SCP

Transportation Planning : Infrastructure Design

Travel Plan

Proposed Residential Development

Carrs Lane, Cudworth

Barratt Homes

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1.0 INTRODUCTION

1.1 This report has been prepared by SCP on behalf Barratt Homes to support the residential development on land to the west of Carrs Lane, Cudworth near Barnsley.

1.2 This travel plan has been developed to assess the travel issues for a residential scheme of some 278 dwellings, together with associated parking and infrastructure.

1.3 This report sets out the developer's commitment to reduce the number of vehicular trips generated by the development and identifies the key principles which will be developed within the travel plan.

1.4 A travel plan is an important tool for delivering sustainable access to a development. Residential travel plans focus on a single origin for generating trips i.e. home and aims to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.

1.5 Implementing a travel plan can bring a number of benefits to a site by helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.

1.6 This travel plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available for residents. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

2.0 TRAVEL PLAN BACKGROUND

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment. The plan should then continue to be implemented, for the life of the development.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, and can:-

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

Policy Context

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

2.6 Travel plans were first secured within the planning system within the context of “Planning Policy Guidance Note 13: Transport” published by the Government in March 2001. The recent publication of the government’s **National Planning Policy Framework** (NPPF) (2012) has replaced PPG13 in its entirety. The NPPF is aimed at streamlining the planning process,

making it more accessible at neighbourhood and community level and simplifying the decision making process.

2.7 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the following be adhered to:

- All developments which generate significant amounts of movement should be required to provide a travel plan.
- Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
- Access should be safe and achievable by all people.
- Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.

2.8 The key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled **"Good Practice Guidelines: Delivering Travel Plans through the Planning Process"**. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

2.9 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

2.10 Whilst slightly older than the above guidance, the DfT's **"Making Residential Travel Plans Work: Good Practice Guidelines for New Development"** (2007) remains relevant, and highlights the fact that travel planning to date has largely focused on the development of destination travel plans, which are generally designed to reduce car use to a specific destination – such as a workplace, school or visitor attraction. In contrast, the report states that a residential

travel plan is concerned with journeys made from a single origin (home) to multiple and changing destinations.

2.11 The guidance states the key differences between origin-based residential travel plans and destination travel plans which include:

- The pattern of journeys originating at home is more varied, with residents having multiple destinations and different needs and travel choices over time.
- An ongoing management organisation and structure for the travel plan needs to be put in place, as there is often no single company or institution to provide continuity and a common point of interest for residents.

2.12 The guidance states that travel planning for residential development has potential to help achieve more sustainable communities by improving their accessibility. It also notes that new housing development is normally characterised by high car trip generation; however, better choices about the location and density of new housing, combined with the increased use of residential travel plans, should deliver a real impact on travel patterns and aid progress towards sustainable transport and land use objectives.

2.13 In terms of local planning policy, the South Yorkshire Local Transport Plan (SYLTP) is in place (2011-2026). The government requires LTPs to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

2.14 The LTP focuses on a number of priorities, including:

- Improving access into areas of economic growth and regeneration;
- Providing better access to education and employment;
- Improving people’s quality of life and wellbeing;
- Improving the safety of our streets for our most vulnerable residents;
- Providing safe, reliable, convenient and affordable transport alternatives to the car;
- Maintaining our assets; and
- Reducing carbon emissions and its effects.

2.15 This travel plan has been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

3.1 The site is located on the western side of Carrs Lane, Cudworth and lies some 4 miles to the east of Barnsley town centre. It is presently used for agricultural purposes.

3.2 The site is roughly triangular in shape and covers an area of some 11.62 hectares. It is bounded to the east by Carrs Lane, to the south and west by a disused railway line and to the north by a number of dwellings which are served off Newland Avenue, Summerdale Road and Newtown Avenue.

3.3 A location plan of the site is shown at **Appendix 1**.

Development Proposals

3.4 The overall site includes provision for up to 278 residential dwellings including a mix of 2, 3, and 4 bedroom houses in a range of styles including detached, semi-detached and bungalows.

3.5 Vehicular access to the site will be provided from a new priority access off Carrs Lane to the east and also from the continuation of Newlands Avenue into the site from the north.

3.6 A plan showing the proposed development layout can be seen at **Appendix 2**.

3.7 The internal road network will be designed to ensure the movements of service vehicles can be accommodated, whilst at the same time ensuring reversing distances are kept to a minimum.

3.8 Parking provision will comply with BMBC parking standards. Cycle parking spaces will be provided within the curtilage of the properties themselves.

3.9 The internal site layout will be designed to ensure the site is accessible by all modes of transport with the emphasis based on sustainable means of travel, including walking, cycling and accessibility to public transport connections.

3.10 The development layout will integrate the proposals with the adjoining streets with footways provided on both sides of the development's vehicular access roads as well as a pedestrian access from the north of the site to join with the existing footway on Summerdale Road.

3.11 In addition to the above, the following off site highway works will also be provided:

- Improvements to the existing footways at the northern end of Carrs Lane;

- Extend the footway on the south side of Low Cudworth to enable pedestrian to cross more safely;
- Provide a short footway link at the end of the western footway on Low Cudworth Green to the bottom of the steps up to White Cross Road;
- Provide road signs warning of pedestrians within the carriageway on the steep section of Low Cudworth where there is no footway provision as it runs up to White Cross Road;
- Refurbishment of the existing road markings at the junction of Carrs Lane / White Cross Road / Lunn Road and also provide signage warning drivers of the sharp bend at the junction; and
- "Half and half" delineated parking bays along the western footway of Lunn Road to ensure that vehicles do not wholly park on the footway, blocking pedestrian movement.

Existing Access by Non Car Modes: Walking

3.12 A review of the accessibility of the site has been carried out in order to determine the available modes of transport in the area.

3.13 Short car journeys of up to 2km are considered replaceable by walking, and are considered appropriate for residents accessing education, training or employment. A 2km catchment has been produced, showing the locations which fall within this distance.

3.14 A plan showing the catchment can be seen at **Appendix 3**.

3.15 It can be seen that the majority of the facilities in Cudworth Centre are within walking distance of the site. The location of the site thereby enables local residents to access local facilities on foot.

3.16 The surrounding area benefits from a good level of pedestrian infrastructure. There are wide, well surfaced footways along the majority of the roads. Street lighting is also present, along with dropped kerb crossing points across at the junctions in the vicinity of the site.

3.17 Many of the local facilities and services in the vicinity of the site are located within the centre of Cudworth which is 10 to 15 minute walk from the centre of the site via Carrs Lane or Newland Avenue. These facilities include:-

- A post office;
- The Cudworth Centre (Community Health Centre);
- Numerous food and non-food retail outlets;
- Legal and financial services;
- Banking; and

- Public houses, restaurants and fast food outlets.

3.18 These are supplemented by other facilities and schools which lie outside of the centre of Cudworth.

3.19 Table 3.1 provides a list of nearby local facilities and services together with the approximate walk distances from the centre of the site along the existing footways and other pedestrian routes. These are shown on the plan at **Appendix 3**.

Table 3.1 - Local Facilities

Facility	Walk Distance
Cudworth Town Centre including local facilities	800m – 1200m
Cudworth Churchfield Primary School	1000m
Birkwood Primary School	850m
Dorothy Hyman Stadium	750m
Co-op Supermarket	750m
Post Office (Darfield Road)	1.2km

3.20 There are also a number of traffic free pedestrian routes in the vicinity of the site. The plan at **Appendix 4** shows the public rights of way and in the vicinity of the site.

Existing Access by Non Car Modes: Cycling

3.21 It is recognised that cycling can be part of a longer journey by public transport or can replace shorter car trips of at least 5km.

3.22 A 5km cycle distance from the centre of the site is shown at **Appendix 5** and shows that cyclists access local areas including the centre of Cudworth.

3.23 There are traffic free cycle routes which are accessible from the southern end of Carrs Lane which provide access to the Trans Pennine Trail (NCN 67). From the NCN 67, there are numerous opportunities for cyclists to travel along traffic free and advisory with traffic cycle routes to major employment centres and also Barnsley town centre itself.