REPORT N^{O} 70009242-02

CROSS STREET, MONK BRETTON

TRAVEL PLAN

CONFIDENTIAL

MAY 2015

WSP | PARSONS BRINCKERHOFF

CROSS STREET, MONK BRETTON

TRAVEL PLAN

Bellway Homes Yorkshire

Confidential

Project no: 70009242
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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 WSP UK Limited has been commissioned by Bellway Homes Ltd (Yorkshire Division) to prepare an Interim Travel Plan (ITP) in support of a full planning application for residential development on land located off Cross Street in the Monk Bretton area of Barnsley. The local planning and highways authority is Barnsley Metropolitan Borough Council (BMBC).

1.1.2 The site is located to the north eastern extent of the Barnsley urban area, c.1.8 miles from Barnsley town centre. The site is bounded on its northern side by a cricket ground, public footpath and a covered reservoir, to the east by Cross Street, to the south by a cemetery and to the west by residential streets accessed from Rotherham Road. The location of the site is illustrated in Figure 1.

1.1.3 A site layout has been developed for the site comprising c.95 dwellings and It is proposed that the development will be accessed via a purpose built priority controlled T-junction provided on Cross Street, c.45m north of its junction with Hall Place.

1.1.4 A Transport Assessment (TA) has been prepared for the proposals and will also be submitted in support of the planning application. The TA concludes that, the site can be appropriately accessed, there are no significant highway impacts and that the site is located in a sustainable location, with access to a variety of key facilities and services via sustainable modes of transport such as walking, cycling and public transport.

1.1.5 This ITP summarises the accessibility of the site and outlines a range of Travel Plan measures which will be promoted to residents to encourage sustainable travel patterns at the site. This interim document provides an outline of the proposed measures and monitoring strategy, which will be implemented at this site.

1.1.6 An Interim document is considered appropriate at this stage. A Full Travel Plan based upon this document will be produced prior to occupation of the residential units.

1.1.7 This report sets out the following;

- Section 2 – the aims and objectives of the travel plan are outlined.
- Section 3 – details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision.
- Section 4 – the accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes.
- Section 5 – the proposed Travel Plan measures are outlined including the role of the Travel Plan Co-ordinator and proposed measures to encourage travel by walking, cycling and public transport.
- Section 6 – Details of the proposed Travel Plan monitoring process are included along with details of timescales.
- Section 7 – A summary of the Travel Plan measures and timescales for its implementation are set out.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

2.1.1 This section sets out the vision and objectives that will guide the Travel Plan development and implementation.

2.1.2 This ITP seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieves the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

2.2.1 This ITP (and the resultant Final Travel Plan which will be developed for the proposals) is based upon the achievement of the following key objectives:

- To reduce the impact and frequency of car travel especially single occupancy vehicle use;
- To reduce the impact of the development on the local road network;
- To enable residents of the development to have informed choices about their travel options;
- To improve the health and well-being of the residents of the development;
- To ensure transport arrangements of the development have minimum environmental impact; and
- To ensure that the development is accessible to the widest possible range of services.

2.2.2 The Travel Plan will therefore broadly seek to:

- develop an awareness of locally available non-car modes of transport among residents;
- promote sustainable travel and to continue to engage directly with residents on sustainable travel choices to achieve a long term commitment to changing travel habits amongst the new community; and
- promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN BENEFITS

2.3.1 There are a large number of benefits that will be derived from the successful implementation of a Travel Plan at the development for residents and visitors as well as the wider community.

2.3.2 The residents and visitors to the proposed development could expect to enjoy:

- improved health and fitness through increased levels of walking and cycling;
- increased flexibility offered through wider travel choices;
- the social aspects of sharing transport with others; and

- a better environment within the site and its immediate environs as vehicular movements are minimised.

2.3.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

2.3.5 The proposed monitoring strategy that will be adopted for the site to determine how the Travel Plan is performing against these objectives is set out later in this interim report.

3 DEVELOPMENT PROPOSALS

3.1 SITE LOCATION

3.1.1 As described above, the site is located to the north eastern extent of the Barnsley urban area, c.1.8 miles from Barnsley town centre. The site is bounded on its northern side by a cricket ground, public footpath and a covered reservoir, to the east by Cross Street, to the south by a cemetery and to the west by residential streets accessed from Rotherham Road. The location of the site is illustrated in Figure 1.

3.2 SITE LAYOUT PROPOSALS

3.2.1 As outlined in the Introduction, a site layout has been developed for the site comprising 95 residential dwellings, comprising a mixture of house types and sizes including 2-bed, 3-bed and 4-bed properties. A copy of the Site Layout is contained within Appendix A.

3.2.2 It is proposed that the development will be accessed via a purpose built priority controlled T-junction provided on Cross Street, c.45m north of its junction with Hall Place.

3.2.3 The planning layout shows a hierarchy of access roads throughout the site serving the residential units. The internal layout has been designed with a principal spine road running into the site from Cross Street, with a hierarchy of roads branching off the main spine road, providing access to properties across the site.

3.2.4 Beyond this principal network of roads there are a number of private drives providing access to individual properties.

3.2.5 The internal access roads have been designed to achieve low vehicle speeds within the site, incorporating appropriate changes in the road alignment which assist in providing a safe environment for pedestrians and cyclists within the site. The site layout proposals include a network of footways and footpaths across the site.

3.2.6 Parking for the residential units has been provided in line with BMBC's Maximum Parking Standards, on the basis of one parking space for dwellings with one or two bedrooms and two parking spaces for dwellings with three or more bedrooms. Parking free-standing garages is included in the parking spaces allocated to each dwelling, all free-standing garages are a minimum of 6.0m x 3.0m.

3.2.7 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on-street parking.

4 EXISTING SUSTAINABLE TRANSPORT PROVISION

4.1.1 As identified in Section 1.2 above, the Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

4.1.2 The site has a good level of accessibility by sustainable modes of transport and the development of the Travel Plan will encourage the use of alternative modes of travel. This is anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.

4.1.3 Travel by non-car modes will be encouraged at the site and as outlined in Section 3 the proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.

4.1.4 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

4.2 WALKING AND CYCLING

4.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

> **"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"** (Para 74)
>
> and
>
> **"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport"** (Para 77)

4.2.2 These potential walking and cycling catchments have been used in the consideration of the accessibility of the site set out below.

4.2.3 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. Figure 3 shows the 2.0 kilometre walking catchment area from the centre of the site, including the key facilities in the locality such as schools, healthcare facilities and food stores. The 2.0 kilometre walking catchment includes Monk Bretton and Lundwood in their entirety and the north eastern extent of Barnsley town centre.

4.2.4 The footways proposed along both sides of the internal spine road will connect into the existing pedestrian network in the surrounding area. Footways in the surrounding area meet standards, and generous along certain roads, with dropped/low kerbs at appropriate junctions.

4.2.5 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. Figure 4 shows a 5.0 kilometre cycling catchment area from the centre of the site. It can be seen that, in addition to the employment, shopping and leisure facilities that are accessible on foot, the five kilometre cycle catchment area also includes Barrnsley town centre in its entirety and many of the urban area of Barnsley, within which are a host of facilities, and settlements including Worsbrough, Staincross, Dodworth, Carlton and Royston.

4.2.6 Both local and national cycle routes are present in the vicinity of the site, as shown on Figure 5, cycle route map. Route 67 of the National Cycle Network runs along Fish Damn Lane and Burton Road, to the east of the site, before becoming an off road route running from north to south into Stairfoot. From Stairfoot local routes provide traffic free routes into Barnsley town centre.

4.3 PUBLIC TRANSPORT

4.3.1 The proposed development site is well located in terms of its proximity to public transport services, including the railway station which is located within the town centre and to existing bus services which run adjacent to the site. Details of the existing provision are set out below.

4.3.2 There are existing buses which pass along Cross Lane, the locations of the existing bus stops are shown on Figure 6. The nearest bus stops are located to the south of the proposed site access c.250m from the centre of the site. These existing bus stops are served by the following bus number 3 the details of which are summarised in Table 4.1.

Table 4.1 – Local Bus Services

		Daytime		Evening	
Service	**Route**	**Mon - Sat**	**Sun**	**Mon - Sat**	**Sun**
31	Barnsley – Honeywell - Monk Bretton - Cudworth	Every 60 minutes	-	-	-
57	Barnsley – Honeywell - Monk Bretton – Carlton – Royston –	Every 15 minutes	-	-	-
59	Barnsley – Honeywell - Monk Bretton – Carlton – Royston – Notton – Newmillerdam – Sandal - Wakefield	Every 60 minutes	Every 30 minutes	-	-
59A	Barnsley – Honeywell – Monk Bretton – Carlton – Royston	Every 60 minutes	Every 30 minutes	Every 60 minutes	Every 60 minutes

4.3.3 Table 4.1 shows that bus number 31, 57, 59 and 59A all provide a direct connection from the site to the surrounding towns and villages including Barnsley town centre. Theses buses have a combined service frequency of seven buses per hour Monday to Saturday during the daytime, four in the evenings and one on Sundays. Further bus and rail services are available from Barnsley Interchange which is located within Barnsley town centre. Bus number 59 also provides a direct route into Wakefield city centre.

4.3.4 Barnsley Interchange is a combined bus and railway station located on Schwabisch Gmund Way in Barnsley town centre, c.1.8km from the centre of the site, within the recommended 2.0km walking distance and is also accessible via cycle and bus. The station has a car park with 76 parking spaces, 24 sheltered cycle storage spaces and a taxi rank. Services run between Sheffield and Leeds, Leeds and Nottingham and Sheffield and Huddersfield, each of which runs every 30 minutes during the day.

4.4 TRAVEL PATTERNS AND KEY DESTINATIONS

4.4.1 The surrounding area has a wide range of services and facilities which can be accessed by future residents of the site. These are summarised below and highlighted on Figure 3:

- Barnsley town centre – has a bus and rail interchange and a large range of employment facilities including offices, retail, and leisure, a range of shops, banks, a post office, a library, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets, some of which are within reasonable walking distance of the site and all of which are within a reasonable cycling distance are accessible via public transport;
- Monk Bretton - has a small range of facilities including Sainsbury's supermarket, Rhythm & Booze, Primary Schools, a medical centre, a pharmacy and sports and fitness facilities. All of these facilities are within a reasonable walking distance of the site distance and are accessible via cycle and public transport;
- Employment – there are a number of large employment areas/industrial estates in the vicinity of the site, including Carlton Industrial Estate which is within reasonable walking distance of the site and is accessible via cycle and public transport.
- Education provision - there are a number of primary schools in the local area including St Helens Primary School, Holy Cross Deanery Primary School and Burton Road Primary School in Monk Bretton, all of which are within a reasonable walking distance of the site. The closest Secondary School to the site is St Michael's Roman Catholic and Church of England High School which is located off Carlton Road in Carlton and is within reasonable walking distance of the site and is accessible via cycle and public transport. Barnsley College is located in Barnsley town centre and is accessible via cycle and public transport;
- Health facilities - include Rotherham Road Medical Centre in Monk Bretton, which is within a reasonable walking distance of the site. Lundwood Dental Practice and Cudworth Dental Practice are within a reasonable cycling distance of the site and are accessible via public transport. Barnsley Hospital is located to the north west of Barnsley town centre within a reasonable cycling distance of the site and is accessible via public transport;
- Food shopping – food retail units within Monk Bretton and the surrounding areas include Sainsbury's in Monk Bretton, ASDA on the north eastern extent of Barnsley town centre, which are both within a reasonable walking distance of the site and Tesco Express in Carlton and Coop in Cudworth, which are within reasonable cycling distance of the site and accessible via public transport;
- Recreation – there are a large range of recreation facilities in the vicinity of the site including Valley Bowl in Carlton, Valley Community Centre and Dorothy Hyman Sports Centre in Cudworth, DW Sports and Fitness Club and the Metrodome

Leisure Complex located on the north eastern extent of Barnsley town centre, some of which are within reasonable walking distance of the site and all of which are accessible via cycle and public transport.

4.5 SUMMARY

4.5.1 The development site is within a reasonable walking and cycling distance of Barnsley Interchange and is accessible via the buses which serve the stop on Cross Street, which is served by frequent services to local and regional destinations. Cycle parking is provided at Barnsley Interchange in the form of 24 sheltered cycle stands.

4.5.2 The site is situated in an accessible location with health care facilities, schools, convenience stores and recreation facilities located within a reasonable walking distance of the site.

4.5.3 The north eastern extent of Barnsley Town Centre, including the Interchange, is within reasonable walking distance of the site and all of it is within a reasonable cycling distance is accessible via public transport. Therefore, employment areas, further education, health care facilities, and recreation facilities are all accessible to the site via frequent and sustainable modes of transport.

4.5.4 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses are readily accessible from the site. It is therefore considered that the location of the site is consistent with national and local policy objectives.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

5.1.1 This section outlines the Travel Plan measures which will be implemented at the site to achieve the objectives and benefits outlined in Section 2.

5.1.2 The role of the Travel Plan Co-ordinator (TPC) is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail below.

5.1.3 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 A TPC will be appointed three months prior to first occupation of the site for a minimum of five years after last occupation, to promote Travel Plan measures amongst residents.

5.2.2 It is likely that the TPC will be a member of the Bellway Homes sales team during initial occupation of the site. The TPC will be given sufficient time off from their other day to day duties to dedicate themselves to travel planning activities, clearly this will vary, for example more time will be required during monitoring periods.

5.2.3 The TPC will therefore be an easy point of contact for residents as they move into the site and will be on hand to answer any travel queries and to distribute information relating to the Travel Plan.

5.2.4 The TPC will also be responsible for the monitoring of the Travel Plan. Further details on the monitoring strategy are included in Section 6 below. A budget will be made available to enable for the TPC to implement the measures and bi-annual monitoring set out within this ITP.

5.3 PHYSICAL MEASURES

5.3.1 As described in Section 3, the site has been designed to maximise opportunities for travel by walking and cycling. There are footways proposed along both sides of Cross Street along the site frontage and on both sides of the primary road network within the site. In addition to this the site layout includes a comprehensive network of shared spaces across the site, providing safe and convenient access for pedestrians and cyclists.

5.3.2 The design of the internal road network is such that vehicle speeds will be low and this combined with the low traffic flows on the internal roads will mean that the internal networks are also suitable for use by cyclists.

5.3.3 A Travel Notice Board will be implemented at the site and will include up to date information on walking, cycling, public transport routes and car sharing. The notice board will be located centrally within the development. This will be implemented as development progresses across the site.

5.3.4 Cycle storage/ parking will be available within the garages of individual dwellings.

5.4 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

Travel Information Pack

5.4.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of walk/cycle/public transport routes and timetable information as well as potential car sharing arrangements (see below). It will include a local area walking and cycling map also showing local amenities. This will be foldable to allow residents to take this with them when leaving home. The pack will promote the health benefits of regular exercise including walking and cycling.

5.4.2 The pack will also include information such as the location of the nearest bike shops and tips on cycle maintenance. The TPC will investigate the possibility for a Bicycle User Group to be established at the site to encourage residents to meet and exchange tips on cycle routes and maintenance and also whether local cycle shops are prepared to offer discounts.

5.4.3 The pack will also include information regarding any national travel initiatives which are relevant to the site, such as Bike Week (normally held in June).

5.4.4 The TPC will distribute the pack amongst new residents and update the pack twice yearly should information change (bus timetable etc).

Car Sharing

5.4.5 Following the initial travel surveys (described in Section 6 below), the TPC will be able to collect data illustrating the resident's places of work which will outline the potential for the establishment of an informal car sharing group. Alternatively the TPC shall promote the national 'liftshare' network.

Measures to Reduce the Need to Travel

5.4.6 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of internet food shopping and flexible working practices to work from home or fit working hours around public transport services. A short 'car share form' will also be included in the Travel Information packs and the responses reviewed by the TPC. The TPC will then aim to set up informal matches between residents.

5.4.7 Bellway Homes will also be providing broadband facilities at the site through the normal BT infrastructure works.

5.5 SUMMARY

5.5.1 The package of measures described above has been designed to meet the travel plan objectives described in Section 2.

5.5.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for car sharing at the site will reduce the level of single occupancy car use.

5.5.3 The provision of Travel Packs and a Travel Notice Board enables residents to have informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.

5.5.4 The information provided in the Travel Packs and Notice Boards will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in Section 4.

5.5.5 The environmental impacts of transport arrangements at the site are addressed through the promotion of measures to reduce the need to travel, with the encouragement of working from home and shopping deliveries meaning that the need for work/retail based trips is minimised.

6 TRAVEL PLAN MODE SPLIT AND TARGETS

6.1 INTRODUCTION

6.1.1 Prior to the baseline surveys being carried out it is accepted practice to examine census data for the ward in which the development site is located in order to determine existing local travel patterns. The development site is situated within the Monk Bretton ward.

6.1.2 In order to derive the trip generation by mode, local mode split data for the Monk Bretton Ward, in which the development site is situated has been obtained from the National Statistics website. Journey to work mode split data (2011) has been obtained in order to identify the likely mode split for development generated during the AM and PM peak periods. The national statistics mode split data is summarised in Table 6.1.

Table 6.1 – National Statistics Mode Split Data for Monk Bretton Ward (2011 Census)

MODE	PERCENTAGE
Pedestrian	11.2%
Bicycle	0.9%
Motorcycle	1.1%
Car Driver*	68.2%
Car Passenger	8.5%
Bus	8.8%
Train	1.3%
Total Person Trips	100%

Source : Car driver includes taxis, as these are additional car trip on the road network

6.1.3 In order to predict the level of total person trips that will be made as a result of the residential development prior to any travel planning measures being in place, the TRICS data set out within the Transport assessment submitted in support of the planning application has been utilised. The total person trip rates and resulting trip generation and are summarised in Table 6.2 below.

Table 6.2 - TRICS Average Total Person Trip Rates and Generation

	Daytime		Evening	
95 Units	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.240	0.798	0.617	0.304
Trip Generation	23	76	59	29

Source : NTM (Tempro)

6.1.4 Using the base-line percentage modal split in Table 6.1 and the total person trips in Table 6.2, the morning and evening peak hour trips for each mode have been calculated and are shown in Table 6.3 below.

Table 6.3 – Trip Generation by Mode

	AM Peak		PM Peak	
Mode	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Pedestrian	3	9	7	3
Bicycle	0	1	1	0
Motorcycle	0	1	1	0
Car Driver*	16	52	40	20
Car Passenger	2	6	5	2
Bus	2	7	5	3
Train	0	1	1	1
Total Person Trips	23	76	59	29

Source : Car driver includes taxis, as these are additional car trip on the road network

6.1.5 From this baseline data a 10% reduction target in single occupancy car trips is required over the five year TP monitoring period. This information can be compared with actual travel mode survey information for the proposed development when the baseline surveys are undertaken, one year after first occupation.

7 TRAVEL PLAN MONITORING

7.1 INTRODUCTION

7.1.1 The TPC, whose role has been outlined in earlier sections, is critical to the monitoring process and they will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

7.2 MONITORING

7.2.1 The Final Travel Plan will be agreed with Barnsley Metropolitan Borough Council and will be implemented three months prior to the first occupation of residential units on the site.

7.2.2 The Final Travel Plan will include the measures outlined within this interim document and any additional measures that are considered feasible and that the TPC considers would have a positive influence in achieving the aims of the Final Travel Plan. Baseline surveys, in the form of a travel questionnaire and traffic count at the site access, will be conducted after one year of the occupation of the first dwelling on the site.

7.2.3 The Barnsley Metropolitan Borough Council requirement for monitoring of Travel Plans is annual travel survey questionnaires and bi-annual counts (parameter to be agreed with Council beforehand) at the site access, undertaken in a neutral month, by an independent consultant. There will be a requirement to submit results of the monitoring of the Travel Plan to Barnsley Metropolitan Borough Council This formal monitoring period will extend for five years from implementation of the Final Travel Plan or occupation of the first dwelling. At the end of this five year period Bellway Homes will withdraw and the Plan will be handed over to the residents themselves.

7.2.4 The Travel Plan will be implemented throughout the lifetime of the development to ensure lasting changes in travel patterns across the proposed development.

7.3 SUMMARY

7.3.1 Table 7.1 below summarises the proposed timescales for the implementation and monitoring of the Travel Plan.

Table 7.1 – Travel Plan Action Plan and Timescales

ITEM/ ACTION	TIMESCALE	RESPONSIBILITY
Prepare/ Agree Interim Travel Plan	Detailed Planning Application	Bellway Homes/ WSP
Prepare/ Agree Final Travel Plan	Three months prior to occupation of first dwelling	Bellway Homes
Appoint Travel Plan Co-ordinator	Three months prior to occupation of first dwelling	Bellway Homes
Implement Final Travel Plan	Three months prior to occupation of first dwelling	TPC/ Bellway Homes during construction phase
Conduct Baseline Travel Surveys (Questionnaire)	Within one year of occupation of first dwelling	TPC
Conduct Baseline Traffic Count at Site Access	Within one year of occupation of first dwelling	TPC/ Independent Consultant
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC
Bi-annual Traffic Count at Site Access	Bi-annually from Baseline survey until the end of the five year period	TPC/ Independent Consultant

8 SUMMARY AND CONCLUSIONS

8.1 SUMMARY

8.1.1 A summary of the main Travel Plan measures is included in Table 8.1. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the Travel Plan and the person/ organisation responsible for the funding and implementation are also presented. This Transport Assessment has been prepared to support a detailed planning application for the proposals. A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

Table 8.1 – Travel Plan Summary of Measures and Actions

MEASURES/ ACTION	TARGET DATE	RESPONSIBILITY
Agree and implement Final Travel Plan	Three months prior to occupation of first dwelling	Bellway Homes
Appoint Travel Plan Co-ordinator (TPC)	Three months prior to occupation of first dwelling	Bellway Homes
Deliver pedestrian/ cycle links across the development	Delivered as part of site construction	Bellway Homes
TPC to produce marketing materials	Prior to marketing of units	TPC/ Bellway Homes
Prepare public transport/ walking/ cycling information	Prior to occupation and updated annually	TPC
Issue resident travel information packs	Upon of occupation of each dwelling	TPC
Erect travel notice board	To be agreed	TPC
Promote the benefits of working from home	From occupation	TPC
Encourage residents to use home delivery services/ internet shopping	From occupation	TPC
Investigate feasibility of BUG	Ongoing/ details provided in travel information packs	TPC
Promote national travel initiatives/ events	Ongoing	TPC
Investigate feasibility of developing a car sharing scheme of residents	Ongoing/ details provided in travel information packs	TPC
Conduct Baseline Travel Surveys (Questionnaire)	Within one year of occupation of first dwelling	TPC
Conduct Baseline Traffic Count at Site Access	Within one year of occupation of first dwelling	TPC/ Independent Consultant
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC
Bi-annual Traffic Count at Site Access	Bi-annually from Baseline survey until the end of the five year period	TPC/ Independent Consultant

8.2 CONCLUSIONS

8.2.1 In conclusion, the proposed site is well located in terms of its proximity to existing key services/facilities and sustainable travel infrastructure. The development proposals build upon this sustainable location through providing infrastructure to encourage the use of sustainable modes such as walking, cycling and public transport and through ‘soft’ Travel Planning measures such as the provision of up to date walking/cycling information. The appointment of a Travel Plan Co-ordinator will facilitate the implementation of many of the proposed measures summarised in Table 8.1.

FIGURES

Drawn By: UKCTB001 Date Modified: 19/03/2015 08:15



WSP

TITLE:

Site Location Plan

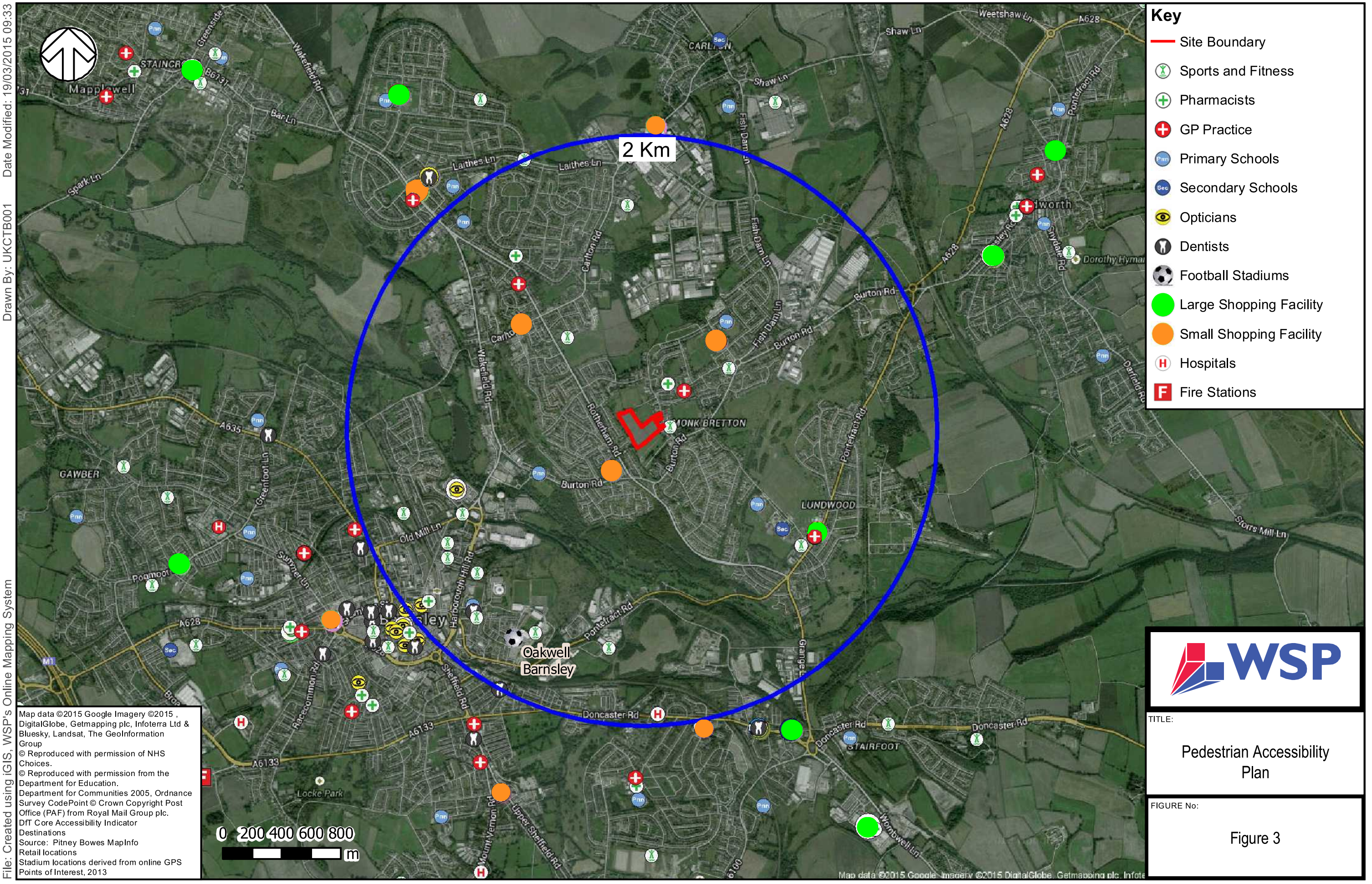
FIGURE No:

Figure 1

File: Created using iGIS, WSP's Online Mapping System

Date Modified: 19/03/2015 09:33

Drawn By: UKCTB001



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DfT Core Accessibility Indicator Destinations
Source: Pitney Bowes MapInfo
Retail locations
Stadium locations derived from online GPS Points of Interest, 2013

WSP

TITLE:

Pedestrian Accessibility Plan

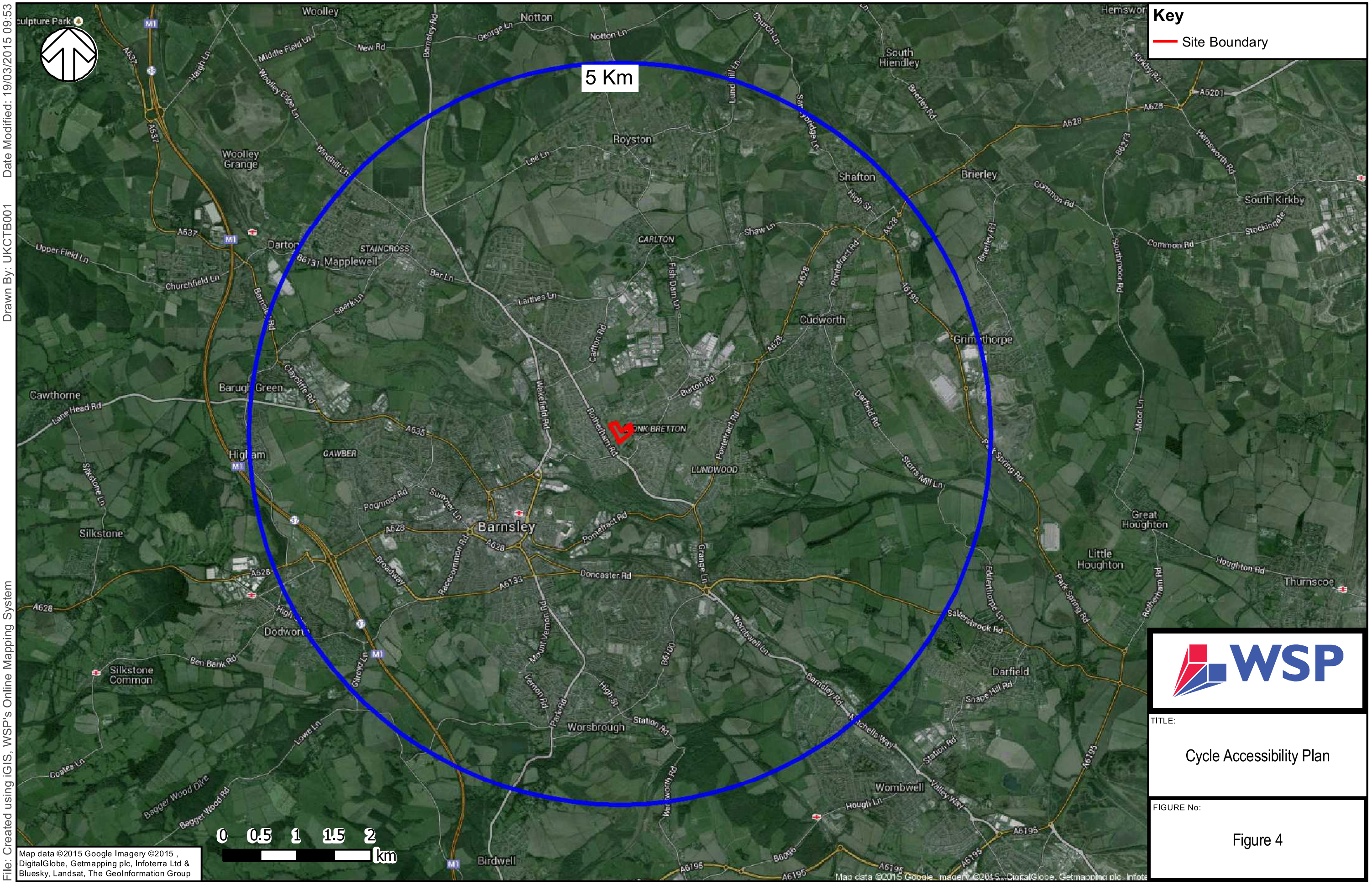
FIGURE No:

Figure 3

File: Created using iGIS, WSP's Online Mapping System

Drawn By: UKCTB001

Date Modified: 19/03/2015 09:53



WSP

TITLE:

Cycle Accessibility Plan

FIGURE No:

Figure 4

File: Created using iGIS, WSP's Online Mapping System

Date Modified: 19/03/2015 09:55

Drawn By: UKCTB001



File: Created using iGIS, WSP's Online Mapping System

WSP

TITLE:

Cycle Route Plan

FIGURE No:

Figure 5

Drawn By: UKCTB001

Date Modified: 19/03/2015 10:08



WSP

TITLE:

Bus Stop Location Plan

FIGURE No:

Figure 6

File: Created using iGIS, WSP's Online Mapping System

Appendix A

PROPOSED SITE LAYOUT



Name	Floor area Sq Ft		Total Units	Total
Tweedale	871		16	13936
[illegible]	[illegible]		[illegible]	[illegible]
Saltaire	1009		4	4036
Addingham	1027		19	19513
Ilkley	1215		31	37665
Settle	1007		17	17119
Ribblesdale	1145		11	12595
Total			98	105849
62	871		16	13937
Penthouse	1716		2	3432
Total			18	17369
Overall Total			95	103849

	Net Area	Area
[illegible]	7148	815
[illegible]	6455	7267
[illegible]	5483	6041
[illegible]	[illegible]	16356

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SK10 | 17th March 2015 | 1:500@A0

CROSS STREET | MONK BRETTON