

REPORT N° 70027022-01

LEE LANE, ROYSTON

TRAVEL PLAN

NOVEMBER 2016

LEE LANE, ROYSTON

TRAVEL PLAN

Barratt Homes

Project no: 70027022
Date: November 2016

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QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Final			
Date	November 2016			
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Signature				
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Signature				
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Signature				
Project number	70027022			
Report number	01			
File reference				

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 WSP | Parsons Brinckerhoff has been commissioned by Barratt Homes to produce a Travel Plan (TP), in support of a full planning application for the provision of 164 residential units with a new site access junction from Lee Lane, Royston.
- 1.1.2 The proposed development site includes land to the north of the B6428 Lee Lane and to the west of Applehaigh View. The site is also bounded by open farmland to the north and west. The location of the proposed development site is shown on the plan attached at **Appendix A**.
- 1.1.3 A Travel Plan is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable residents to reduce the impact of travel and transport on the environment, whilst also achieving a number of other direct benefits.
- 1.1.4 This Travel Plan provides further details of measures that will be incorporated into the overall design of the development to encourage residents to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.
- 1.1.5 An effective Travel Plan can provide a variety of benefits to the developer, residents, visitors and the wider community. The developer understands the potential benefits of developing a Travel Plan to maximise the sustainability of the site. The benefits associated with implementing a Travel Plan can impact on the individual, the community and the wider environment. These benefits include:
- Helping to solve parking and accessibility problems;
 - Providing a positive contribution to a residential and community profile and performance;
 - Reducing congestion on the local highway network, improving air quality; and
 - Promoting active commuting: Walking and cycling helps establish a healthy lifestyle.

2 OBJECTIVES AND TARGETS

2.1 AIMS AND OBJECTIVES OF THE PLAN

- 2.1.1 This Travel Plan will, by delivering appropriate measures, assist in reducing the number of trips made to and from the development by private car. Residents will be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered and the number of trips undertaken by public transport, walking or cycling can be increased.
- 2.1.2 In order to ensure that the measures contained within the Travel Plan are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives.
- 2.1.3 Travel management objectives for the proposed development focus on reducing resident trips made by car.
- 2.1.4 The overall travel management objectives for the development are:
- To encourage residents and visitors to use alternatives to the private car;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

2.2 TRAVEL PLAN TARGETS

- 2.2.1 This Travel Plan aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes. Overarching targets for the site are to be set once baseline travel surveys have been carried out after the site is occupied.
- 2.2.2 However, any targets will need to be 'SMART' i.e. they must be:-
- Site-specific
 - Measurable
 - Achievable
 - Realistic and
 - Time related
- 2.2.3 Without detailed travel survey information for the proposed development it is not possible to set specific mode split targets for the development. However some indicative targets have been proposed to assist in monitoring the progress of the Travel Plan in achieving the overall objectives.
- 2.2.4 The potential targets for the Travel Plan are summarised as follows:
- Target reduction in single occupancy car mode share and increased use of non-car modes; and
 - Implementation and uptake of proposed Travel Plan measures.

- 2.2.5 Specific targets relating to modal shift will be established once detailed travel surveys have been undertaken. Information relating to the implementation of measures and their uptake will be obtained through the proposed monitoring programme.
- 2.2.6 It is anticipated that once an appropriate modal shift target is identified the target would be achieved within three years. This will give sufficient time to allow the Travel Plan measures to take effect and provides an appropriate timescale against which to measure progress against targets. Once achieved, the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme.
- 2.2.7 Further details of monitoring and measures should the targets not be reached within these timescales are provided in Section 7 of the report.

3 SITE ACCESSIBILITY

3.1 INTRODUCTION

- 3.1.1 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.
- 3.1.2 The site has a good level of accessibility by sustainable modes of transport and a Travel Plan has been developed for the site which will encourage the use of alternative modes of travel. This along with South Yorkshire LTP3's vision to offer people a great place in which to live, work, invest and visit is anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.
- 3.1.3 Travel by non-car modes will be encouraged at the site and the development proposals include pedestrian and cycle connections across the site, linking into the surrounding facilities.
- 3.1.4 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.

3.2 PEDESTRIAN AND CYCLE ACCESS

- 3.2.1 Walking is recognised as the most important mode of travel at a local level and that it offers the greatest potential to replace short car trips, particularly under two kilometres. As such, consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development.
- 3.2.2 Heading eastbound on Lee Lane from the site, there are 2m wide footway on both sides of the carriageway. They provide links to Royston High Street and its local facilities. Controlled pedestrian crossing facilities are provided at the Midland Road / Church Street / High Street / Station Road crossroads junction.
- 3.2.3 Heading westbound, Lee Lane has a footway on the south side of the carriageway. At the junction with Shaw Lane, there is a pedestrian crossing point with dropped kerbs and tactile paving on the A61 Wakefield Road which links with the footways on the southern of Lee Lane. This provides a link to a footway on the western side of the A61 Wakefield Road. Pedestrians can then continue on to the footway on the southern side of Shaw Lane which provides access to Mapplewell.
- 3.2.4 "Guidelines for Providing for Journeys on Foot" (IHT) identifies a distance of 800 metres as the preferred maximum distance for walking journeys in town centres, whilst a distance of 2 km is defined as a preferred maximum for commuting on foot.
- 3.2.5 An 800m walking catchment includes the residential area located east of the site as well as the Royston Summer Fields Primary School which is located approximately 650m to the east of the site on Summer Lane.
- 3.2.6 **Appendix B** shows the 2 km 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 majority of Royston and its associated residential areas can be accessed within 2km including a number of local schools, retail and recreation facilities.

3.2.7 Cycling has the potential to substitute for short car trips, particularly less than 5km which equates to a journey time of approximately 20 minutes based on an average cycle speed of 14kph. The majority of Royston's facilities can be accessed within a five minute cycle ride. Further afield the villages of Staincross and Carlton are accessible within a 10-15 minute cycle ride. **Appendix C** shows the 5km cycling catchment area.

3.2.8 A number of local and national cycle routes which are readily accessible. Route 67 can be accessed approximately 2.6km to the east of the site and provides a largely off-road link northbound towards Wakefield and southbound towards Barnsley. The cycle networks accessible from the site are shown on **Appendix D**.

3.3 PUBLIC TRANSPORT

3.3.1 The closest bus stop to the site is located on Lee Lane and is within a 400m walk from the centre of the site. The bus services available from this stop are outlined below in table 3-1.

Table 3-1 - Local Bus Services

SERVICE	ROUTE	DAYTIME		EVENING	
		Mon - Sat	Sun	Mon - Sat	Sun
451	Darton – Holy Trinity School	One Service (school)	No Sunday Service	One Service (school)	No Sunday Service
57	Barnsley - Royston	Four Per Hour	No Sunday Service	Three Per Hour	No Sunday Service

3.3.2 The services on Lee Lane provided four services per hour during the day and three services per hour during the evening, connecting the site with Barnsley town centre in approximately 20 minutes. A plan showing local bus stops is found at **Appendix E**.

3.3.3 The nearest station is Darton Rail Station approximately 4.7km from the development site and Barnsley Rail Station approximately 6.6km from the development site. A summary of the rail services available from each station is outlined in Tables 3-2 and 3-3 respectively.

Table 3-2 - Rail services from Darton Rail Station

ROUTE	First Train		Last Train		Frequency
	Monday to Saturday:	Sunday:	Monday to Saturday:	Sunday:	
Leeds	06:38	09:15	22:38	23:15	Every 60 minutes
Sheffield	06:15	09:17	23:24	23:00	Every 60 minutes

3.3.4 Darton Rail Station provides cycle stands capable of accommodating up to 18 bicycles and 24 car parking spaces..

Table 3-3 - Rail services from Barnsley Rail Station

ROUTE	First Train		Last Train		Frequency
	Monday to Saturday:	Sunday:	Monday to Saturday:	Sunday:	
Leeds	06:10	09:10	00:51	23:10	Every 15-20 minutes
Sheffield	Monday to Saturday:		Monday to Saturday:		Every 15-20 minutes

ROUTE			
	06:10 Sunday: 09:24	00:31 Sunday: 23:12	
Nottingham	Monday to Saturday: 05:23 Sunday: 09:41	Monday to Saturday: 23:31 Sunday: 23:12	Every 10-25 minutes
Huddersfield	Monday to Saturday: 06:01 Sunday: 10.06	Monday to Saturday: 23.08 Sunday: 21:10	Every 10-50 minutes

3.3.5 Barnsley Rail Station provides 24 sheltered cycle storage spaces and 76 car parking spaces and is staffed.

3.4 LOCAL FACILITIES

3.4.1 There are a wide variety of local facilities in the vicinity of the site as follows:-

- Employment - there are a number of employment areas in the vicinity of the site, including Burton Road Business Park, Carlton Industrial Estate, Davis Industrial Estate, Mapplewell Business Park and Whamcliffe Business Park.
- Education provision - there are a number of primary schools in the local area including Summerfields Primary Academy, Meadstead Primary Academy, Parkside Primary Academy and Royston St John Baptist CE Primary all of which are within reasonable walking distance of the site. The closest Secondary School to the site is Outwood Academy in Carlton which is located off Royston Lane some 3km from the centre of the development site i.e. within an acceptable cycle distance;
- Health facilities - include Craven and Partners, Royston Group Practice, Norwood and Perrin Ltd opticians and 157 Dental Care Ltd which are all located within a reasonable walking distance of the site and are accessible via cycle. Barnsley District Hospital is located to the south;
- Food shopping - There are a number of food retail units near the development site including a Co-operative Food, an Asda and a Sainsbury's Local on High Street and Midland Road. These facilities are within a reasonable walking distance of the site and are accessible via cycle and public transport;
- Recreation – there are a number of recreation facilities in the vicinity of the site including Royston Leisure Centre and Barnsley Golf Course. Some of these facilities are within a reasonable walking distance of the site and all are accessible via cycle.

3.5 SUMMARY

3.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are adequate facilities to accommodate pedestrian, cycle and public transport trips from the site following development. The existing facilities provide access from the site to a range of existing local services in surrounding areas.

3.5.2 The site is therefore considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance.

4 ROLES AND RESPONSIBILITIES

- 4.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 4.1.2 An important aspect of a successful Travel Plan 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. The appropriate allocation of time and resources to those charged with managing the process will then follow logically.
- 4.1.3 This Travel Plan has been produced on behalf of Barratt Homes in support of an outline planning application for a 164 unit residential development. It sets out the responsibilities of the end user/ operator of the development and provides a framework for the preparation of the Full Travel Plan once the site is occupied.
- 4.1.4 Following the development of the site the developer will be responsible for preparing the Full Travel Plan and appointing a Travel Plan Co-ordinator.

4.2 TRAVEL PLAN COORDINATOR

- 4.2.1.1 Three months prior to occupation of the proposed development, the developer will appoint a designated Travel Plan Co-ordinator (TPC) who will be responsible for the development and implementation of the Travel Plan. The TPC will be provided with any appropriate training in order to fulfil the role, must be empowered to act on behalf of the developer, and should have management support. The TPC's role does not need to be full time, and with appropriate support, the role can be fulfilled alongside an employee's existing job.
- 4.2.2 Prior to the appointment of a TPC by the developer, the initial contact is Geoff Bowman of WSP |Parsons Brinckerhoff. Further details of the permanent TPC will be provided by the developer prior to occupation.
- 4.2.3 A critical part of the information gathering associated with the preparation of the Full Travel Plan is to carry out a questionnaire survey of all residents, to provide details of individual circumstances, travel patterns and preferences etc. For new residents, completion of the survey will be undertaken as part of the induction process to raise awareness of the Travel Plan. The surveys can be carried out either on-line or can be paper based and will follow on from initial occupation.
- 4.2.4 In the three months prior to occupation, the TPC will update and / or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance. The timetable and cycle route information will be provided to residents as part of their induction.
- 4.2.5 The TPC will also provide Barnsley Council with their name and contact details. As part of their duties, the TPC will :-
- Oversee the gathering of information, including the travel questionnaire;
 - Liaise with incoming residents to explain the objectives and benefits of the Travel Plan to ensure awareness of the Plan and to encourage participation;
 - Act as a focal point for transport, access and travel related issues in relation to the development;

- Actively encourage and promote residents to walk, cycle or use public transport to travel to and from the site wherever possible. Hence residents will be encouraged to be fully aware of different travel options which are available from the site;
- Obtain up-to-date details of the information required in the Travel Plan;
- Implement, monitor and review the Travel Plan and it's measures; and
- Liaise with the Barnsley Council with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift.

4.2.6

A range of suggested travel management measures have been included in this Travel Plan for implementation by the developer. This is not an exhaustive list and should be subject to on-going review as part of the monitoring process set out later in the report.

5 TRAVEL PLAN MEASURES

- 5.1.1 This section of the report sets out a range of measures that will be implemented in order to minimise the number of single occupancy car trips from the site and to encourage the use of more sustainable modes.
- 5.1.2 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:
- Single occupancy car trips are reduced; and
 - Access to the site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.
- 5.1.3 The responsibility for implementing the proposed measures lies with the TPC on behalf of the developer.

5.2 SITE LAYOUT

- 5.2.1 The careful design of the internal site layout is integral to encouraging and promoting walking and cycling trips to and from the development. The design has therefore considers the movement of pedestrians and cyclists, such that these modes are afforded priority over vehicular movements where possible.
- 5.2.2 The proposed site layout is included at **Appendix F**.

5.3 TRAVEL PLAN MEASURES

- 5.3.1 A number of other Travel Plan measures will be introduced in order to encourage the use of modes other than the single occupancy private car. A range of additional measures in order to influence residents mode choices are summarised in the remainder of this section.

PEDESTRIAN MEASURES

- 5.3.2 The following measures are proposed to encourage walking to and from the site.
- Provide plans and information to residents indicating pedestrian / cycle routes in the surrounding area.
 - Publicise links to walking Barnsley Metropolitan Borough Council website such as <https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/public-rights-of-way/>
 - Promote <https://walkbudi.liftshare.com/default.asp> as a database link for individuals to their places of study/ work together in the local area and for personalised journey planning for their journey.

CYCLING MEASURES

- 5.3.3 The following measures are proposed to increase the proportion of cycle trips.
- Promote <https://bikebudi.liftshare.com/default.asp> as a means to encourage individuals to cycle to their places of study/ work together.

- Publicise the Cycle to Work scheme <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance> to any staff that could cycle to work.
- Publicise <http://www.sustrans.org.uk> for access to local, regional and national cycle route maps for use by residents.
- Publicise local cycle information available free of charge from Barnsley Metropolitan Borough Council <https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/>.
- The TPC shall promote and encourage walking and cycling to residents places of study/ work, through events such as 'Bike to Work Day' and 'Bike Week' (<http://bikeweek.org.uk/>), to heighten awareness.

PUBLIC TRANSPORT

5.3.4 The location of the site in relation to public transport should encourage a number of trips to be undertaken by bus. The following measures will be implemented to encourage the use of public transport, to access the site.

- Supply up-to-date public transport information and publicise details of journey planners available on: Travel South Yorkshire's website <http://www.travelsouthyorkshire.com/>,

OTHER MEASURES

5.3.5 As well as the measures indicated above the following additional measures will also be considered in order to reduce single occupancy car trips and the need to travel for residents:

- Personalised Travel Planning – The TPC will offer residents personalised travel information for their individual journeys to set out the range of sustainable modes available for travel to the site and identify any benefits offered by other TP measures identified above.
- Liaison with Barnsley Council regarding new travel initiatives in the region which could benefit the residents.
- Updating the travel questionnaire annually to understand which initiatives are popular and of greatest benefit to residents, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

5.4 SUMMARY

5.4.1 A range of Travel Plan measures have been proposed to encourage the use of non-car modes of transport and a culture of utilising alternative modes of transport for residents from the outset. It is considered that the proposed measures set out above would be sufficient to achieve the objectives and targets of the Travel Plan set out in Section 2 of the report.

6 IMPLEMENTATION/COMMUNICATION

6.1 IMPLEMENTATION

- 6.1.1 This section of the report provides further details of the proposed implementation strategy for the Travel Plan and the communication of the Travel Plan objectives, targets and measures to residents.
- 6.1.2 The Travel Plan clarifies the role of the TPC and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, which will help to reduce the reliance on the private car, are delivered.
- 6.1.3 The following tables summarise the proposed measures and set out a schedule for their implementation.

Table 6-1 - Pedestrian Cycle Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	DELIVERABILITY AND RESPONSIBILITY
Provision of web addresses for cycle maps and pedestrian information in induction packs	On Occupation	To encourage cyclists and pedestrians by raising awareness of travel options	High level of deliverability TPC to provide, and maintain information
Provision of cycle parking	On Occupation	To encourage cycling	High level of deliverability Developer to provide
Promote WalkBUDi and BikeBUDi	0 – 3 Months	To encourage walking and cycling	High level of deliverability Promotion by TPC
Promotion of walking / cycling events	3 – 6 Months	To encourage walking and cycling	High level of deliverability Promotion by TPC

Table 6-2 - Public Transport Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	DELIVERABILITY AND RESPONSIBILITY
Provide web addresses to public transport information and bus route maps	On Occupation	Lack of information can be a barrier to using public transport	High level of deliverability TPC to implement

Table 6-3 - Other Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	DELIVERABILITY AND RESPONSIBILITY
Personalised Travel Planning	On Occupation	To make residents aware of sustainable travel options applicable to them individually	High level of deliverability TPC to implement

6.2 COMMUNICATION

RAISING AWARENESS

- 6.2.1 When raising awareness of the Travel Plan, consideration should be given to the targeting of different groups.
- 6.2.2 Publicity material will include the resident's induction pack which will provide relevant information on sustainable travel to the site and details of the travel plan measures proposed to encourage travel by sustainable modes.
- 6.2.3 Any development websites that are set up to market the site will also include relevant details of sustainable travel options to the site and provide details of Travel Plan measures.
- 6.2.4 Additional publicity material to raise awareness will also include the following.
- Leaflets on specific aspects of the Travel Plan.
 - Cycle route and bus timetable information in induction packages.
 - Success stories/ regular updates in existing newsletters/ bulletins.
- 6.2.5 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.
- 6.2.6 Publicity for the Travel Plan and travel issues in general will be implemented through internet forums, social media sites and the developers web site. Further consideration will be given to whether these forms of communication are appropriate to implement at the site.

6.3 MAINTAINING INTEREST

- 6.3.1 In order to maintain interest in the Travel Plan, the TPC will be responsible for:
- Making sure that measures implemented are successful which will maintain confidence in the Travel Plan.
 - Regular communication to keep the Travel Plan issues in people's minds.
 - Assist residents to resolve any problems they have in changing mode of travel.
 - Making sure information provided is always up to date.
 - Developing a successful feedback mechanism.


7 MONITORING AND REVIEW

- 7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success and areas for improvement and which reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC and the following sets out a process for monitoring the Travel Plan.
- 7.1.2 Travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out). It is proposed that baseline surveys are undertaken once 30 of the houses are occupied so that a reasonable sample of residents can provide feed back. Undertaking baseline surveys will enable detailed mode split targets to be agreed with the Barnsley Council.
- 7.1.3 The surveys will also be used to monitor the uptake of Travel Plan measures such as use of public transport. An annual monitoring/review report will be prepared and submitted to Barnsley Council via the TPC, within 3 months of completion of the surveys.
- 7.1.4 The survey questionnaire should include the following elements, which should be agreed with Barnsley Council prior to issue:
- How residents currently travel to/ from the site.
 - How residents prefer to travel to/ from the site.
 - Measures that would encourage use of sustainable modes.
 - Barriers to changing mode.
- 7.1.5 The annual surveys will be undertaken by the TPC who will also be responsible for producing the relevant survey monitoring report. The monitoring reports 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 residents and Barnsley Council.
- 7.1.6 The monitoring report should include reviews of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with Barnsley Council. The Travel Plan needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example if there is little/no public transport use occurring amongst the occupiers, it would be appropriate for the TPC to review the promotion of public transport and consider appropriate alternatives.
- 7.1.7 Following the annual monitoring report the Travel Plan will be reviewed by the TPC in conjunction with the Barnsley Council as appropriate to produce an Action Plan. The Action Plan will identify the measures and actions to be implemented in the following 12 month period including a timetable for the implementation of the measures.

Appendix A

SITE LOCATION

Key



Site Boundary

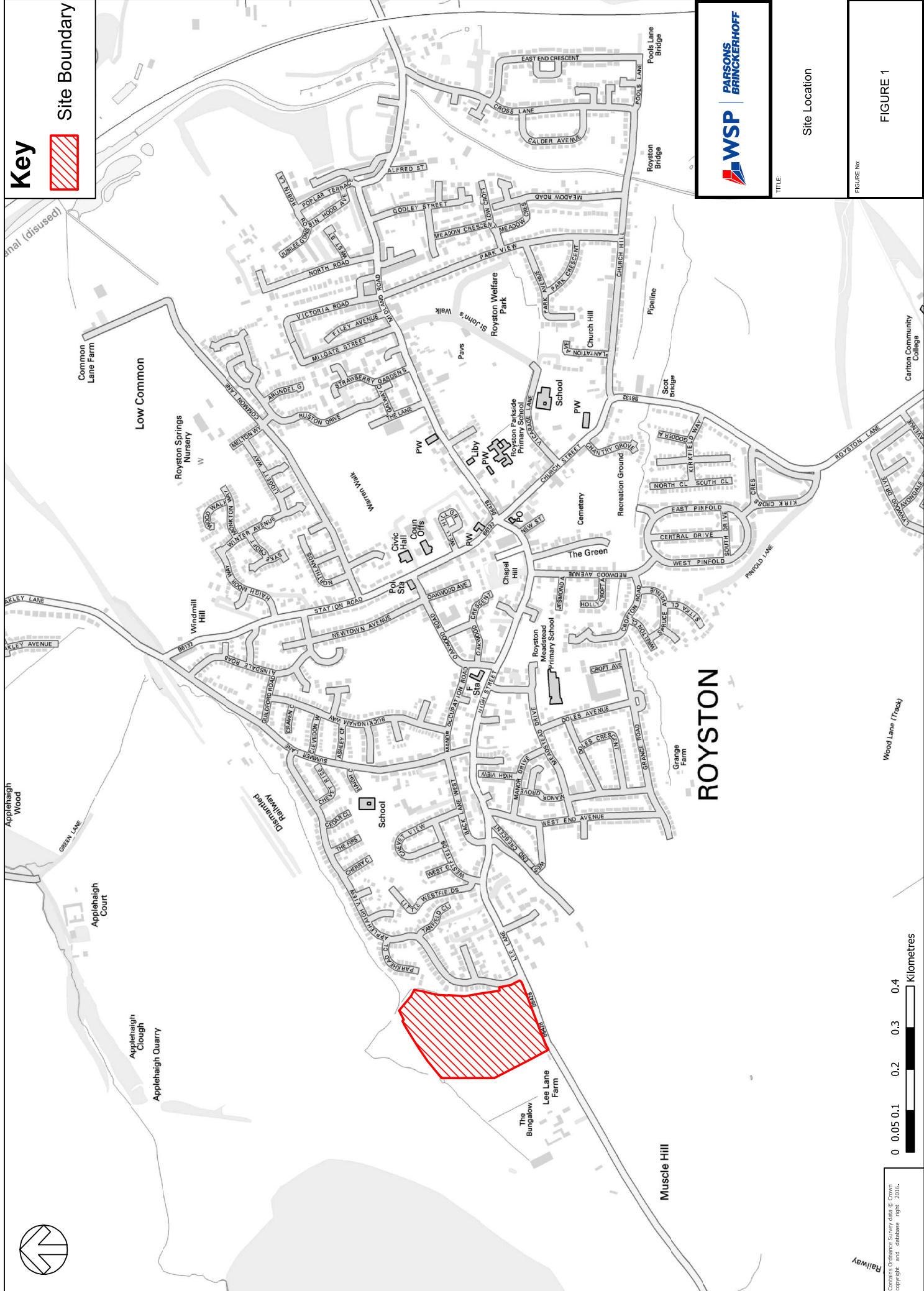


TITLE

Site Location

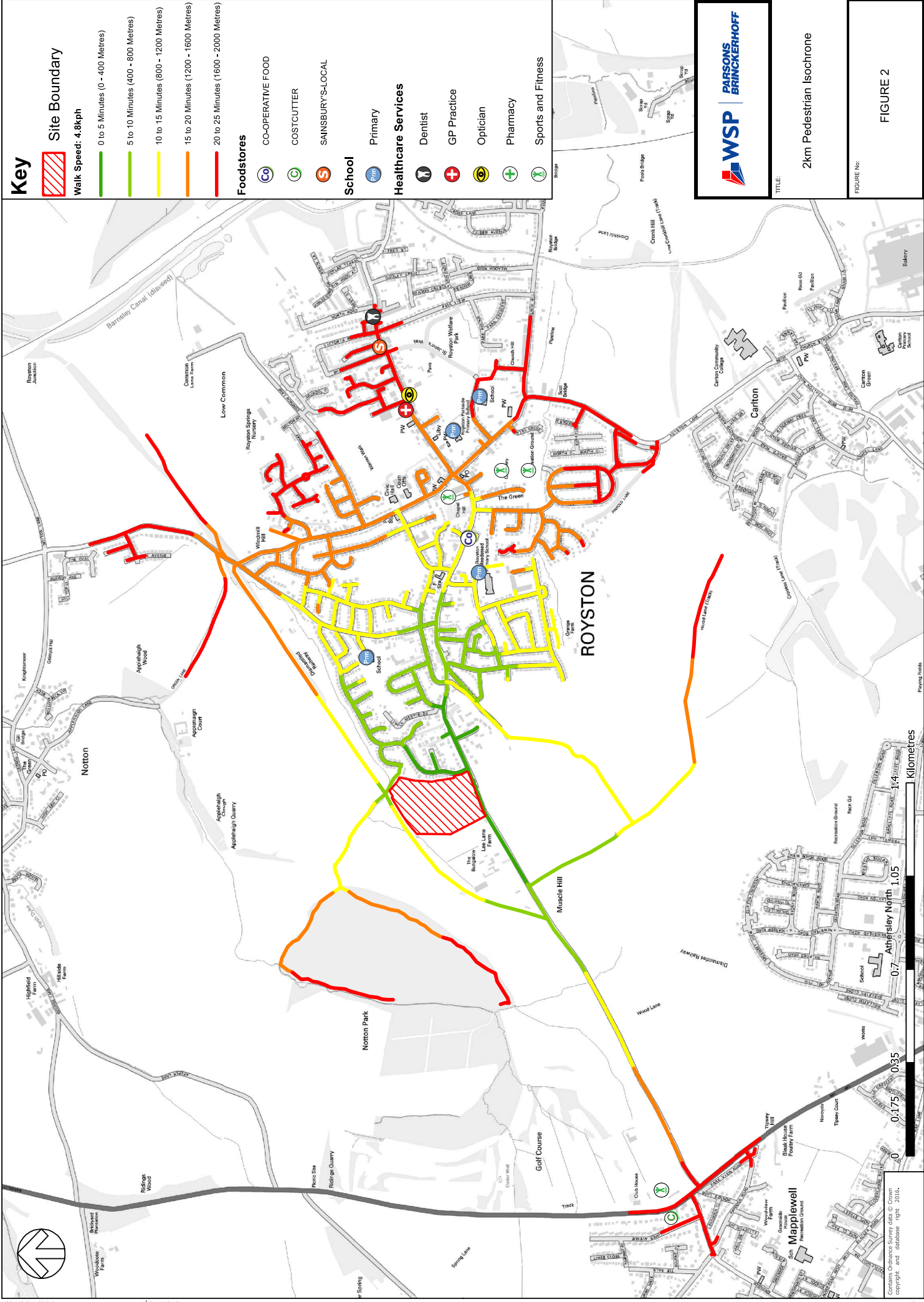
FIGURE 1

FIGURE No:



Appendix B

WALKING CATCHMENT PLAN



Key

Site Boundary

Walk Speed: 4.8kph

- 0 to 5 Minutes (0 - 400 Metres)
- 5 to 10 Minutes (400 - 800 Metres)
- 10 to 15 Minutes (800 - 1200 Metres)
- 15 to 20 Minutes (1200 - 1600 Metres)
- 20 to 25 Minutes (1600 - 2000 Metres)

Foodstores

- CO-OPERATIVE FOOD
- COSTCUTTER
- SAINSBURY'S-LOCAL

School

- Primary

Healthcare Services

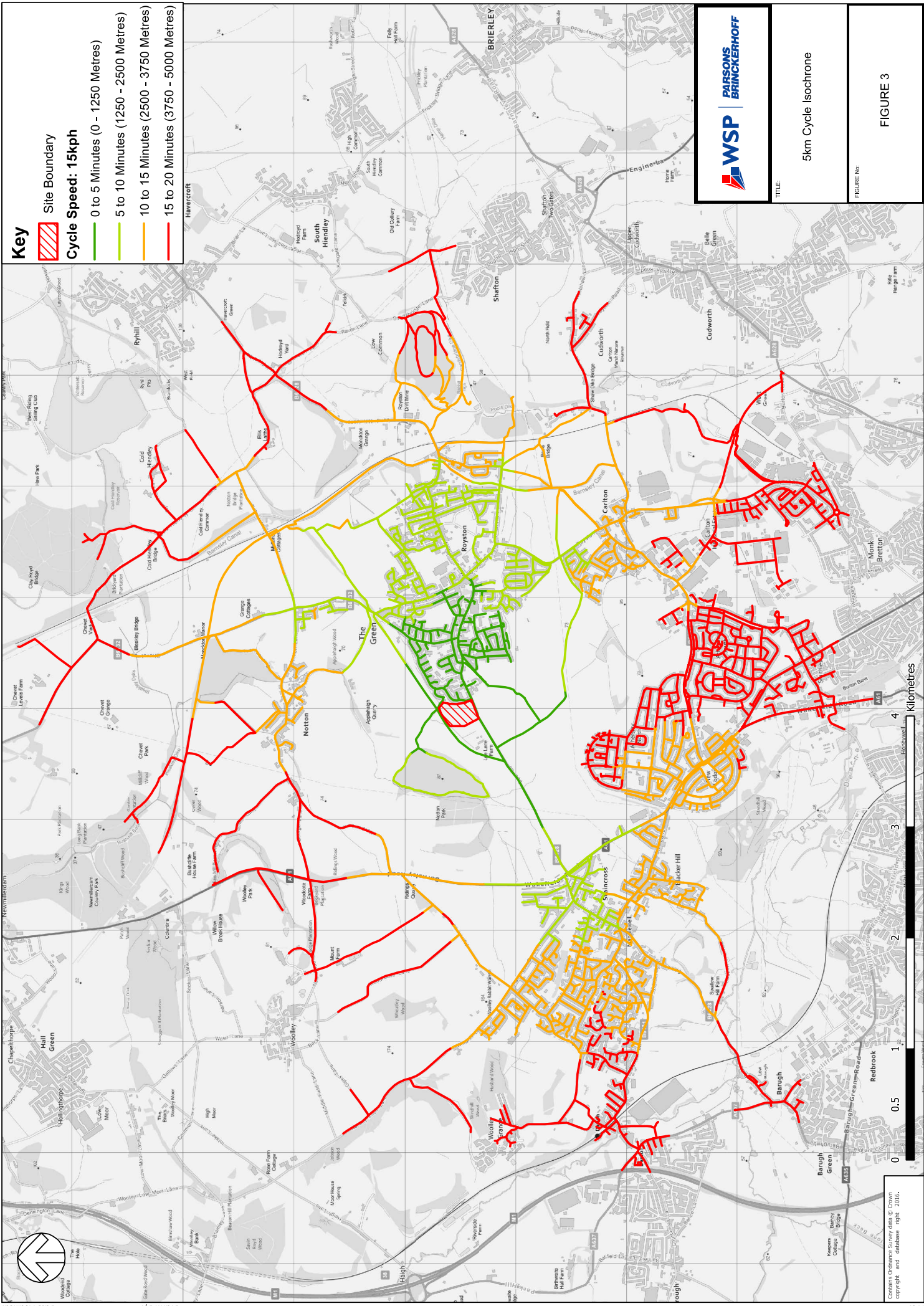
- Dentist
- GP Practice
- Optician
- Pharmacy
- Sports and Fitness

TITLE: 2km Pedestrian Isochrone

FIGURE NO: FIGURE 2

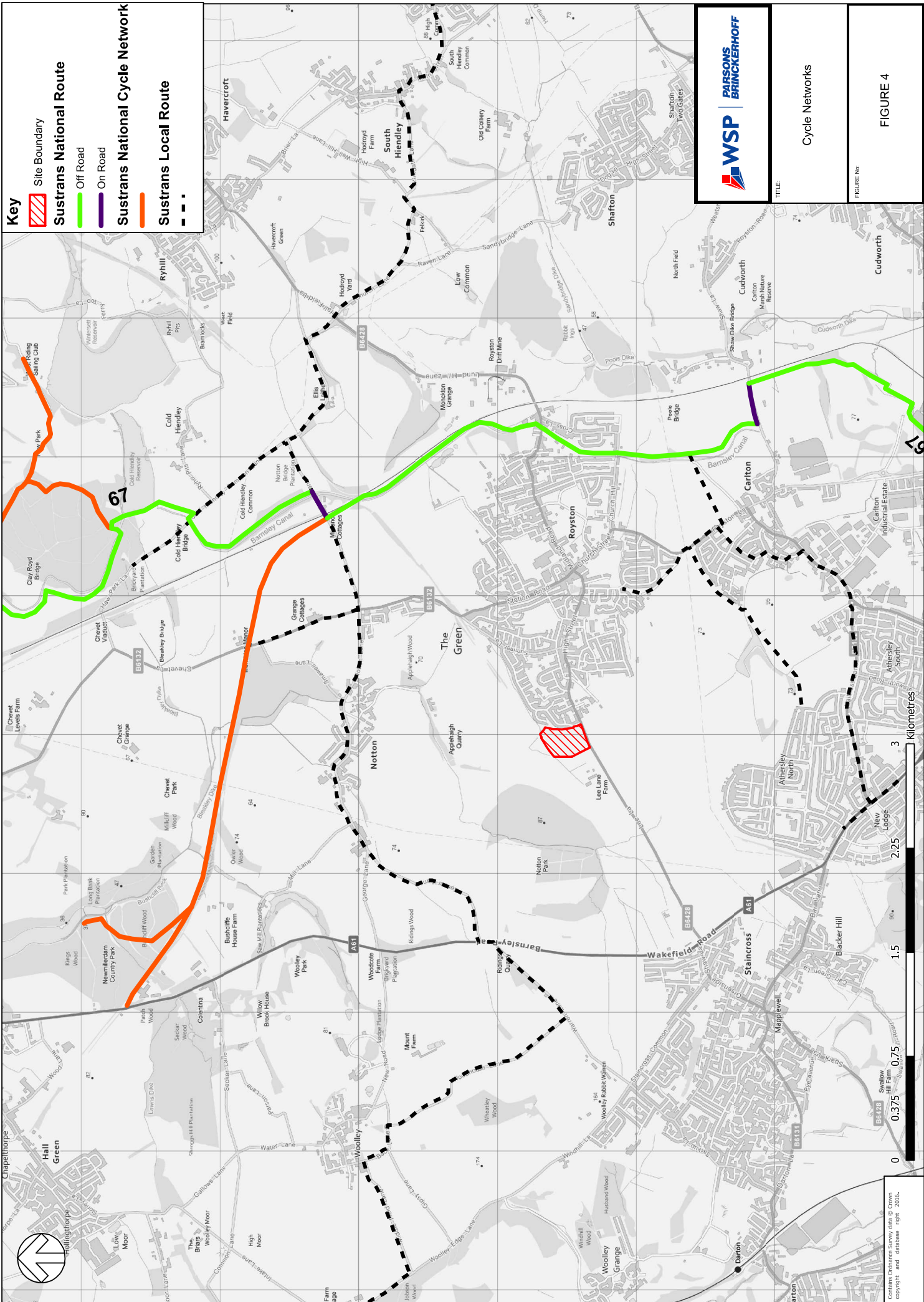
Appendix C

CYCLING CATCHMENT PLAN



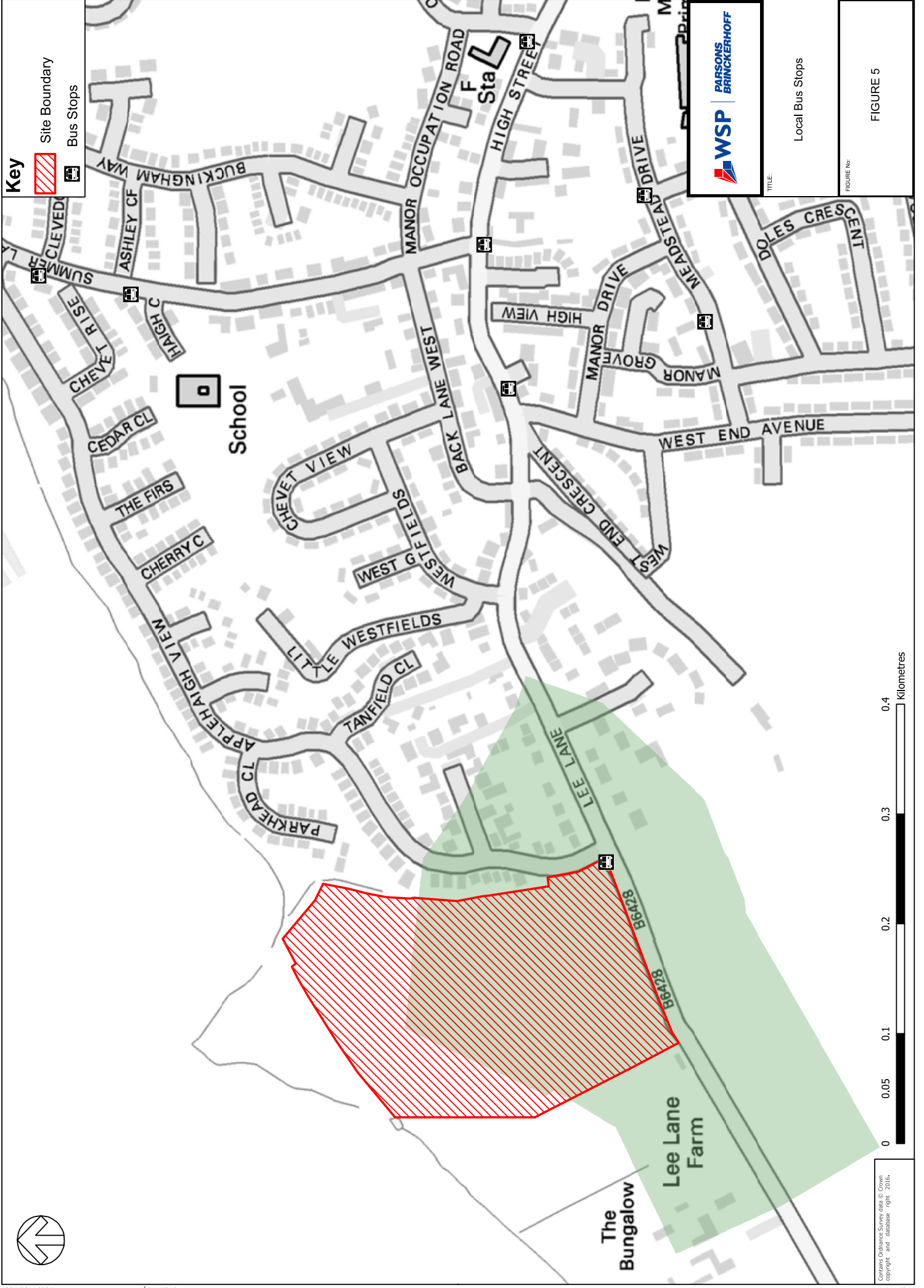
Appendix D

CYCLE NETWORKS



Appendix E

LOCAL BUS STOPS



Local Bus Stops

FIGURE 5

FIGURE No:

TITLE

Appendix F

SITE LAYOUT

Lee Lane, Royston Planning Layout



Schedule of accommodation

House Type	Sq. Ft.	No.
3 bed semi-detached		
Pm Palmerston	776	12
Ma Markisstone	830	22
En Ennerdale	916	2
3 bed detached		
Cn Collaton	863	10
En Ennerdale	916	18
Ed Eskdale	1058	3
4 bed town house		
W Woodcote end	1206	14
W Woodcote mid	1906	1
4 bed detached		
Wm Windermere	1074	18
Kg Kingsley	1079	17
Rn Ripon	1120	22
Ald Alderney	1225	9
Affordable Properties		
Ky Kenley end	614	8
Ky Kenley mid	614	2
Bn Barton	705	6
Total:		144

Legend

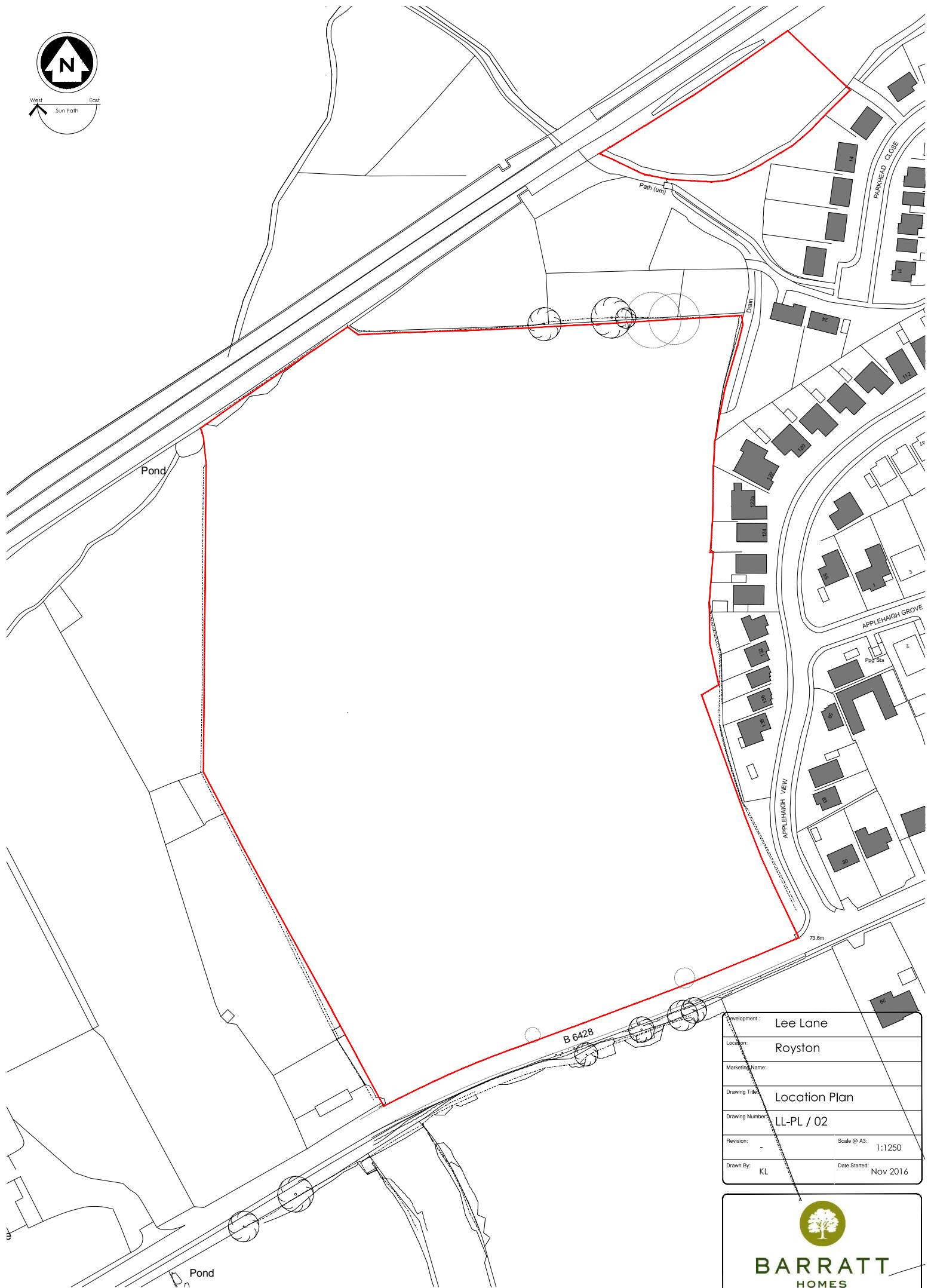
- Existing Dwellings
- Proposed Dwellings
- Primary Street
- Secondary Street
- Private Drive
- 1.8m high timber screen fence
- 1.2m high timber post and rail fence
- Front entrance door
- Bin collection points on private drives
- Affordable housing
- Indicative Landscaping
- Existing trees removed / pruned
- Existing trees to remain.

Developer:	Lee Lane
Location:	Royston
Marketing Name:	
Drawing Title:	Planning layout
Drawing Number:	LL-PL-01
Revision:	
Scale @ A1:	1:500
Drawn By:	KL
Date Started:	Nov 2016

PRELIMINARY

**BARRATT
HOMES**

Raynham House, 2 Capitol Park, Morley, Leeds LS27 0WH
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Development:	Lee Lane	
Location:	Royston	
Marketing Name:		
Drawing Title:	Location Plan	
Drawing Number:	LL-PL / 02	
Revision:	Scale @ A3:	1:1250
Drawn By:	KL	Date Started: Nov 2016

BARRATT
HOMES

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