



PROPOSED RESIDENTIAL
DEVELOPMENT
LAND SOUTH OF DARTON
LANE, DARTON, STAINCROSS

INTERIM TRAVEL PLAN

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PROPOSED RESIDENTIAL DEVELOPMENT LAND SOUTH OF DARTON LANE, DARTON, STAINCROSS

INTERIM TRAVEL PLAN

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by the Church Commissioners for England (CCE) to produce this Interim Travel Plan (ITP) in connection with the submission of an outline planning application for a residential development of up to 73 dwellings on Land South of Darton Lane, Darton, Staincross.
- 1.1.2 This ITP supports the planning application for a residential development of up to 73 dwellings, however the holistic site is identified in the Local Plan to provide up to a maximum of 86 dwellings, therefore this ITP sets the principles for the holistic site.
- 1.1.3 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).
- 1.1.4 The site is located on grazing land to the south of Darton Lane, approximately 800m to the west of Staincross centre and approximately 1.2km to the south east of Darton Railway Station. The site is bound to the north by Darton Lane and the residential settlement of Staincross; To the east by residential dwellings and associated gardens; to the south by grazing land; and to the west by grazing land and later Darton Primary School. The location of the site is shown at Figure 1.
- 1.1.5 It is proposed that the development will be accessed via a new dedicated priority T-junction with Darton Lane by all modes of transport. The main site access, situated between Oaks Farm Drive and Oaks Wood Drive will provide access to a total of 65 dwellings. Two additional access points are proposed to the east of the site, both providing a shared surface access for four dwellings via private drives. A Parameter Plan is attached at Appendix A and the access arrangements are described in more detail later in this document.
- 1.1.6 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.
- 1.1.7 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 document provides an outline of the proposed measures and monitoring strategy, which will be implemented at this site.
- 1.1.8 A Full Travel Plan based upon this document will be produced prior to occupation of the residential units.

1.1.9 This report sets out the following;

- ▶ Section 2 – The aims and objectives of the travel plan are outlined;
- ▶ Section 3 – 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 4 – Details of the development proposals including site location, proposed vehicle and pedestrian access and parking provision;
- ▶ Section 5 – Details of the roles and responsibilities are outlined including the role of the Travel Plan Co-ordinator;
- ▶ Section 6 – The proposed Travel Plan measures are outlined including the proposed measures to encourage travel by walking, cycling and public transport;
- ▶ Section 7 – Identifies the current mode split and targets;
- ▶ Section 8 – Outlines the travel plan measures which will be implemented and communicated at the site;
- ▶ Section 9 – Details of the proposed Travel Plan monitoring process are included along with details of timescales; and
- ▶ Section 10 - A summary of the Travel Plan measures and timescales for its implementation are set out.

2 TRAVEL PLAN OBJECTIVES, TARGETS AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the ITP development and implementation. 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 ITP 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 TARGETS

- 2.3.1 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.

- 2.3.2 However, any targets will need to be 'SMART' i.e. they must be:-

- ▶ Site-specific
- ▶ Measurable
- ▶ Achievable
- ▶ Realistic and
- ▶ Time related

- 2.3.3 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.
- 2.3.4 The potential targets for the Travel Plan are summarised as follows:
- ▶ Target a reduction in single occupancy car mode share and increased use of non-car modes; and
 - ▶ Implementation and uptake of proposed Travel Plan measures.
- 2.3.5 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 would also be obtained through the proposed monitoring programme.
- 2.3.6 It is anticipated that once an appropriate modal shift target is identified the target would be achieved within three years to allow the Travel Plan measures to take effect. This 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 for 5 years.
- 2.3.7 Further details of monitoring and measures should the targets not be reached within these timescales are provided in Section 7 of the report.

2.4 TRAVEL PLAN BENEFITS

- 2.4.1 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.
- 2.4.2 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.
- 2.4.3 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.
- 2.4.4 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.
- 2.4.5 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 report.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

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 which will encourage the use of alternative modes of travel. A Travel Plan has been written for the site which will encourage the use of alternative modes of travel and incentives to use local public transport services. This is anticipated to reduce the overall travel demands of the site, particularly those trips by single occupancy vehicles.
- 3.1.3 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 WALKING ACCESSIBILITY

- 3.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"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)

- 3.2.2 These potential walking catchments have been used in the consideration of the accessibility of the site as set out below.
- 3.2.3 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 a 2km walking catchment area from the centre of the site.
- 3.2.4 The plan attached at Figure 2 shows that areas within the 2km catchment area includes the entirety of Staincross, Darton and the eastern extents of Kexbrough. The 2km catchment area also provides access to a range of local facilities and services including; several primary schools, supermarkets, GP surgeries, a dental practice, post offices, areas of employment and a range of local shops and restaurants.
- 3.2.5 Footways are present along the entire length of the B6131, providing pedestrians with access to the local services and facilities in Staincross as well as Darton Railway Station, which is located approximately 1km to the west of the site.
- 3.2.6 The site is therefore considered to be accessible on foot and is within an acceptable walking distance of key destinations across the local area.

3.3 CYCLING ACCESSIBILITY

- 3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

“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)

- 3.3.2 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.
- 3.3.3 The plan attached at **Figure 3** shows the 5km cycling catchment from the site. The plan identifies that the following areas are situated within 5km catchment area of the proposed development: Royston, Carlton and Carlton Industrial Estate, Smithies, Barugh Green, Cawthorne, Woolley and northern extents of Barnsley.
- 3.3.4 The National Cycle Network (NCN) Route 67 runs approximately 6km to the east of the site. The NCN Route 67 runs in a north / south direction, providing access to Starfoot in the south areas of Wakefield in the north, via both on-road and traffic-free routes. Details of the cycle route plan are provided at **Figure 4**.
- 3.3.5 The site is therefore considered to be accessible by bike and is within an acceptable walking distance of key destinations across the local area.

3.4 PUBLIC TRANSPORT

Bus Services

- 3.4.1 The proposed development site is well located in terms of its proximity to public transport services which provide access to the proposed site.
- 3.4.2 A total of nine bus stops are situated within a 400m walking distance of the proposed development; seven bus stops on the B6131 Darton Lane and two bus stops on Sackup Lane. All bus stops can be accessed via the footways provided on the B6131 Darton Lane. A plan showing these bus stop locations is attached at **Figure 5**.
- 3.4.3 The bus stops are served by the buses summarised in Table 3-1.

Table 3-1 Local Bus Services

SERVICE	ROUTE	MONDAY – FRIDAY	SATURDAY	SUNDAY
1	Barnsley – Staincross Circular	Every 10 minutes	Every 12 minutes	Every 30 minutes
93a	Barnsley - Mapplewell	Every hour	Every hour	No Service
97	Darton - Wakefield	3 per day	No Service	No Service
420	Mapplewell – Penistone Grammar	School Service Only	No Service	No Service
485	Barnsley Eastfield Arms – Darton High School	School Service Only	No Service	No Service
X10	Barnsley - Leeds	Every hour	Every hour	Every hour

- 3.4.4 As set out in Table 3-1, the bus services provide a combined frequency of eight buses per hour on weekdays, seven buses per hour on Saturday and two buses per hour on Sundays. These buses provide access from the site to Barnsley, Leeds, Wakefield and other local destinations, providing a feasible means of access to and from the site by bus.

Rail Services

- 3.4.5 The nearest rail station is Darton Station which is located approximately 1km to the west of the proposed site, which is situated within the recommended walking and cycling distances. The rail station is equipped with cycle parking for 18 spaces. The station is situated on the northern line providing direct hourly services to both Leeds City Centre and Sheffield City Centre.
- 3.4.6 It is considered that Darton Station is of suitable distance from the site to encourage modal interchange and commuting to and from the site to regional destinations, particularly for employment and commuting purposes.

3.5 TRAVEL PATTERNS AND KEY DESTINATIONS

- 3.5.1 The surrounding area has a range of services and facilities which can be accessed by future residents of the site. These are summarised below:
- ▶ **Darton** - has a range of facilities including food stores, schools, health facilities and leisure facilities. All of these services and amenities are within a reasonable walking distance of the proposed site;
 - ▶ **Employment** – there are a number of employment areas located within a 5km distance of the proposed development site including Darton Business Park to the south west of the site, Junction 38 Business Park to the west of the site, Carlton Industrial Estate to the east of the site and Redbrook Industrial Estate to the south of the site all within the recommended cycling distance of the site;

- ▶ **Education provision** – a number of primary schools are situated with a 2km walking distance from the proposed development; Darton Primary School (300m), Wellgate Primary School (1.6km), Mapplewell Primary School (1.6km). Situated outside of the 2km walking catchment area Darton College (2.1km) provides secondary education services;
- ▶ **Health facilities** – Numerous GP surgeries, pharmacists and dental practises are situated within a 2km walking distance of the proposed development. Additional health facilities are located across Barnsley including Hospitals, GPs practices, dentists and opticians which can be accessed via public transport;
- ▶ **Food shopping** – a Co-op Food convenience store is situated approximately 750m to the west of the site, a Metro convenience food store, Mapplewell Stores, Budgens and Co-op Food are situated approximately 1.2km to the west of the site. Although outside of the walking distance supermarkets such as Aldi are within the recommended cycling distance of the site and are also accessible via public transport;

3.6 SUMMARY

- 3.6.1 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.

4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1 The development proposals are for a total of up to 73 dwellings with associated parking, this has been developed with consideration of the South Yorkshire Residential Design Guide ensuring that good design principles are promoted on the site. A copy of the Parameter Plan is attached in **Appendix A**.
- 4.1.2 This ITP supports the planning application for a residential development of up to 73 dwellings, however to future proof the site for potential development of the northern part of the allocation, this ITP is considered holistically across the site for the maximum number of 86 dwellings on site.
- 4.1.3 The layout shows the hierarchy of access roads within the site and beyond the principal network of roads a number of shared surfaces and private drives providing access to individual properties.
- 4.1.4 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 including a network of footways across the site.
- 4.1.5 The proposed internal footways across the development will connect into the existing pedestrian facilities along Darton Lane to the north. The pedestrian provision is illustrated on the Parameter Plan attached at **Appendix A**.
- 4.1.6 It is also proposed that an area of public open space will be provided, separating the site into two parcels of land; the western parcel with up to 78 residential dwellings and the eastern parcel with eight dwellings. The area of public space will retain and enhance the existing path providing access from Darton Lane to the dismantled railway in the south.
- 4.1.7 Parking for the residential units would be provided on site in line with BMBC's Local Development Framework "Supplementary Planning Document: Parking".
- 4.1.8 The parking standards are as follows:
- ▶ 1 -2 Bedrooms – 1 space per dwelling; and
 - ▶ 3 or more Bedrooms – 2 spaces per dwelling;
- 4.1.9 Where garages are provided, as detailed above these would have minimal internal dimensions in line with BMBC requirements.
- 4.1.10 Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.
- 4.1.11 The level of car and cycle parking provision will be agreed at the reserved matters stage.

5 ROLES AND RESPONSIBILITIES

5.1 INTRODUCTION

- 5.1.1 This section of the report sets out the roles of those people who will be responsible for implementing the Travel Plan and its measures.
- 5.1.2 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. From this will lead the appropriate allocation of time and resources to those charged with managing the process.
- 5.1.3 Following the occupation of the development and the undertaking of baseline surveys, a Full Travel Plan would be prepared and a Travel Plan Co-ordinator (TPC) appointed.

5.2 TRAVEL PLAN CO-ORDINATOR

- 5.2.1 Three months prior to occupation of the development, a designated TPC will be appointed who will be responsible for the development and implementation of the Travel Plan. At this stage the TPC is Andrew Moseley at AMA, full details will be provided to the LHA on granting of planning consent.
- 5.2.2 The TPC will be provided with any appropriate training and time to fulfil the role. The TPC must be empowered to act on behalf of the community and should have management support from the developer or a suitably appointed consultant managing the Travel Plan. The TPC role does not need to be full time, and with appropriate support, the role could also be fulfilled by a resident.
- 5.2.3 A critical part of the information gathering associated with the preparation of the 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 upon occupation to raise awareness of the Travel Plan. The surveys can be carried out either on-line or can be paper based.
- 5.2.4 In the three months prior to occupation, the TPC shall 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 timetables and cycle route information will be provided to residents as part of their induction welcome pack.

- 5.2.5 The TPC will also provide the highway authority with their name and contact details. The duties of the TPC will include:
- ▶ Oversee the gathering of information, including the travel questionnaire;
 - ▶ Liaison with incoming residents to explain the objectives and benefits of the Travel Plan to ensure awareness of the Plan and to encourage participation;
 - ▶ Acting as a focal point for transport, access and travel related issues in relation to the development;
 - ▶ Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the site, where possible. Hence residents will be encouraged to be fully aware of different travel options which are available from the site;
 - ▶ Obtaining up-to-date details of the information required in the Travel Plan;
 - ▶ Implementing, monitoring and reviewing the Travel Plan and it's measures;
 - ▶ Liaison with the highway authority with respect to initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift; and
 - ▶ Promote the benefits of services such as home delivery services to residents to reduce the need to travel.
- 5.2.6 A range of suggested travel management measures have been included in this ITP for implementation by the Church Commissioners for England in liaison with the highway authority via the TPC. 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.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1 This section outlines the Travel Plan measures which will be implemented at the site to achieve the objectives and benefits outlined in Section 2.
- 6.1.2 The role of the TPC is crucial to the success of the Travel Plan. The TPC's role is outlined in more detail in Section 5.
- 6.1.3 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.

6.2 PHYSICAL MEASURES

- 6.2.1 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 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.
- 6.2.2 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.
- 6.2.3 Cycle storage / parking will be available within the garages of individual dwellings. Any dwelling without an allocated garage will have secure cycle storage provided within the curtilage of the property.

6.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

TRAVEL INFORMATION PACK

- 6.3.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of walking /cycling / 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.
- 6.3.2 The pack will also include information such as the location of the nearest bicycle shops and tips on cycle maintenance. The TPC will investigate the possibility for a Bicycle User Group (BUG) to be established at the site to encourage residents to meet and exchange tips on cycle routes and maintenance. The TPC will also investigate whether local cycle shops are prepared to offer discounts.
- 6.3.3 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).
- 6.3.4 The TPC will distribute the pack amongst new residents.

MEASURES TO REDUCE THE NEED TO TRAVEL

- 6.3.5 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.
- 6.3.6 The developer would also be providing broadband facilities at the site through the normal infrastructure works.

6.4 PEDESTRIAN MEASURES

- 6.4.1 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 to local amenities;
 - ▶ Promote <https://walkbudi.liftshare.com/default.asp> as a database link for individuals to walk to work together in the local area and for personalised journey planning for their journey; and
 - ▶ Publicise links to walking resources on the BMBC website such as <https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/> and <https://www.barnsley.gov.uk/services/parks-and-open-spaces/public-footpaths-and-rights-of-way/>

6.5 CYCLE MEASURES

- 6.5.1 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 work together;
 - ▶ Provision of cycle parking for each dwelling;
 - ▶ Publicise the Cycle to Work scheme <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance> for those residents 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 the BMBC website <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/> and
 - ▶ The TPC shall promote and encourage walking and cycling to work, through events such as 'Bike to Work Day' and 'Bike Week' (<http://bikeweek.org.uk/>), to heighten awareness.

6.6 PUBLIC TRANSPORT

6.6.1 The location of the site in relation to public transport should encourage a number of trips to the site to be made by public transport which would primarily be via 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 available on South Yorkshire's Travel website <https://www.travelsouthyorkshire.com/> and information on facilities within the surrounding area for residents. Information will be provided in resident's induction packs;
- ▶ Publicise details of the journey planner provided at <https://www.yorkshiretravel.net/lts/#/travellInfo>.

6.7 CAR SHARING

- ▶ The website www.liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout South Yorkshire (as well as nationally) and therefore maximises the opportunity for potential matches to be made.

6.8 OTHER MEASURES

6.8.1 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 both 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 ITP measures identified above (e.g. concessionary tickets);
- ▶ Liaison with the Local Authority regarding new travel initiatives in the region which could benefit the residents; and
- ▶ Updating the travel questionnaire annually, over a 5 year period, to understand which initiatives are popular and of greatest benefit to the residents, to help focus on the more successful initiatives, whilst revisiting those which are less successful.

6.9 SUMMARY

- 6.9.1 The package of measures described above has been designed to meet the travel plan objectives described in Section 2.
- 6.9.2 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.
- 6.9.3 The provision of Travel Packs 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.
- 6.9.4 The information provided in the Travel Packs will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in Section 4.
- 6.9.5 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.

7 TRAVEL PLAN MODE SPLIT AND TARGETS

7.1 INTRODUCTION

7.1.1 The TRICS trip rates have been obtained from the previously submitted trip rates by Sanderson for a development located at Bloomhouse Lane, Darton, planning application (reference number: 2017/0990).

7.1.2 These are considered to be robust trip rates based on the parameters of the TRICS assessment Sanderson's undertook and are therefore applied to the 86 residential dwelling development. The vehicle trip rates derived are summarised in Table 7-1.

Table 7-1 Proposed Development - Vehicle Trip Rates and Generation

	AM PEAK		PM PEAK	
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES
Trip Rates	0.14	0.356	0.313	0.174
Trip Generation	12	31	27	15

7.1.3 Table 7-1 demonstrates that the development proposals are forecast to generate the following vehicular trips during the highway network peak hours:

- ▶ AM Peak – 12 Arrivals and 31 Departures – 43 Two-Way Trips; and
- ▶ PM Peak – 27 Arrivals and 15 Departures – 42 Two-Way Trips.

7.1.4 In order to derive the trip generation by mode, local mode split data based on the Barnsley MSOA 005 Annual Travel to Work Survey Data has been utilised. This data has been used to identify the likely mode split for development generated during the AM and PM peak periods. The travel survey mode split data is summarised in Table 7-2.

Table 7-2 National Statistics Mode Split Data for Barnsley 005 MSOA

MODES	% JOURNEYS TO WORK
Pedestrian	5%
Bicycle/ Motorcycle	2%
Car Driver/ Taxi	78%
Car Passenger	6%
Public Transport	9%
Total	100%

- 7.1.5 The baseline survey undertaken within 12 months of site occupancy or 25% occupancy, whichever occurs first, will determine site specific targets of modal shift from private car based journeys to other modes of transport. It is proposed as a minimum that a 5% reduction target in single occupancy car trips is achieved over the five year travel plan monitoring period.
- 7.1.6 A follow up survey will be undertaken one year after the initial survey and revised targets set if appropriate, further surveys will be undertaken annually over the five year travel plan monitoring period.

8 IMPLEMENTATION / COMMUNICATION

8.1 IMPLEMENTATION

- 8.1.1 This section of the report provides further details of the proposed implementation strategy for the ITP and its associated measures and the communication of the Travel Plan objectives, targets and measures to residents.
- 8.1.2 The ITP 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.
- 8.1.3 The following tables (8-1 to 8-3) summarise the proposed measures and sets out a schedule for their implementation.

Table 8-1 Pedestrian / Cycle Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	RESPONSIBILITY
Provision of web addresses for cycle maps and pedestrian info in induction packs	On occupation	To encourage cyclists and pedestrians by raising awareness of travel options	High level of deliverability. TPC to provide.
Provision of cycle parking	On occupation	To encourage cycling	High level of deliverability. Developer to provide.
Promote WalkBUDi and BikeBUDi schemes	3 Months	To encourage walking and cycling	High level of deliverability. Promotion by TPC.
Promotion of walking / cycling events	6 – 12 Months	To encourage walking and cycling	High level of deliverability. Promotion by TPC.

Table 8-2 Public Transport Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	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.
Provision of Bus Vouchers or Travel Cards	On occupation	Reduced fares can form an incentive to use public transport	High level of deliverability. TPC to implement.

Table 8-3 Car Share / Other Measures

MEASURES	POST OCCUPATION GUIDELINE TIMESCALE	REASONING / COMMENTS	RESPONSIBILITY
Promote the South Yorkshire Car Sharing Scheme https://liftshare.com/uk/community/southyorks hire	On occupation	To increase use of the car sharing database	High level of deliverability. TPC to implement
Promote the benefits of car sharing	On occupation	To raise awareness of the potential financial benefits of car sharing	High level of deliverability. TPC to implement
Personalised Travel Planning	On occupation	To make residents aware of travel options	High level of deliverability. TPC to implement

8.2 COMMUNICATION

AWARENESS RAISING

- 8.2.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted.
- 8.2.2 Publicity material will include the residents' 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.
- 8.2.3 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.
- 8.2.4 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; and
 - ▶ Success stories / regular updates in existing newspapers / bulletins.
- 8.2.5 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.
- 8.2.6 Other means to publicise the Travel Plan and travel issues in general is through internet forums, social media sites and a site intranet. Further consideration will be given to whether these forms of communication are appropriate to implement at the site

8.3 MAINTAINING INTEREST

8.3.1 In order to maintain interest in the Travel Plan, residents will need confidence in its benefits, as such the TPC will be responsible for:

- ▶ Making sure that measures implemented are successful and this 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;
- ▶ Making sure information provided is always up to date; and
- ▶ Developing a successful feedback mechanism.

9 TRAVEL PLAN MONITORING AND REVIEW

9.1 INTRODUCTION

- 9.1.1 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.

9.2 MONITORING

- 9.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC; however the following sets out a process for monitoring the Travel Plan over a 5 year period.
- 9.2.2 Travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out) with monitoring of travel information. 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 the Highway Authority, via the TPC, within three months of completion of the surveys.
- 9.2.3 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority 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 and barriers to changing mode; and
 - ▶ Work location of residents if applicable (for example by postcode area).
- 9.2.4 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 the Highway Authority.
- 9.2.5 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 the Highway Authority. 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 car sharing occurring amongst the residents, it would be appropriate for the TPC to review the promotion of car sharing and consider appropriate alternatives.
- 9.2.6 Following the annual monitoring report the Travel Plan will be reviewed by the TPC in conjunction with the Highway Authority 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.

9.3 SUMMARY

9.3.1 Table 9-1 below summarises the proposed timescales for the implementation and monitoring of the travel plan.

Table 9-1 Travel Plan Action Plan and Timescales

MEASURES/ ACTION	TARGET DATE	RESPONSIBILITY
Prepare / Agree Interim Travel Plan	Planning Application	AMA
Appoint TPC	3 months prior to occupation	AMA / Reserved Matters Applicant
Prepare / Agree Final Travel Plan	Within 12 months post occupation or 25% occupancy on site	AMA / Reserved Matters Applicant
Implement Final Travel Plan	Within 12 months post occupation or 25% occupancy on site	TPC
Conduct Baseline Travel Survey (Questionnaire)	Within 12 months post occupation or 25% occupancy on site	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC

10 SUMMARY AND CONCLUSION

10.1 SUMMARY

- 10.1.1 A summary of the main ITP measures is included in Table 10-1. The table summarises the details of the timescales associated with the implementation of the measures and monitoring of the ITP and the person / organisation responsible for the funding and implementation are also presented.

Table 10-1 Travel Plan Summary of Measures and Actions

MEASURES/ ACTION	TARGET DATE	RESPONSIBILITY
Appoint TPC	Three months prior to the occupation of the first dwelling	AMA / Reserved Matters Applicant
Deliver pedestrian / cycle links across the development	Delivered as part of site construction	Reserved Matters Applicant
TPC to produce marketing materials	Prior to marketing of units	TPC
Prepare public transport / walking / cycling information	Prior to occupation in information pack	TPC
Issue resident travel information packs	Upon of occupation of each dwelling	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
Agree and implement Final Travel Plan	Within 12 months post occupation or 25% occupancy on site	Reserved Matters Applicant
Conduct Baseline Travel Surveys (Questionnaire)	Within 12 months post occupation or 25% occupancy on site	TPC
Annual Travel Surveys (Questionnaire)	Annually from Baseline survey until the end of the five year period	TPC

10.2 CONCLUSION

- 10.2.1 In conclusion, the proposed site is well located in terms of its proximity to existing key services / facilities and sustainable travel infrastructure.
- 10.2.2 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.
- 10.2.3 The appointment of a TPC will facilitate the implementation of many of the proposed measures summarised in Table 10-1.

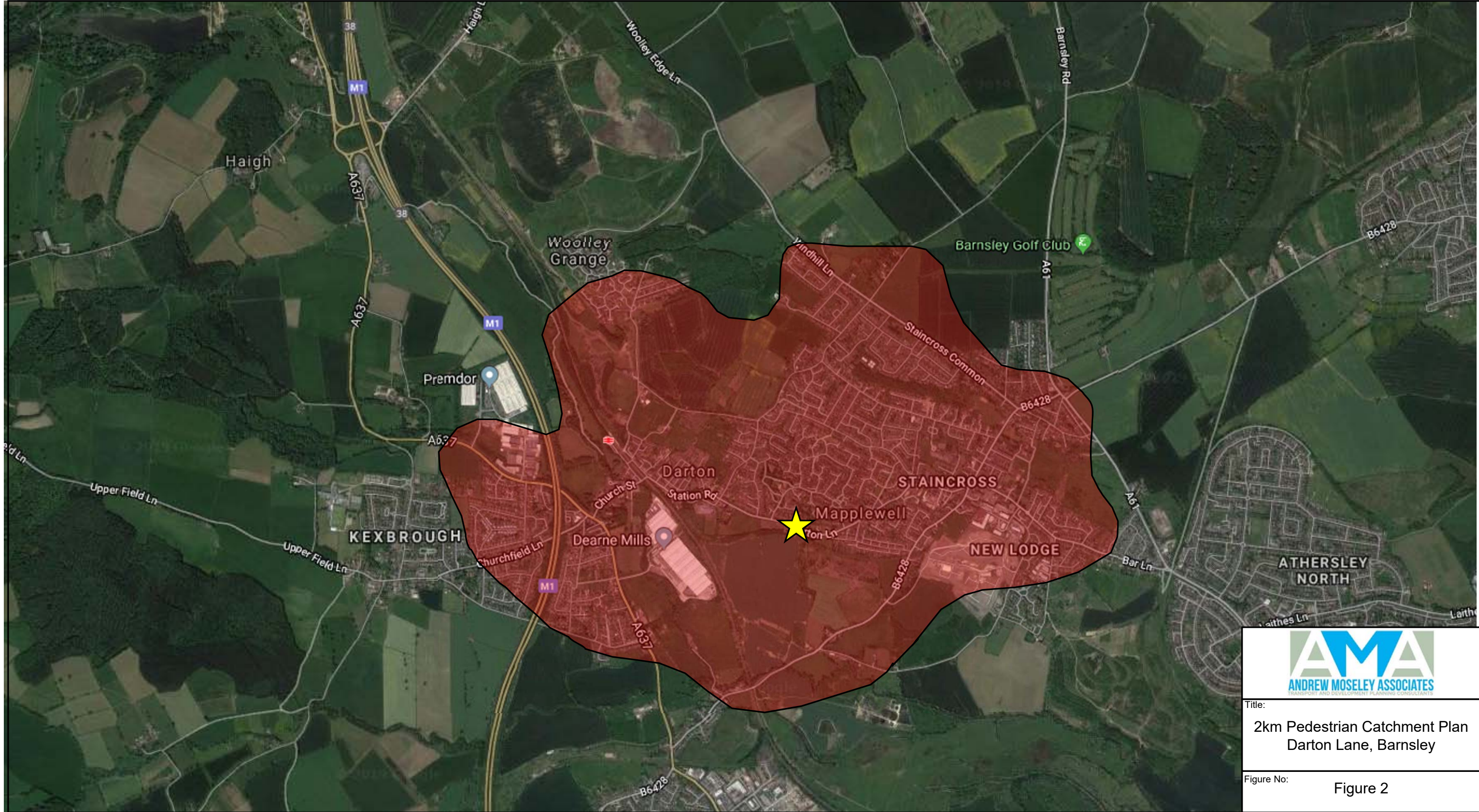
FIGURES

- Figure 1 Site Location Plan
- Figure 2 Walking Isochrone
- Figure 3 Cycling Isochrone
- Figure 4 Cycle Route Plan
- Figure 5 Bus Stop Location Plan



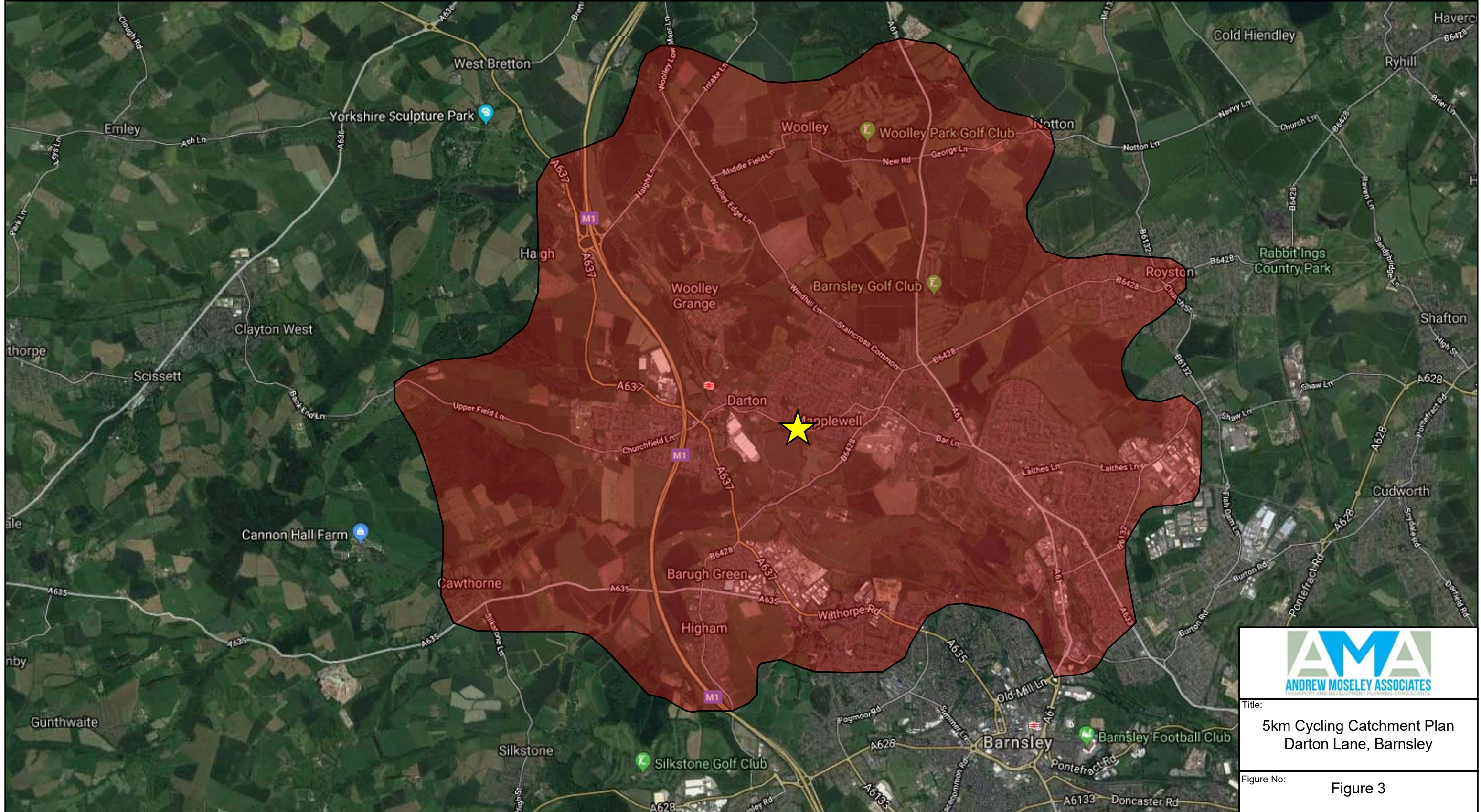
Title:
Site Location Plan
Darton Lane, Barnsley

Figure No:
Figure 1



Title:
2km Pedestrian Catchment Plan
Darton Lane, Barnsley

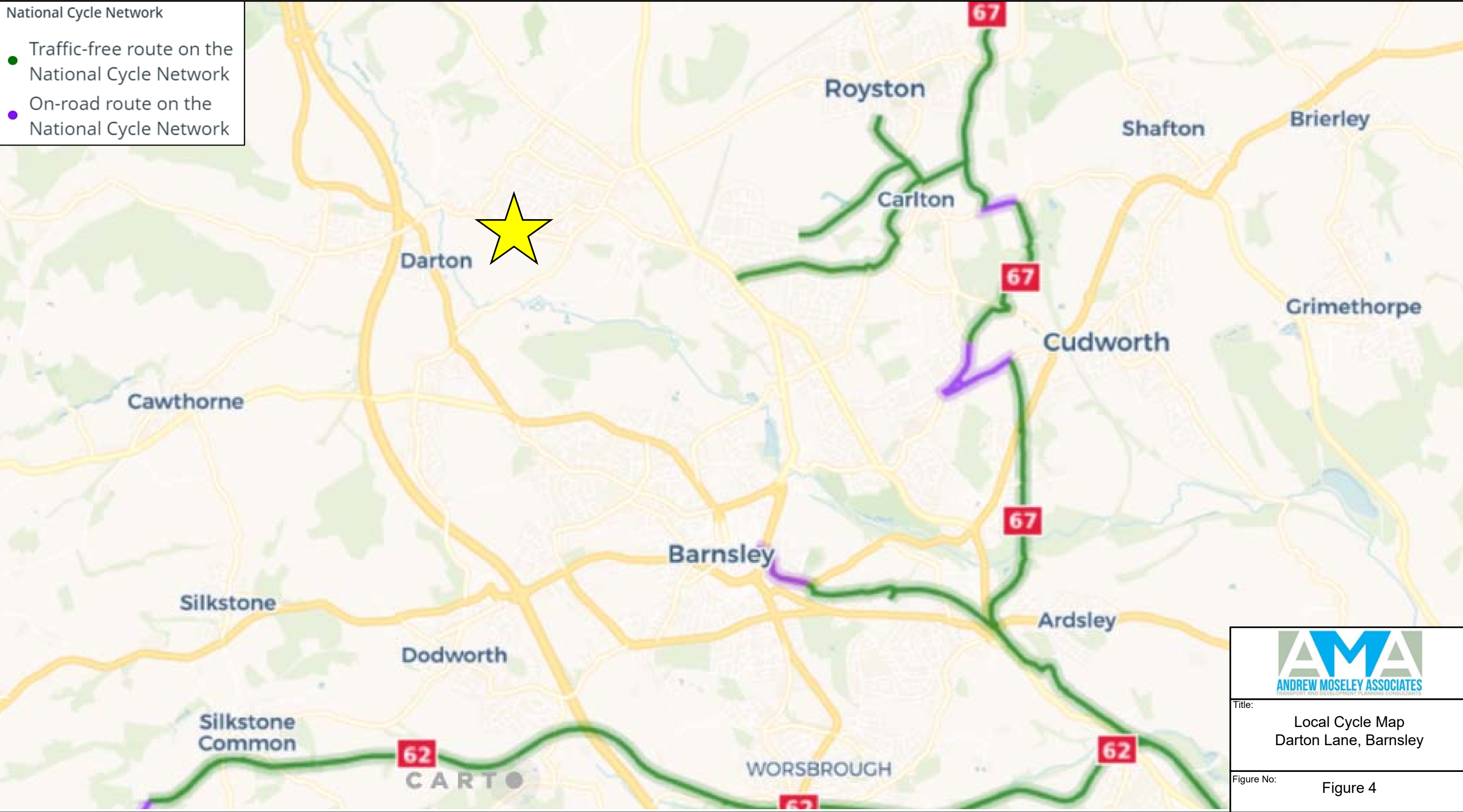
Figure No:
Figure 2



Title:
5km Cycling Catchment Plan
Darton Lane, Barnsley

Figure No:
Figure 3

- National Cycle Network
- Traffic-free route on the National Cycle Network
 - On-road route on the National Cycle Network



Title:
Local Cycle Map
Darton Lane, Barnsley

Figure No:
Figure 4



Title:
Bus Stop Location Plan
Darton Lane, Barnsley

Figure No:
Figure 5

APPENDICES

Appendix A Parameters Plan

Appendix A

PARAMETERS PLAN

Land South of Darton Lane, Darton, Staincross

Parameter Plan





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