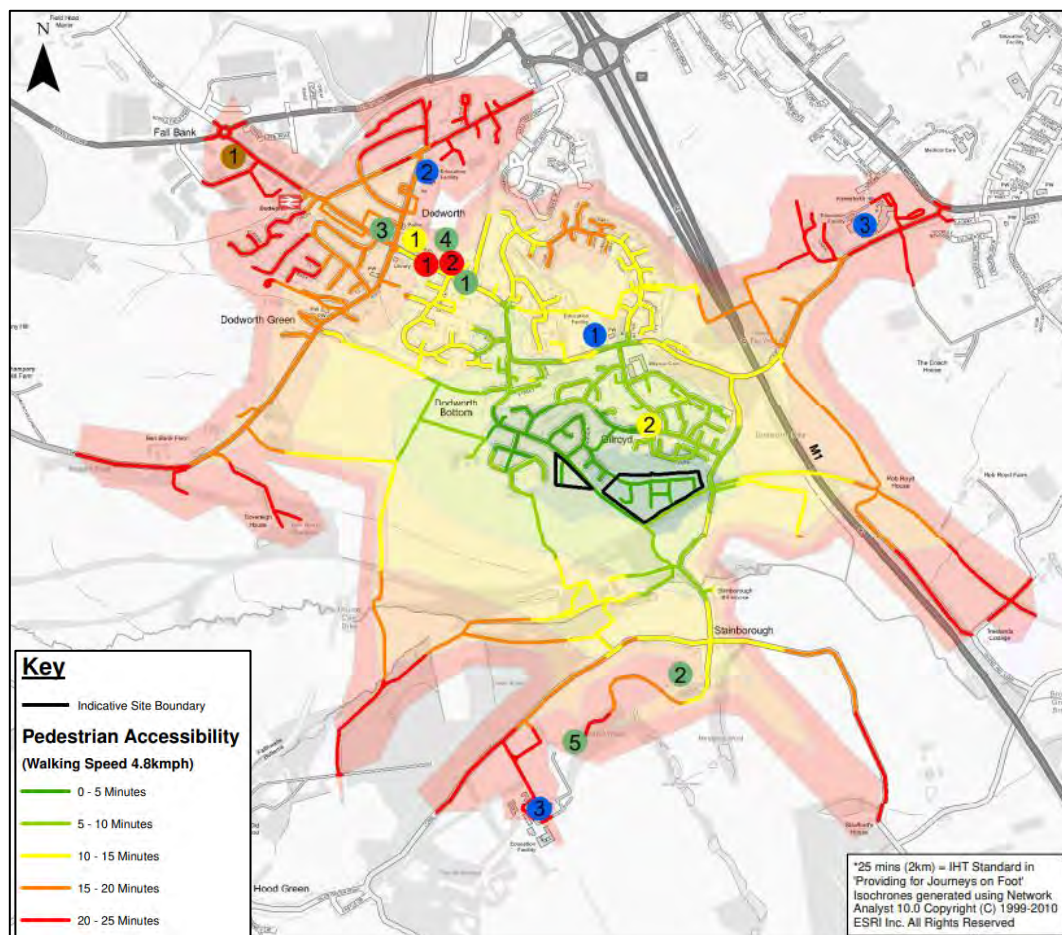


6.2.2 The residential design guide ‘Manual for Streets’ (MfS) advises that “*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minutes’ walk time) is also supported in the Chartered Institution of Highways and Transportation (CIHT) document ‘Providing for Journeys on Foot’, 2000.

6.2.3 The Department for Education (DfE) statutory guidance document, ‘Home to School Travel and Transport’, July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years, respectively.

6.2.4 Using GIS Network Analysis software, typical walk times (up to 25 minutes which equates to a distance of 2km) from the centre of the Site are shown on Figure 3 with an extract provided in Image 6.2 below.

Image 6.2 Extract of Pedestrian Accessibility Plan



6.2.5 Table 6.1 below details the key amenities and public transport facilities available within 2km of the Site, as illustrated on Figure 3.



Table 6.1 Amenities and Public Transport Facilities within 2km

Distance from Site	Amenities & Public Transport Facilities					
	Retail	Education	Leisure	Health	Employment	Public Transport
0 – 400m (Under 5 minutes)	S & S General Store	-	-	-	-	
400 – 800m (5 – 10 minutes)	-	Keresforth Primary School	-	-	-	Bus stops on Smithywood Lane and Gilroyd Lane
800 – 1200m (10 – 15 minutes)	Co-op Food	-	Stainborough Cricket Club	Dodworth Medical Centre	-	-
			Thornley Arms	Cohens Chemist		
			Dodworth Miners Welfare			
1200 – 1600m (15 – 20 minutes)	-	St. John the Baptist CoE Primary School	Dodworth Tap	-	-	-
1600 – 2000m (20 – 25 minutes)		Greenacre School Northern College	Wentworth Castle Gardens		Dodworth Business Park	Dodworth Railway Station

6.2.6 It is therefore concluded that the proposed residential development will be provided with good accessibility on foot to a wide range of services and facilities in accordance with national MfS, CIHT and DfE guidance.

6.3 WALKING MEASURES

6.3.1 Apart from the hard measures outlined in para. 6.2.1 the following measure will be implemented.

Table 6.2 Travel Plan Measure 5a – Travel Information Leaflet (Walking)

Travel Plan Measure – TPM5a	
Summary	Production and distribution of a Travel Information Leaflet including key pedestrian routes and destinations.
Guideline Timescale	Prior to occupation.
Notes	To encourage trips on foot.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.



6.4 USEFUL LINKS

Table 6.3 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/ https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/
Walking journey planners	www.my.viewranger.com/places/gb/penistone-walks www.google.com/maps
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Cycling

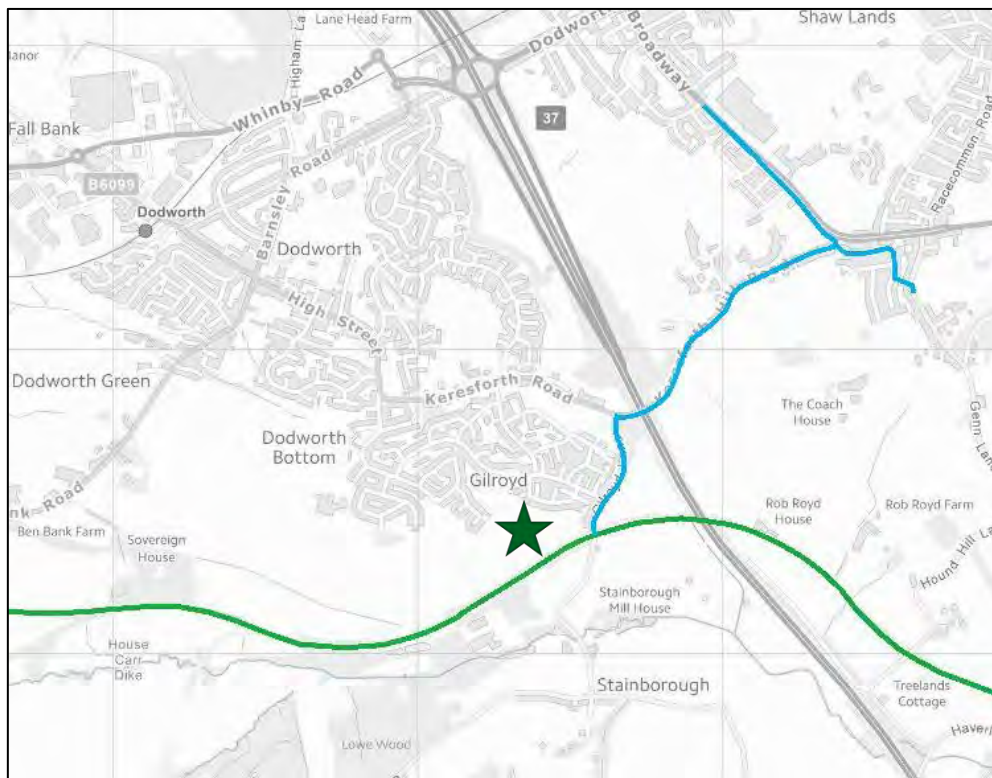
7.1 CYCLE FACILITIES

7.1.1 The Trans Pennine Trail forms the southern boundary to the larger of the two areas of land that comprise the Site. The Trans Pennine Trail is National Cycle Route 67.

7.1.2 The coast-to-coast section of the trail runs between Southport and Hornsea and locally can be utilised to access Barnsley and Doncaster, and within a wider, regional context can be utilised to access Sheffield, Leeds, Chesterfield and Hull.

7.1.3 An extract from Barnsley's Cycle Network map is shown in Image 7.1 with existing routes shown in blue and traffic-free national routes shown in green.

Image 7.1 Barnsley Cycle Network



Source: www.barnsley.gov.uk/barnsley-maps/national-cycle-network/

7.2 CYCLE ACCESSIBILITY

7.2.1 The measures proposed which will positively influence trips on foot by residents will also assist in encouraging cycling trips.

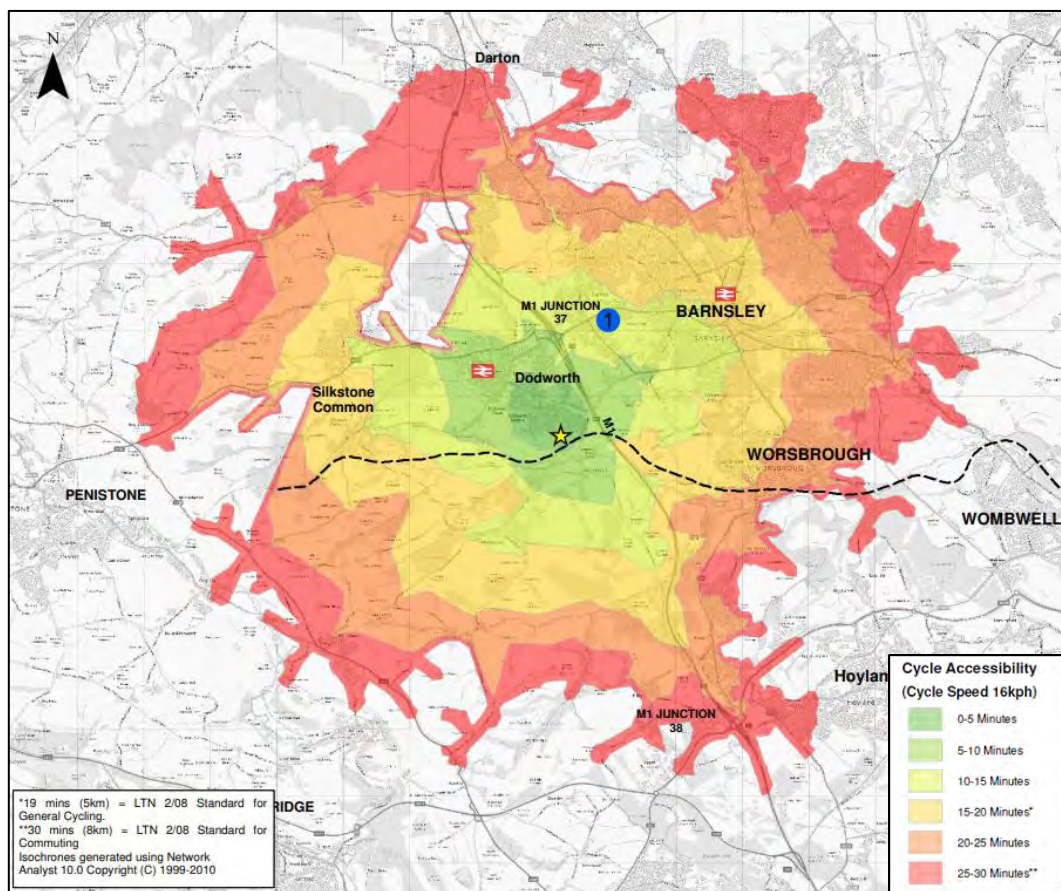
7.2.2 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in DfT's Local Transport Note 2/08. However, the same guidance also refers to commuting cycle trips of up to 8km.

7.2.3 Whilst, in terms of design guidance for cycle facilities, this LTN has now been superseded by LTN 1/20, there is no reason to suggest that the accepted cycle distances have changed.

7.2.4 Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 4 and an extract is provided in Image 7.2.



Image 7.2 Extract of Cycle Accessibility Plan



7.2.5 Figure 4 (Image 7.2) demonstrates that:

- A range of amenities and public transport facilities are available within Dodworth, all of which are within a 10-minute cycle journey;
- Horizon Community College provides 11-16 years main-stream education and can be reached within a 10–15-minute cycle ride north-east of the Site;
- A wide variety of retail, educational, leisure, employment and further public transport opportunities are available within Barnsley Town Centre, some 15-minute cycle journey, north-east of the Site; and
- Worsbrough, a large suburban area to the south of Barnsley is with a 20–25-minute cycle journey to the east of the Site and includes additional retail, educational, leisure and employment opportunities.

7.2.6 It is therefore concluded that the Site will be provided with good accessibility by cycle to a wide range of local services, facilities and employment opportunities, many of which are within a very short cycling distance.



7.3 CYCLE MEASURES

Table 7.1 Travel Plan Measure 5b - Travel Information Leaflet (Cycling)

Travel Plan Measure – TPM5b	
Summary	Production and distribution of a Travel Information Leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

Table 7.2 Travel Plan Measure 6 – Cycle Storage

Travel Plan Measure – TPM6	
Summary	Secure cycle storage areas to be provided for every dwelling either within an integral garage or garden shed.
Guideline Timescale	Upon occupation.
Notes	To encourage cycling.
Responsibility	Avant Homes Yorkshire.

7.4 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/ www.cyclepenistonecic.com community bike facility and shop promoting an inclusive approach to cycling.
Sustrans On-line Mapping National Cycle Network map which is based on OS mapping.	https://www.sustrans.org.uk/national-cycle-network/
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk



8. Public Transport

8.1 PUBLIC TRANSPORT SERVICES AND ACCESSIBILITY

Bus

8.1.1 The nearest bus stop is on Smithywood Lane opposite its junction with Intake Crescent. This stop (Smithywood Lane/Saville Road) has a shelter and timetable information and is used by the services summarised in Table 8.1. These services follow a circular route around Gilroyd and therefore there is only the need for one bus stop. The location of the closest bus stop is shown on figure 3.

Table 8.1 Bus Services at Smithywood Lane/Saville Road Stop

Service	Route	Days of Operation	Approx. Frequency	Operating Hours
21a	Barnsley Centre to Crow Edge via Silkstone and Penistone	Monday - Friday	Up to 1 per hour	17:25-23:24
		Saturday	Up to 1 per hour	17:25-23:24
		Sunday	1 per hour	09:25-23:25
21a	Crow Edge to Barnsley Centre via Penistone and Silkstone	Monday - Friday	Up to 1 per hour	06:40-22:45
		Saturday	Up to 1 per hour	07:23-22:46
		Sunday	1 per hour	09:43-22:46
22	Barnsley Interchange to Gilroyd	Monday - Friday	2 per hour	07:15-17:57
		Saturday	1 per hour	08:18-17:53
		Sunday	No service	-
22	Gilroyd to Barnsley Interchange	Monday - Friday	1 per hour	07:15-17:57
		Saturday	1 per hour	08:18-17:53
		Sunday	No service	-

8.1.2 There are other bus stops on Gilroyd Lane close to its junction with Saville Road. These stops (Gilroyd Lane/Saville Road) are used by the services detailed in Table 8.2. Both stops are in laybys and are equipped with shelters and timetable information. The stops for northbound services are also used by Services 21a/22 as detailed above.

Table 8.2 Bus Services at Gilroyd Lane/Saville Road Stop

Service	Route	Days of Operation	Approx. Frequency	Operating Hours
23a	Barnsley Interchange to Deepcar via Stocksbridge	Monday - Friday	1 per day	17:36
		Saturday	1 per day	17:36
		Sunday	No service	-
23a	Deepcar to Barnsley Interchange via Stocksbridge	Monday - Friday	2 per day	08:12, 17:05
		Saturday	2 per day	08:12, 17:06
		Sunday	No service	09:43-22:46
24	Barnsley Interchange to Ingbirchworth via Penistone	Monday - Friday	1 every 2 hours	08:40-18:39
		Saturday	1 every 2 hours	08:40-18:39
		Sunday	No service	-



Service	Route	Days of Operation	Approx. Frequency	Operating Hours
24	Ingbirchworth to Barnsley Interchange via Penistone	Monday - Friday	1 every 2 hours	06:51-18:13
		Saturday	1 every 2 hours	07:41-18:13
		Sunday	No service	-
24a	Barnsley Interchange to Penistone	Monday - Friday	2 per day	20:14, 22:44
		Saturday	No service	-
		Sunday	1 every 2 hours	09:44-22:44
24a	Barnsley Interchange to Penistone	Monday - Friday	2 per day	19:52, 22:22
		Saturday	No service	-
		Sunday	1 every 2 hours	09:22-22:22

8.1.3 The nearest bus stops to the Site are within reasonable walking distance. The most frequent service provides access to both the centre of Dodworth and into Barnsley Town Centre. This service interchanges with rail at Barnsley.

8.1.4 The journey time between the Site and Barnsley Town Centre is typically between 20 and 30 minutes.

Rail

8.1.5 The nearest railway station to the Site is on B6099 Station Road at Dodworth and situated some 1.7km to the north west. Dodworth Station is on the Huddersfield to Sheffield route (Penistone Line). There is an hourly service in both directions Monday to Saturday and also on Sunday over a shorter time period. Key stations on the line include Sheffield, Meadowhall, Wombwell, Barnsley, Penistone and Huddersfield with other stations also served.

8.1.6 Dodworth Railway Station provides connection to several key destinations within the local region including Barnsley (7 minute journey time), Huddersfield (42 minute journey time) and Sheffield (34 minute journey time). From Barnsley it is possible to interchange on to trains to Leeds. From Sheffield it is possible to interchange on to trains to Manchester, Birmingham, Newcastle and London.

8.1.7 The railway station can be accessed by:

- Walking – 20-minutes;
- Cycle – within a 5-10-minute journey time; and
- By car – typical 5 minute journey time (plus any walking time between car park and platforms).

8.1.8 There is cycle storage at the station for 10 cycles which is protected by CCTV. The station also has a car park with 14 spaces.

8.1.9 It is therefore concluded that the Site will be provided with reasonable accessibility by public transport to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.



Summary

8.1.10 The development will be provided with reasonable accessibility by public transport to principal local and regional destinations which offer a vast range of services, facilities and employment opportunities.

8.2 PUBLIC TRANSPORT MEASURES

Table 8.3 Travel Plan Measure 5c – Travel Information Leaflet (Public Transport)

Travel Plan Measure – TPM5c	
Summary	Production and distribution of a Travel Information Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Notes	To encourage public transport use.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

8.3 USEFUL LINKS

Table 8.4 Useful Links – Public Transport

Public Transport Weblinks	
Public transport timetables, ticket and real time information	https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/bus-timetables/ www.journeyplanner.travelsouthyorkshire.com www.travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search https://www.stagecoachbus.com/
Rail times and journey planner	www.nationalrail.co.uk
Coach information	www.nationalexpress.com www.megabus.com
Personalised journey planning	https://www.stagecoachbus.com/timetables



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 7 – Car Share

Travel Plan Measure – TPM7	
Summary	The TPC will encourage car sharing amongst residents and will facilitate matches. Alternative transport will be provided in case of emergencies. The Lift Share Car Share scheme will be promoted by the TPC https://liftshare.com/uk/search/from/barnsley
Guideline Timescale	Upon occupation
Notes	To encourage car sharing particularly for commuter journeys
Responsibility	TPC to include in Travel Leaflet at each annual review

9.2 CAR CLUB

Table 9.2 Travel Plan Measure 8 – Car Club

Travel Plan Measure – TPM8	
Summary	The Enterprise Car Club will be promoted by the TPC www.enterprisecarclub.co.uk Whilst there are no local car clubs, the TPC will encourage business trips within City Centres such as Leeds and Sheffield to be by car club vehicle to allow commuting trips by other modes.
Guideline Timescale	Upon occupation
Notes	To encourage car club use as an alternative to owning / using a car for commuter trips.
Responsibility	TPC to include in Travel Leaflet at each annual review

9.3 USE OF ELECTRIC VEHICLES

Table 9.3 Travel Plan Measure 9 – Encourage Use of Electric Vehicles

Travel Plan Measure – TPM9	
Summary	The TPC will encourage the use of electric vehicles and EVCPs will be provided for each dwelling.
Guideline Timescale	Upon occupation.
Notes	To encourage more sustainable driving practices.
Responsibility	TPC / Avant Homes Yorkshire.

9.4 COMMUNICATION

9.4.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted i.e. as an initiative, fliers may be provided on buses for bus users or on car windscreens for car drivers to raise awareness.

9.4.2 Publicity material could include the following:

- Details of the Development's accessibility by sustainable modes on the development website;



- Providing details of the Development's accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel information to be provided to residents via a leaflet and displayed on the development website; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.4.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.



10. Action Plan

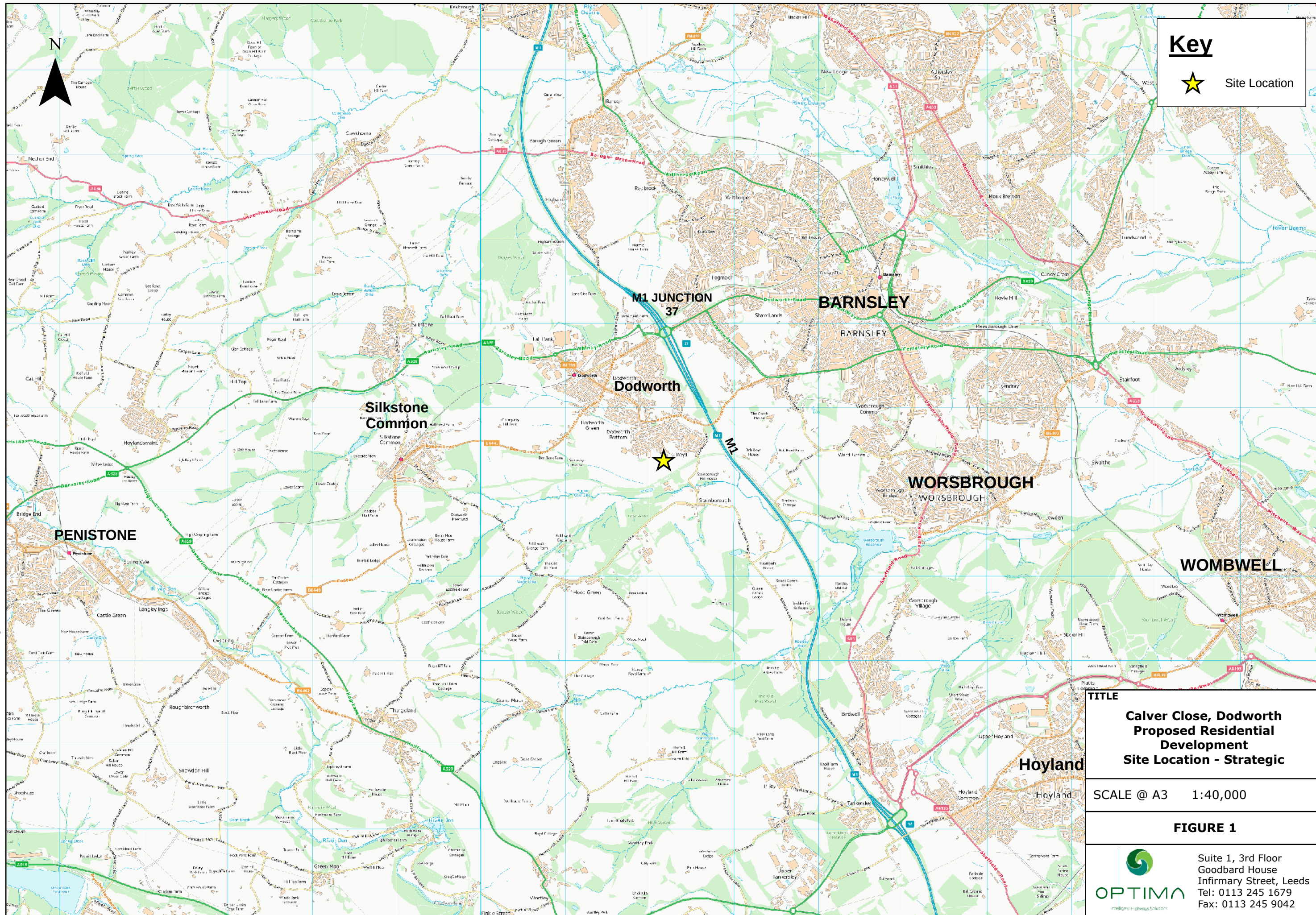
Table 10.1 Initial Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	3 months prior to first occupation	Avant Homes Yorkshire
TPM2	Undertake resident and employee travel surveys	To gather baseline travel information and inform measures	Within 12 months of first occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance	Annually	Travel Plan Coordinator
TPM4	Sustainable Travel Contribution	To mitigate the impacts of the development and encourage sustainable travel	TBC	Owner/BMBC/SYPTE
TPM5a/5b/5c	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM6	Provide cycle storage	To encourage cycling	Upon occupation	Avant Homes Yorkshire
TPM7	Promote car sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM8	Promote car club	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM9	Electric Vehicle Charge Points	To encourage more sustainable driving practices	Upon occupation	Travel Plan Coordinator / Avant Homes Yorkshire



Figures





Key



Site Location

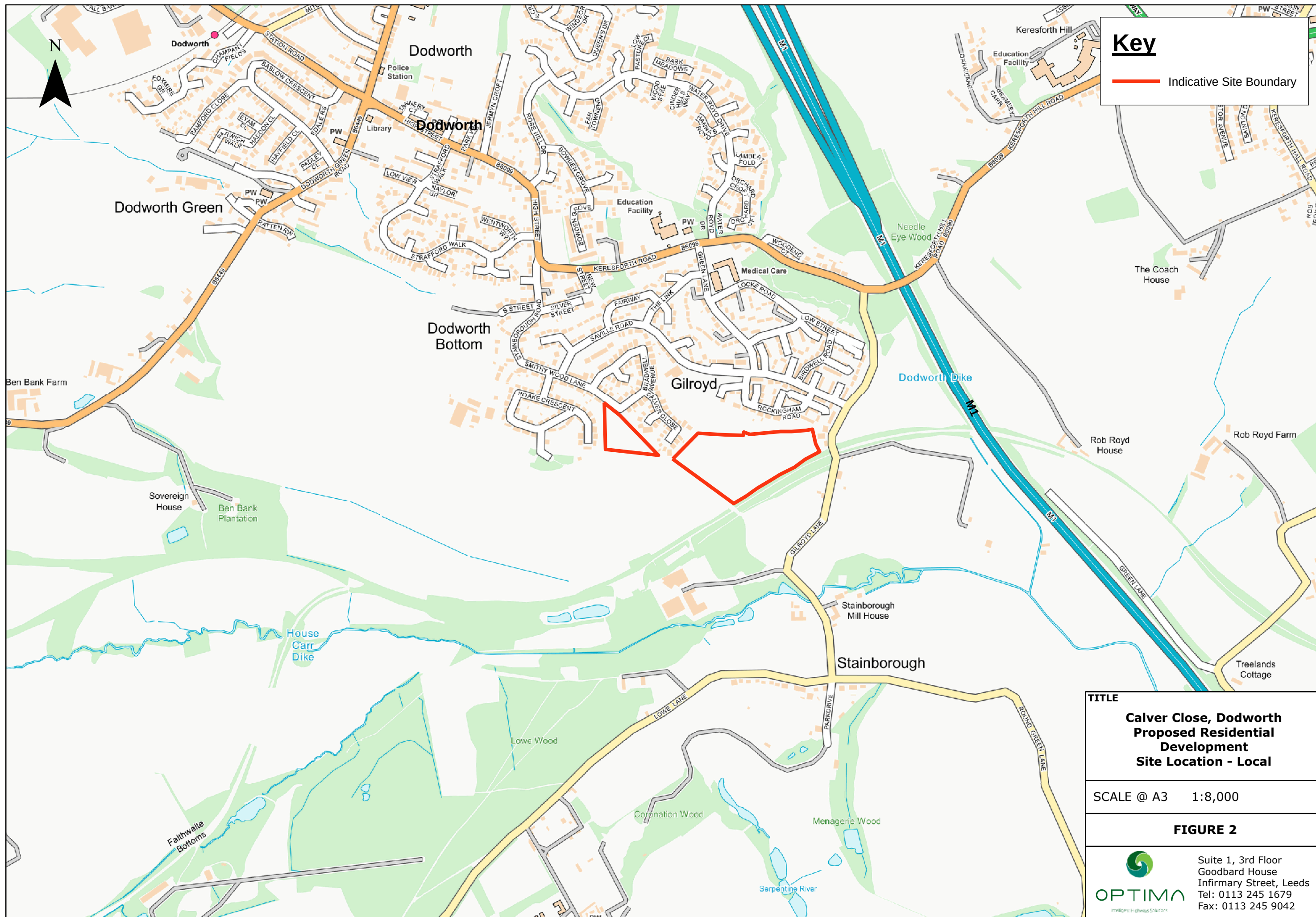
TITLE
Calver Close, Dodworth
Proposed Residential
Development
Site Location - Strategic

SCALE @ A3 1:40,000

FIGURE 1



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042



Path: O:\Calver Close, Dodworth\DRAWINGS\ISARCEDITOR\3. Pedestrian Accessibility.mxd

Key

Indicative Site Boundary

Pedestrian Accessibility (Walking Speed 4.8kmph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes

Railway Station

Education

- 1 Keresforth Primary School
- 2 St John the Baptist CofE Primary
- 3 Northern College
- 3 Greenacre School - STEN

Retail

- 1 The Co-operative Food - Dodworth
- 2 S & S General Store

Leisure & Recreation

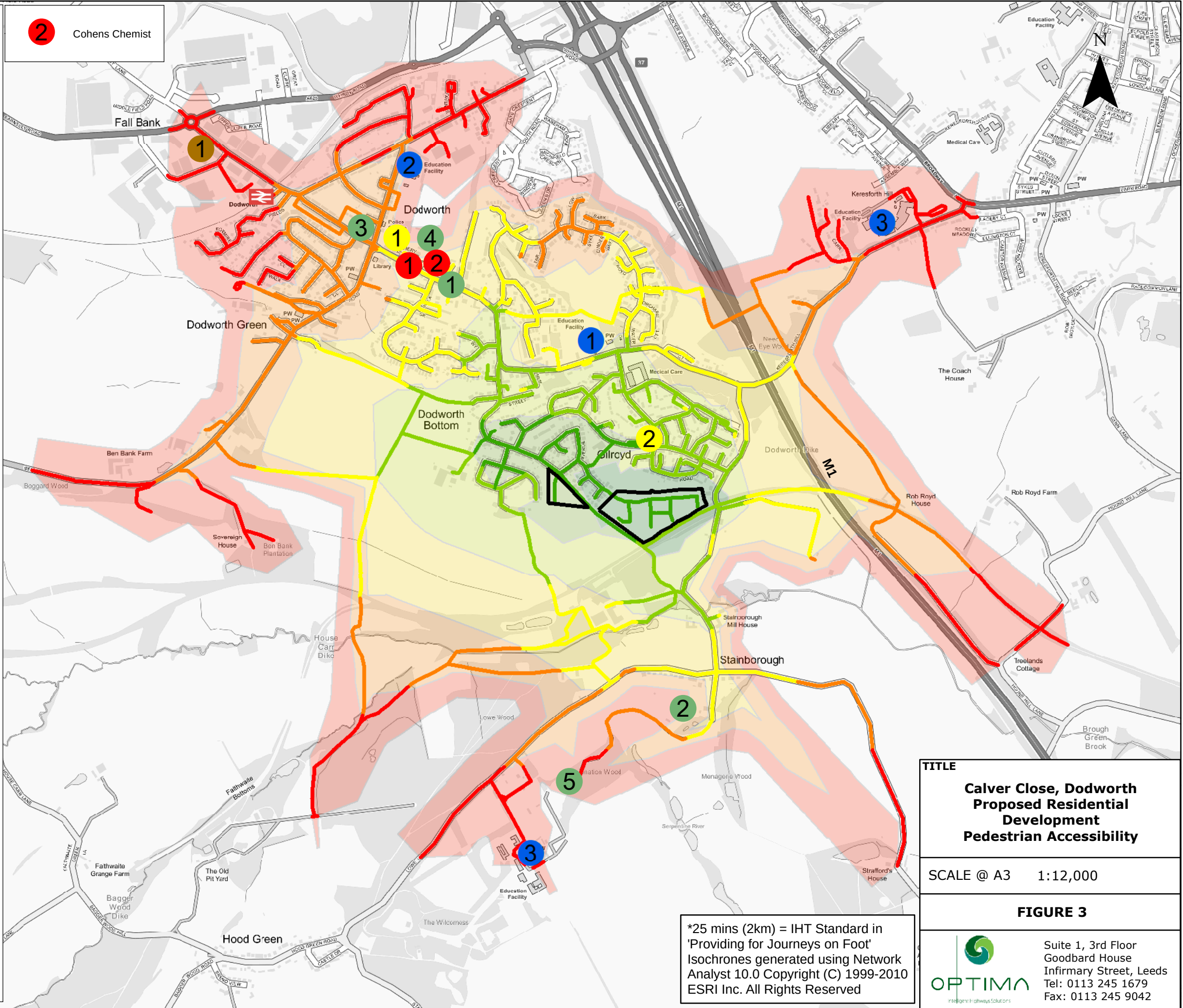
- 1 Thornley Arms
- 2 Stainborough Cricket Club
- 3 Dodworth Tap
- 4 Dodworth Miners Welfare
- 5 Wentworth Castle Gardens

Employment

- 1 Dodworth Business Park

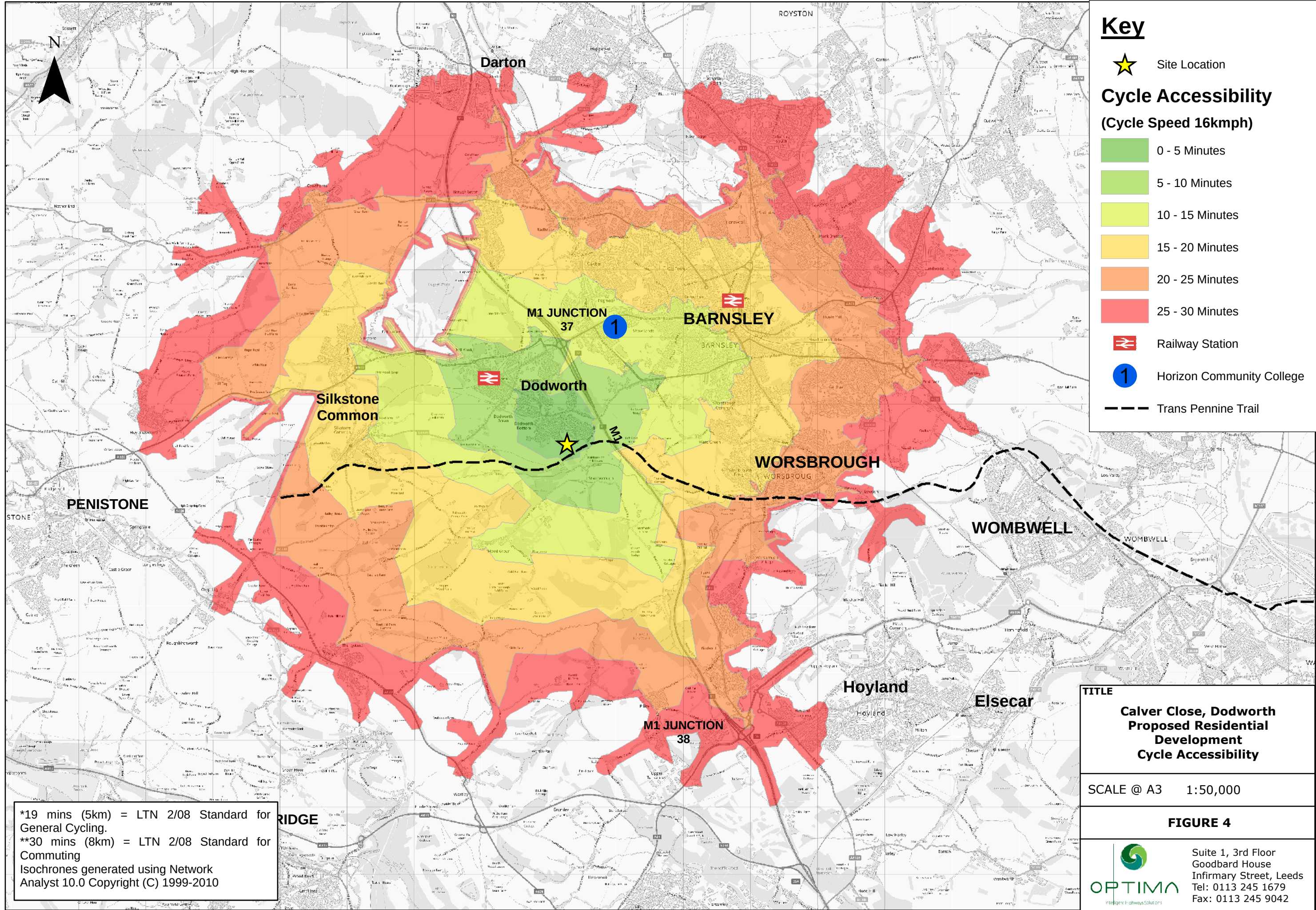
Health

- 1 Dodworth Medical Centre



OPTIMA
intelligent highways solutions

Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

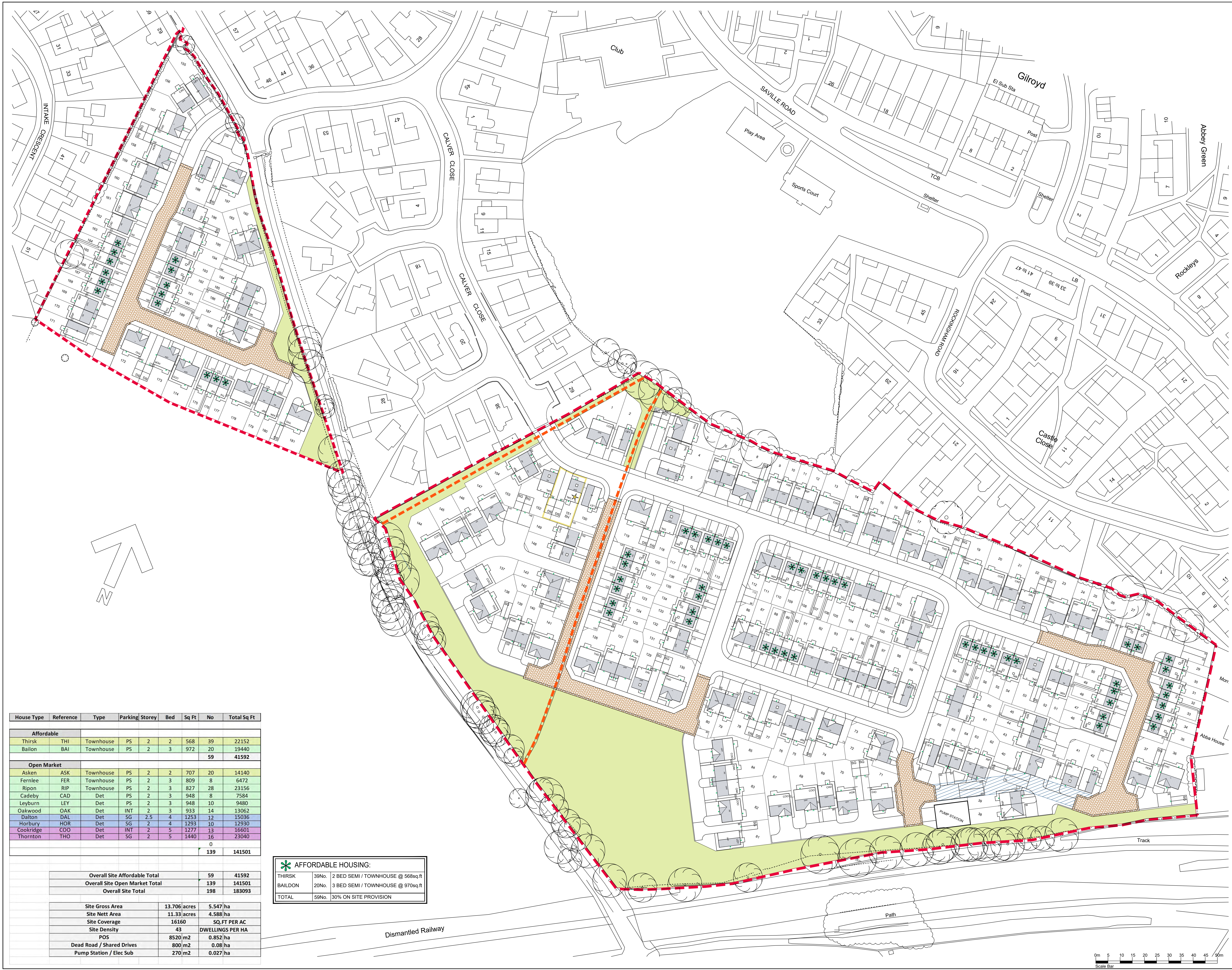


Appendices



Appendix A Avant Homes Yorkshire Planning Layout





House Type	Reference	Type	Parking	Storey	Bed	Sq Ft	No	Total Sq Ft
Affordable								
Thirsk	THI	Townhouse	PS	2	2	568	39	22152
Bailon	BAI	Townhouse	PS	2	3	972	20	19440
							59	41592
Open Market								
Asken	ASK	Townhouse	PS	2	2	707	20	14140
Fernlee	FER	Townhouse	PS	2	3	809	8	6472
Ripon	RIP	Townhouse	PS	2	3	827	28	23156
Cadeby	CAD	Det	PS	2	3	948	8	7584
Layburn	LEY	Det	PS	2	3	948	10	9480
Oakwood	OAK	Det	INT	2	3	933	14	13062
Dalton	DAL	Det	SG	2.5	4	1253	12	15036
Horbury	HOR	Det	SG	2	4	1293	10	12930
Cookridge	COO	Det	INT	2	5	1277	13	16601
Thornton	THO	Det	SG	2	5	1440	16	23040
							139	141501
							0	
Overall Site Affordable Total							59	41592
Overall Site Open Market Total							139	141501
Overall Site Total							198	183093
Site Gross Area					13.706 acres	5.547 ha		
Site Nett Area					11.33 acres	4.588 ha		
Site Coverage					16160	SQ.FT PER AC		
Site Density					43	DWELLINGS PER HA		
POS					8520 m2	0.852 ha		
Dead Road / Shared Drives					800 m2	0.08 ha		
Pump Station / Elec Sub					270 m2	0.027 ha		

* AFFORDABLE HOUSING:		
THIRSK	39No.	2 BED SEMI / TOWNHOUSE @ 568sq.ft
BAILDON	20No.	3 BED SEMI / TOWNHOUSE @ 970sq.ft
TOTAL	59No.	30% ON SITE PROVISION

AVANT
homes

DATE: 30.08.21
REVISIONS: A
BY: RB

30.08.21 A

Re-drawn following internal / group feedback.
2.0m footpaths introduced to give look of shared
surface roads to accommodate services. Visitor
parking to three plots removed.
Rockley access paths shown where necessary.
Aspen / Ripon series reconfigured in keeping with
new preferred way of plotting.
General interchanging of plots to accommodate the
above amendments resulting in slight change of mix.

RB

20.10.21 B

Plot 151 and Twin Garage allocated a sales area.

RB

Avant Homes
Avant House
G & S Tallys End
Barnborough
S43 4WP

AVANT
homes

DRAWN: RB
CHECKED: RB
DATE: July 2021

DRG: No. SK-01-BDV
REV: C

SCALE: 1:500

Sketch Layout - BDV Re-Plan

Calver Lane,
Dodworth,
Barnsley