PROPOSED RESIDENTIAL DEVELOPMENT
BARNSLEY ROAD
WOMBWELL
BARNSLEY

RESIDENTIAL TRAVEL PLAN

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1.0 INTRODUCTION

1.1 Background

1.1.1 This Residential Travel Plan forms part of a planning application submitted on behalf of Strata Homes for a residential development off Barnsley Road in the Wombwell area of Barnsley. The proposed development consists of the erection of some 92 dwellings. A plan showing the location of the site in relation to the local highway network is attached at Appendix **TP1**.

1.1.2 The only vehicular access into the site will be from Barnsley Road as shown on the proposed Site Layout Plan also attached at Appendix **TP1**.

1.1.3 The purpose of this initial Residential Travel Plan is to put forward a specific collection of key targets and measures that can be developed and implemented and their effectiveness monitored by the Residential Travel Plan Co-ordinator of the Barnsley Road development. Delivery of the Residential Travel Plan will commence prior to the start of construction and will continue through marketing and sales and up to full occupation. The key measures as currently identified will be implemented and then following monitoring will be refined and developed to meet the specific needs of the residents. The Residential Travel Plan also contains details of the existing accessibility of the development site for travel by modes other than the private car.

1.1.4 The operation of the Residential Travel Plan, which will be made available to all residents, is a mechanism to provide incentives which will help persuade residents to travel by other modes of travel that have less environmental impact than the car. The Residential Travel Plan therefore begins with a review of existing travel patterns locally and the available opportunities for the use of other modes to the private single occupancy car journey. That information defines a starting point against which the success of the Residential Travel Plan is measured as part of the ongoing review process

1.2 Policy

National Policy

1.2.1 In its White Paper "A New Deal for Transport", the Government identified that the responsibility for transport problems and solutions is to be shared between the private and public sectors. It identified the importance that the planning system could play in reducing the need to travel by car (particularly single occupancy journeys) by the careful planning of new developments in a sustainable manner.

1.2.2 The Department for Transport document 'Making Residential Travel Plans Work: Good Practice Guidelines for New development', October 2005, provides guidance on producing and developing Travels Plans for new residential development. It sets out that the national sustainability agenda and modernisation of the planning system have reinforced the important and positive role that travel planning, including for residential development, can play in achieving a wide range of national and local objectives. These include:

- Helping to reduce the need to travel and to cut congestion;
- Supporting mixed community and housing objectives, including development location, density, design and parking;
- Supporting social inclusion objectives, particularly through improvement of accessibility to and from new development; and
- Providing a mechanism through which ongoing sustainability appraisal and integration can be built into planning and implementation arrangements.

1.2.3 The document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', published April 2009, aims to help all those involved in creating and implementing travel plans; local authorities, transport and travel plan officers, developers and consultants, understand the process involved and good practise steps for achieving successful and sustainable travel plans. It states *"Travel plans can be a key tool in achieving national, regional and local objectives to manage the demand for movement and improve accessibility for everyone."*

Local Policy

1.2.4 The relevant local policy documentation in the context of this Travel Plan is the Second South Yorkshire Local Transport Plan 2006-2011 (LTP2). The Second South Yorkshire Local Transport Plan contains the strategy and implementation plan for local transport investment in the sub-region for the five year period 2006/7 to 2010/11. Like the first LTP before it, this document is a requirement of the Transport Act 2000 and has been prepared jointly by Barnsley, Doncaster, Rotherham and Sheffield Councils and the South Yorkshire Passenger Transport Authority.

1.2.5 The vision for transport in South Yorkshire contains the following six core elements, all of which relate to the national/local government shared priorities of improving accessibility, tackling congestion, better road safety and addressing air quality and quality of life issues:

- Excellent road, rail and air links from South Yorkshire that build on the county's relatively strong position on the motorway network, and on crucial north-south and TransPennine rail routes;
- A core, high quality public transport system that links the four main urban centres and the new international airport in South Yorkshire;
- High quality, car competitive public transport giving good access to jobs and services and feeding into the four main urban centres. This will be based primarily on improved bus networks and operations;
- A road network in good condition, managed and enhanced, in conjunction with car parking policies and other appropriate demand management measures to maximise the use of existing road space, minimise congestion and facilitate the free movement of goods,
- A safe transport system for all users; and
- Improved air quality and reduced energy consumption through improved use of public transport, reduced congestion and the encouragement of cycling and walking.

1.2.6 The South Yorkshire LTP Partnership and the Sheffield City Region (SCR) are currently developing the Sheffield City Region Transport Strategy,

incorporating the 3rd South Yorkshire Local Transport Plan (LTP3). This will cover the period from 2011 to 2026.

1.2.7 The Transport Plan will set out how 'transport' will help deliver the wider vision of the Region. This will be undertaken by delivering against 4 key transport goals:

- To enhance and unlock the economic growth of SCR, through tackling unreliability on all transport networks, congestion and overcrowding, improving connections, enhancing the attractiveness of key locations and ensuring equality of opportunity - effectively linking people to jobs, training and education opportunities;
- To make real progress in reducing greenhouse gas emissions and improving environmental quality in the Sheffield City Region enhance its position as a city region valuing sustainability at its heart;
- To focus on lifestyle and health benefits and quality of life for the people of the city region – capitalizing on the city region's high quality nature environment and green spaces; and
- To make transport safe and secure – especially to those more vulnerable or more at risk.

2.0 SITE ACCESSIBILITY

2.1 Pedestrian Accessibility

2.1.1 With regard to pedestrian accessibility more specific advice is set out in 'Guidelines for Providing for Journeys on Foot', which was published in 2000 by the Institution of Highways and Transportation. These guidelines note that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres).

2.1.2 The Guidelines also provide 'ideal' walk distances for various trip types and advise that the 'desirable' walking distance for commuting or walking to and from school is 500 metres, the 'acceptable' walking distance for commuting or walking to and from schools is 1.0 kilometre and the 'preferred maximum' walking distance is 2.0 kilometres.

2.1.3 As regards walk distances to retail outlets, the IHT Guidelines suggest a 'preferred maximum' walking distance to town centres of 800 metres. This advice is reflected in the Department for Transport, Local Government and the Regions in conjunction with CABE published 'Better places to live: By design – A companion guide to PPG3', September 2001. This suggests that:

> *"Having established the site's broad setting in terms of its relationship to a city, town or village centre, a good starting point is to examine the area within 10 minutes' (about 800m) walking distance of the site. This can help to identify the range of facilities which residents may access comfortably access on foot, as well as opportunities to reach more distant facilities by public transport."*

2.1.4 An accessibility study of the site has been carried out and the plan attached at Appendix **TP2** shows in detail the full range of facilities within 800 metres (10 minutes) walking distance of the site.

2.1.5 Pedestrian / cyclist access into the site will be provided from the main access off the southern kerb line of Barnsley Road, the proposed layout will provide direct routes for all pedestrians to local facilities and the bus stops located on

Barnsley Road.

2.1.6 There are existing footways and dropped crossings along both sides of all local roads between the site and the bus stops and other facilities located in the vicinity of the site.

2.1.7 A plan is also provided at Appendix **TP2** which shows the straight-line 1.6km and 2.0km walking isochrones from the centre of the site.

2.2 Public Transport Accessibility

2.2.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that for trips over 3 miles (5 km), public transport is the main alternative mode of transport to the private car. It is recognised however that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot.

2.2.2 The Institution of Highways and Transportation publication [1999] 'Planning for Public Transport recommends that residents of major new housing developments should not have to walk more than 400m (¼ mile) to their nearest bus stop but that this criterion has been hard to satisfy comprehensively and therefore it recognises that direct, frequent and easily understood services are more important than a few metres of walking distance.

2.2.3 The nearest bus stops are located on both sides of Barnsley Road, on the site frontage, approximately 110 metres from the centre of the site. Both bus stops benefit from shelters, seating and timetable information. These bus stops are served by bus numbers 222, 226 and 229, which have a combined service frequency of six per hour Monday to Saturday daytime, four per hour in the evenings and three per hour on Sundays.

2.2.4 There are also bus stops located on Aldham House Lane and Pearson Street within the recommended 400 metres walking distance. These stops are served

by service number 68, 68A and 69, which have a combined service frequency of two per hour Monday to Saturday daytime only.

2.2.5 All of the buses serving the site stop in Wombwell town centre where there is a wealth of facilities available to residents. All the buses also stop at Barnsley Interchange providing residents with the opportunity to work in the town or to make use of the extensive public transport facilities available within the town centre to complete their journeys. The journey time from the site into Barnsley town centre is approximately 16 minutes.

2.2.6 Barnsley Interchange is a combined bus and rail station located on Midland Street in Barnsley town centre, approximately 3.1 kilometres from the site, within the cycling catchment. It is staffed part time, has a car park with 76 spaces and cycle storage is available. Regular buses are available to areas including Worsborough, Wombwell, Mexborough, Rotherham, Swinton, Thurnscoe, Staincross and Wakefield. Regular trains are available from the station to destinations including Sheffield, Rotherham, Huddersfield, Wakefield and Leeds.

2.2.7 The Institution of Highways and Transportation publication 'Guidelines for Planning for Public Transport in Developments', March 1999, sets out that new developments should be located so that walking distances to the nearest railway station should be less than 800 metres.

2.2.8 The nearest railway station to the development site is Wombwell Railway Station, located on Hough Lane some 1.0 kilometre from the centre of the site, which although is outside the recommended 800 metres it is still within the walking and cycling catchments. The station has a car park with six spaces and secure cycle storage is available. Regular trains are available from the station to destinations including Sheffield, Huddersfield, Wakefield, Leeds and Barnsley Interchange.

2.2.9 A summary of the bus services serving the stops in the vicinity of the site, the trains serving Wombwell Railway Station and the buses and trains serving Barnsley Interchange are given at Appendix **TP3** along with extracts from bus maps and timetables.

2.3 Cycle Accessibility

2.3.1 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. PPG13 [January 2011] states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

2.3.2 The majority of the Barnsley conurbation including the town centre lies within an 8 kilometre catchment area, as well as northern Rotherham and Sheffield. Barnsley has a network of cycle routes and lanes as shown on the plan attached at Appendix **TP4**. Route 62 of the National Cycle Network runs close to the site and intersects with Barnsley Road approximately 150 metres north west of the proposed site access. Route 62 provides a traffic free route from the site in to Barnsley town centre.

2.3.3 Also attached at Appendix **TP4** is a plan showing the 5 kilometre and 8 kilometre cycle isochrones. Wombwell Railway Station and Barnsley Interchange both lie well within the 5 kilometre cycling catchment area.

2.4 Accessibility to the Site by Car and Parking Provision

2.4.1 The only vehicular access into the development will be from Barnsley Road. The site is located within Wombwell, a predominantly residential area approximately 5.0 kilometres to the south east of Barnsley town centre. Barnsley Road can be described as a primary distributor type of road from which there is direct access into Barnsley town centre, the A635 and the A628 both of which lead to the M1 Motorway at Junction 37. Accessibility to the site

by car is therefore considered to be excellent due to its close proximity with both the M1 Motorway and Barnsley town centre.

2.4.2 Use of alternative means of transport will also be encouraged by a policy of car parking restraint that will be adopted within the development. Parking policies outlined in Government publications are based upon the principle of maximum provision rather than minimum. Parking provision within specific areas of the development will however have regard to the type and mix of properties.

3.0 INITIAL MODAL SPLIT AND TRANSPORT IMPACT

3.1 Prior to any travel surveys being carried out the development it is accepted practice to examine census data for the immediate area in which the development site is located in order to estimate what the likely modal split will be of the total person trips into and out of the site. The Barnsley Road site is situated within the Wombwell ward.

3.2 The National Statistics Census 2001 data for journeys to work for the ward of Wombwell has been obtained from the Neighbourhood Statistics web-site. This provides a percentage breakdown of the different modes of transport currently used to travel to work from this ward. From the same census data it has also been ascertained that, of the trips by car, 84% of these are single occupancy and 16% multi-occupancy. This has been based on the assumption that each multi-occupancy car carries one passenger. The base-line (without a Travel Plan) percentage modal splits are summarised below in Table 3.1 with the full Census data provided at Appendix **TP5**.2

Table 3.1

National Statistics Census 2001 Ward Data

Wombwell

Travel to Work (KS15)

Modal Split	% Split
Pedestrians	15
Cyclist	1
Public Transport Users	12
Car	71
Motorcyclist	1
Total	100

3.3 In order to predict the level of vehicular trips that will be made as a result of the residential development prior to any travel planning measures being in place, the TRICS 2010(b) v6.7.1 database has been utilised. Assuming the land-use category Residential – Houses Privately Owned, the 85th percentile peak hour

trip rates and resultant vehicular trips are shown in Table 3.2 below with the full TRICS data contained at Appendix **TP5**.

Table 3.2

85th Percentile Vehicle Trips (from multi-modal data)

Assessment Period	Trip Rates per Unit			Trips for 92 Units		
	IN	OUT	2-WAY	IN	OUT	2-WAY
08:00 – 09:00	0.385	1.010	1.395	36	94	130
17:00 – 18:00	0.494	0.377	0.871	46	35	81

3.4 Using the base-line percentage modal split in Table 3.1 and the 85th percentile vehicular trips in Table 3.2, the morning and evening peak hour trips for each mode have been calculated and are shown in Table 3.3 below.

Table 3.3

AM and PM Peak Hour Modal Split

Peak Hour Modal Split	% Split	Trips			
		AM In	AM Out	PM In	PM Out
Pedestrians	15	5	14	6	5
Cyclist	1	0.5	1	0.5	0.5
Public Transport Users	12	4	11	6	4
Car	71	26	67	33	25
Motorcyclist	1	0.5	1	0.5	0.5
Total	100	36	94	46	35

3.5 The above modal splits will be used to agree reductions in car usage and achieve targets for alternative modes of transport as part of this Residential Travel Plan for the proposed development. This information can be compared with travel mode survey information for the proposed development once the site is fully occupied and travel patterns have been established.

4.0 OBJECTIVES / OVERALL STRATEGY

4.1 The overall objective of this Residential Travel Plan for the development is to reduce the number of car-borne trips to the site and surrounding area particularly during the highway network peak periods and those which involve single occupancy of the vehicle, thus providing a sustainable development.

4.2 One of the major benefits that arise from development of sites within urban areas is the opportunity to provide choice in the mode of transport. The availability and convenience of these alternative modes of transport, to the private car, can have an impact upon the travel patterns of residents. The Residential Travel Plan will focus on identifying the alternatives and in encouraging residents to be sustainable in their travel choices.

4.3 In order to achieve this overall objective the Residential Travel Plan shall therefore aim to:

- Provide adequate facilities on site from first occupation to encourage residents and visitors to use alternative modes of travel to the private car;
- Ensure that at the marketing and sales stage, all potential new residents are provided with sufficient information and advice to allow them to make reasoned choices with regard to sustainable travel both in visiting the site for viewing and upon taking up residence;
- Promote healthy lifestyles and sustainable local communities; and
- Ensure that an initial travel survey questionnaire is completed by all new residents to establish a base-line from which to encourage alternative travel patterns and monitor any changes.

4.4 The production of this Residential Travel Plan ideally represents a partnership approach between the applicant or developer, BMBC (Barnsley Metropolitan Borough Council) and SYPTE (the South Yorkshire Passenger Transport Executive) who are likely to make up the core of such a partnership, but other third parties such as car club providers and public transport operators may also be involved. In order to streamline the process as much as possible

BMBC can offer:

- Policy advice and guidance and technical information;
- Appropriate contacts and support for discussions with key third parties (such as SYPTE, car club operators and bus / rail operators);
- Information, relevant local data and support during Travel Plan preparation and advice on post implementation monitoring requirements; and
- Advice on appropriate modal split targets for specific areas.

4.5 In order that the Residential Travel Plan can be effective:

- The choice of measures will be chosen so as to work together as a single strategy aimed at delivering the Residential Travel Plan objectives; and
- The site layout and facilities will be designed to encourage and facilitate the provision and use of the travel plan measures chosen.

5.0 TRAVEL PLAN ADMINISTRATION AND PROMOTION

5.1 Residential Travel Plan Co-ordinator

5.1.1 The role of the Residential Travel Plan Co-ordinator will be fulfilled as the development is constructed, marketed and occupied. This role may sit within any management company established for the development. The Residential Travel Plan Co-ordinator needs to be involved at all of the following stages of the development:

1. Prior to start of any work on site
2. First marketing of the development and preparation of advertisements
3. The sales office
4. At completion of sale
5. At initial occupation (provision of Travel Information Pack)
6. Changes of occupation

5.1.2 The developer will appoint a temporary Residential Travel Plan Co-ordinator from within its own organisation prior to any works starting on site. This way advice on sustainable travel alternatives will be made available to the work force in the manner as described in Section 6.8. The permanent Residential Travel Plan Co-ordinator will be appointed 6 months prior to first occupation, in order to commence with the implementation of measures prior to first occupation. The Developer will fund the role of Residential Travel Plan Co-ordinator for all stages of the development (1-6). The Residential Travel Plan Co-ordinator shall remain for at least 4 years after full occupation. As details of the Residential Travel Plan Co-ordinator are not yet available, below are the details for the person with ultimate responsibility for the development.

Kenny Mawson, Strata Homes

Address: Quay Point, Lakeside Boulevard, Doncaster, DN4 5PL

Telephone: 01302 308501

5.1.3 It is unlikely that the Residential Travel Plan Co-ordinator will be based permanently on site and at the present time the Developer has not decided exactly how the role will be provided. Given that there is a now a formal

requirement to provide a Travel Plan Co-ordinator for all new substantial residential developments in the Barnsley area it may be that the Developer will join with other house builders to fund a travel plan co-ordination role that covers more than one development. Therefore upon appointment the contact details and a full specification of the role of the Residential Travel Plan Co-ordinator will be provided to the appropriate officer at BMBC to demonstrate that delivery of the Residential Travel Plan has commenced and to seek help and support available.

5.1.4 Whilst the implementation of travel plan measures in line with those set out within this initial Residential Travel Plan will start from the marketing and sales stage, the Residential Travel Plan Co-ordinator will be required to circulate, as part of the Travel Information Pack, a travel survey questionnaire to all *residents upon occupation of each unit. The results of the initial travel survey* will then assist the Residential Travel Plan Co-ordinator in refining and developing the measures to suit the specific needs of the particular residents living at the development. BMBC requires that the travel patterns as surveyed are monitored against the base-line modal split and agreed targets and that a review of the Residential Travel Plan be made in light of the findings of the initial survey.

5.1.5 The primary responsibilities of the Residential Travel Plan Co-ordinator will be:

- To implement, monitor, maintain and develop the Residential Travel Plan and to manage the budget provided by the Developer;
- To develop a series of leaflets to summarise site specific sustainable travel options. These leaflets will be provided to new residents as part of the Travel Information Pack;
- To retain an awareness of local and national transport policies and programmes so as to ensure that the Residential Travel Plan remains fresh and that BMBC and service providers remain aware of the needs of residents;
- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to residents;

- To establish a car sharing scheme and encourage residents to embrace it where practically possible;
- To encourage residents to walk to public transport, nearby amenities and schools;
- To encourage residents living in reasonable proximity to their work place, school or other leisure destination to cycle;
- To keep the workforce on site during the construction period informed and updated with details of sustainable travel opportunities;
- To set annual targets for the percentages of trips by each mode of travel;
- To monitor the effectiveness of the Residential Travel Plan on an annual basis and compare usage of the different modes of travel to the modal split targets identified; and
- To ensure that targets are being met and if they are not being met, they will be addressed through agreed travel plan mitigation with BMBC for which funding is being provided if necessary.

5.1.6 The Residential Travel Plan Co-ordinator will be obliged to work with the appropriate officer at BMBC, and SYPTE who will offer support and advice regarding the many initiatives for sustainable travel available within the Barnsley area. The appropriate officer at BMBC and SYPTE are able to provide posters, leaflets and timetables for display on notice boards / display units in the sales office and any communal areas.

5.1.7 Whilst the Residential Travel Plan Co-ordinator will be employed by the Developer and therefore directly answerable to that organisation, it is also essential that the Residential Travel Plan Co-ordinator reports effectively to BMBC. The best way of achieving this will be to arrange regular annual meetings with these main stakeholders but also to include other bodies as required; such as SYPTE, the bus operators and local School Travel Plan Co-ordinators. The meetings will be organised such that every second meeting corresponds with the reporting of the annual monitoring exercise.

5.1.8 The Residential Travel Plan Co-ordinator will be able to offer residents advice upon the following:

- The development of the Residential Travel Plan;
- Bus and train service schedule and fare information, etc;
- Cycle travel from the site;
- Walking/pedestrian routes from and around the site; and
- Any car sharing schemes.

5.1.9 The Residential Travel Plan Co-ordinator will ensure that all of the necessary systems relating to the Residential Travel Plan, e.g. data collection and recording, residents travel database, travel questionnaires, etc, are *established, maintained and regularly updated.*

5.1.10 The Residential Travel Plan Co-ordinator will liaise with officers of BMBC responsible for walking, cycling and public transport as required, to ensure maximum advantage is being taken of sustainable alternatives for travel.

5.1.11 The Residential Travel Plan Co-ordinator will remain in post for at least 4 years after full occupation of the site but this role will continue to be part of any Management Company's responsibilities. Whilst funding of the role and formal monitoring will cease at this point the Management Company will continue to monitor/review the car sharing scheme, the use of cycle and motor cycle parking and will be available as a point of contact to provide up to date information to residents with regards to sustainable transport facilities and initiatives. If there is no management company for the development the Residential Travel Plan Co-ordinator will, after the formal role ends, hand over elements of the Residential Travel Plan to any Residents Group.

5.2 General Marketing and Communication Strategy

5.2.1 If the Residential Travel Plan is to be effective, it is vital that all individuals have easy access to a range of information which allows them to make an informed decision on the way they travel. They must also be made fully aware as to why the Residential Travel Plan has been developed (e.g. the effect

travel has on our lives and the environment), and subsequently the range of benefits it can deliver. This is particularly important in respect of residential travel planning where the destinations are much more diverse and therefore the most effective means of influencing travel behaviour is through proactive promotion and encouragement of existing opportunities.

5.2.2 The Residential Travel Plan Co-ordinator will be responsible for the overall Travel Plan marketing and communication strategy including putting together all relevant information regarding more sustainable forms and modes of travel.

5.3 Setting up a Residents Group

5.3.1 The Residential Travel Plan Co-ordinator will canvass support for the formation of a Residents Group. Assuming sufficient interest is shown, the Residential Travel Plan Co-ordinator will then set up a Residents Group and co-ordinate its meetings. The Residents Group will then provide a forum through which the Residential Travel Plan Co-ordinator can pass on information relating to sustainable transport.

5.3.2 If a successful Residents Group can be formed and sustained, this could then become the vehicle for continued travel planning at the development when the formal role of Residential Travel Plan Co-ordinator comes to an end, 4 years after full occupation of the development.

5.4 Funding

5.4.1 Funding is necessary to achieve the initiatives of the Residential Travel Plan which will include as a minimum those stated within this framework. It is required to provide annual monitoring and traffic counts, preparation of the Travel Information Packs, marketing the Residential Travel Plan, the Residential Travel Plan Co-ordinator's time. The Residential Travel Plan Co-ordinator will be responsible for managing the budget provided for travel planning measures but will be accountable to the Developer for ongoing expenditure.

5.4.2 The Developer will fund the initial measures as set out within this Residential Travel Plan. The developer will also fund the role of Residential Travel Plan Co-ordinator and the ongoing travel planning measures, this funding will continue from the appointment of the Residential Travel Plan Co-ordinator until 4 years following full occupation of the development. Funding will be provided to the Residential Travel Plan Co-ordinator on an annual basis based on the actual number of units occupied that year.

5.4.3 In addition the developer will provide funding for the monitoring of the Residential Travel Plan including travel surveys and traffic counts from the start of formal monitoring until 4 years following full occupation. Appropriate amounts of funding will be agreed with BMBC and made part of a Section 106 agreement.

6.0 MEASURES / ACTIONS

6.1 General

6.1.1 The following sections outline the specific measures that will be introduced within the initial Residential Travel Plan as implementation of the listed measures, which include awareness initiatives and infrastructure provision, is at the core of the travel plan proposals.

6.1.2 The travel plan measures described will be regularly monitored and reviewed as necessary. These measures should not be considered to be fixed, nor are they necessarily an exhaustive list of measures that may be implemented. The success of the Residential Travel Plan will depend upon the Residential Travel Plan Co-ordinator being free to investigate all potential travel initiatives and adapt the Residential Travel Plan to the evolving circumstances.

6.1.3 To provide for ease of travel by foot, cycle and car through the development, the site design incorporates through links to achieve a permeable street network with frequent connections to direct routes for pedestrians and cyclists both adjacent to and segregated from the carriageways minimising journey distances thereby making walking and cycling an attractive alternative to the car.

6.1.4 Ultimate responsibility lies with the developer who must ensure that the site is designed and constructed in such a way as to maximise trips by sustainable modes of transport and minimise vehicular trips to the site.

6.2 Public Transport

6.2.1 The Residential Travel Plan Co-ordinator will positively market and promote the use of bus and rail services to all residents in an effort to encourage the use of public transport. It is assumed that most new residents of the development will have access to the internet and the Travel Plan Co-ordinator shall ensure that the residents are aware of the relevant internet links to access travel information including train and bus timetables.

6.2.2 South Yorkshire Passenger Transport Executive (SYPTE) is responsible for the co-ordination of public transport in South Yorkshire. It is accountable to the Passenger Transport Authority, which is made up of nominated elected members from the local authorities of Barnsley, Doncaster, Rotherham and Sheffield.

6.2.3 SYPTE is responsible for developing the network and services across the county. Its roles include:

- Providing bus stops and their facilities (e.g. timetable information),
- Running five Park & Ride sites,
- Providing bus services in rural communities;
- Information, awareness and advice to people and organisations about using public transport,
- Providing Traveline - the internet and phone service for finding out when and where to use public transport,
- Providing YourNextBus - the mobile phone texting service for finding out when your next bus is actually going to come,
- Making available South Yorkshire tickets, such as the TravelMaster.

6.2.4 Bus information, maps and journey planners are available on the Stagecoach, Travel South Yorkshire and Transport Direct websites:

- www.stagecoachbus.com/localdefault.aspx;
- www.travelsouthyorkshire.com;
- www.transportdirect.info/.

6.2.5 Travel South Yorkshire also operate a YourNextBus text service:

- Text the unique eight digit bus stop number to 64422, South Yorkshire's official YourNextBus text number;
- Within a few seconds a text will be received informing the user of live bus times for the next four buses calling at that stop.

6.2.6 The following are also available for information about bus and train options in Barnsley and South Yorkshire:

- Call Traveline Yorkshire on 01709 515151.
- Visit one of Barnsley's Travel Information Centres.

6.2.7 The Travel Plan Co-ordinator will provide a simple checklist of all useful information relating to public transport and this will be provided to new residents as part of the Travel Information Pack. The information will also be available in marketing and sales literature in order that prospective residents can access the site for viewings using public transport.

6.3 Walking

6.3.1 The Residential Travel Plan Co-ordinator will encourage the residents of the development to walk to local facilities by providing residents with information and advice concerning safe pedestrian routes to and from the development. This information will be provided in the Travel Information Pack and on the general website.

6.3.2 The Residential Travel Plan Co-ordinator will make residents aware of the health benefits associated with walking and consideration will be given to the provision of personal attack alarms and also umbrellas to encourage residents to walk for all or part of their journey.

6.3.3 Residents will also be made aware through the Residential Travel Plan of the nationwide on-line walk buddy scheme that is available at www.walkbudi.com . Registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the walk to work or educational facilities together.

6.4 Cycling

6.4.1 The site is accessible by cycle from the local highway network and dedicated cycle storage will be provided at every dwelling. Cycle storage will be an integral part of the design of each dwelling and if a house has no direct access to the garden (shed) or garage without going through the house, cycle storage will be provided at the entrance to the building.

6.4.2 Residents will be provided with information and advice concerning safe cycle routes to and from the development. A way of encouraging cycling particularly for novices is to organise a series of Breakfast Clubs where new cyclists are introduced to experienced riders in order to gain confidence and useful information. The Residential Travel Plan Co-ordinator will consider the implementation of such meetings to encourage more residents to use this mode of transport on a regular basis. It is acknowledged that this may be difficult to organise within a private residential development and therefore information on established cycle groups and clubs will be provided to residents within the Travel Information Pack.

6.4.3 The Residential Travel Plan Co-ordinator will approach local cycle shops in an attempt to negotiate a discount for residents of the development for purchasing bicycles and accessories.

6.4.4 The Residential Travel Plan Co-ordinator will also make residents aware of the nationwide on-line bike buddy scheme that is available at www.cyclebudi.com. Again registration with the scheme is free and the aim is to match individuals who live and work in similar locations in order that they can share the cycle to work together. This is a sister scheme to the walk buddy scheme.

6.4.5 The Barnsley Cycling Map is also available on-line at http://www.barnsley.gov.uk/barnsley-cycle-routes.

6.5 Powered Two Wheelers (PTWs)

6.5.1 The Government has recognised that PTWs have a part to play in an integrated transport policy and is encouraging Local Authorities to consider the needs of these vehicles within their Local Transport Plans. The use of these vehicles will be promoted by the Residential Travel Plan Co-ordinator and motorcycle parking will be provided within the site in line with BMBC's policy.

6.5.2 PTWs have advantages over cars in terms of flexibility and affordability. They

can make more efficient use of road space in congested town and city centres and provide an alternative for people on low incomes and those living in rural areas.

6.5.3 There are various national groups that represent the owners and riders of PTWs including MAG UK (www.mag-uk.org), the British Motorcyclists' Federation (www.bmf.co.uk), the Motor Cycle Industry Association (www.mcia.co.uk) and the Institute of Advanced Motorcyclists (www.iam.org.uk).

6.6 Car Sharing

6.6.1 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of residents.

6.6.2 The Residential Travel Plan Co-ordinator will look into the formation of an informal car sharing scheme at the development. The regular travel needs of residents will be identified through the initial travel survey which will enable the establishment of a database enabling residents having the same destination to be identified, promoting multiple occupancy car journeys. The Residential Travel Plan Co-ordinator will devise an incentive scheme to encourage people to take part in car sharing. This could include vouchers for leisure activities given to the people who carry out the greatest number of car sharing journeys over a given period of time.

6.6.3 The Travel Plan Co-ordinator will promote Car sharing in Travel Welcome Packs and at any residents meetings.

6.6.4 In addition to any on-site based car sharing scheme, the Residential Travel Plan Co-ordinator will inform residents of the web-based national Lift Share scheme, details of which can also be found at www.liftshare.org. This scheme also operates in the same manner as the Cycle and Walk Buddy schemes described earlier.

6.7 Reducing the Need to Travel

6.7.1 Broadband wireless internet provision is now widely available through a standard telephone line and this facility allows residents to work or study from home and also takes advantage of a wide range of home shopping opportunities.

6.7.2 In order to reduce the need to travel, the Residential Travel Plan Co-ordinator will promote to all residents the advantages that internet use and home delivery services can provide in terms of reducing the number of trips to and from the development particularly during peak periods on the local highway network.

6.8 Construction Phases

6.8.1 Whilst the permanent Residential Travel Plan Coordinator will not formally be in post until six months prior to first occupation, the Developer will, prior to work starting on site, appoint a temporary Travel Plan Co-ordinator from within its own organisation and therefore provide the opportunity to influence the travel patterns of those working on site. The temporary Travel Plan Co-ordinator will remain in post until the permanent Travel Plan Co-ordinator is appointed and will liaise with the permanent Travel Plan Co-ordinator regarding the systems already set up to keep the workforce informed.

6.8.2 The Residential Travel Plan Co-ordinator, whether the temporary or permanent post holder, will provide details of sustainable travel to the workforce possibly by carrying out a series of 'Toolbox Talks'. Secure cycle parking will be available in any site compound and sustainable travel information will be displayed on a notice board in a communal area of the site compound that is accessible by all personnel on site i.e. the canteen or mess room.

6.8.3 The Residential Travel Plan Co-ordinator will work in conjunction with the Site Manager in order to minimise as far as is practicable the number of deliveries/commercial goods vehicle trips to and from the site.

6.8.4 As construction work will continue for several years after the appointment of the permanent Residential Travel Plan Co-ordinator, the responsibility of ensuring that the workforce is kept informed about sustainable travel will become that of the permanent Residential Travel Plan Co-ordinator as identified in paragraph 5.1.5.

7.0 TARGETS

7.1 Planning Policy Guidance 13 (DfT 2011) sets out that Travel Plans *"should have measurable outputs which might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met."*. The Residential Travel Plan targets to be achieved within 4 years of full occupation are therefore tabulated below. There is a requirement that these targets are achieved within 4 years of full occupation and maintained thereafter for the life of the development.

Table 7.1

Residential Travel Plan Targets

Travel Plan Targets	
Target Code	**Target Details**
T1	Reduction in the total number of cars accessing the site during peak hours by 10%
T2	No more than 54% of all peak hour trips to and from the site by single occupancy journeys
T3	14% of peak hour journeys to be by public transport
T4	2% of peak hour journeys to be by cycle
T5	16% of peak hour journeys to be on foot

7.2 Targets T2 – T5 have been applied to the base-line modal splits and resultant trips by all modes and both the base-line modal splits and the target modal splits along with the resultant trips are shown tabulated below. Of the base-line modal split, an overall 71% of trips are made by car with 60% of the total being single occupancy trips and the remaining 11% multi-occupancy.

Table 7.2

AM and PM Peak Hour Base-line Modal Split and following 4 years of Full Occupation

Mode of Travel	Base-line % Split	No of Two Way Trips		% Split after 4 years	No of Two Way Trips	
		AM	PM		AM	PM
Pedestrians	15	20	12	16	21	13
Cyclist	1	1	1	2	3	2
Public Transport Users	12	16	10	14	18	11
Car - single occupancy	60	78	49	54	70	44
Car - multi-occupancy	11	14	9	12	16	10
Motorcycle / Scooter	1	1	1	2	3	2
Total	100	130	81	100	130	81

7.3 Any additional specific but reasonable targets should be agreed with BMBC to overcome any site specific issues with regards to travelling to/from the site.

7.4 It is acknowledged that targets for private residential developments may be difficult to introduce and enforce because of the individual nature of the development. Therefore targets should be seen to be encouraged as far as possible with the emphasis on highlighting the existing alternative modes of travel.

8.0 IMPLEMENTATION

8.1 This initial Residential Travel Plan identifies the key measures which are to be subsequently adopted within the Residential Travel Plan and then refined and developed to reflect the specific requirements of the particular occupiers of the residential development.

8.2 The Residential Travel Plan Co-ordinator will implement measures to ensure that the Residential Travel Plan is effectively promoted and marketed. Sustainable travel alternatives and accessibility information will be provided to all new residents prior to them taking up residence at the site to ensure that they are aware of the alternatives available before the private car becomes the automatic mode of choice. Residents will be provided with Travel Information Packs and these will include a section on sustainable transport and provide assistance, information and contacts to allow new residents to fully explore the possible options.

8.3 Other initial measures that will implemented by the Residential Travel Plan Co-ordinator include:

- Information provided on any internet site for residents including up to date public transport information, cycling and walking initiatives and all relevant links;
- Promotion of the car sharing schemes, public transport, cycling and walking with the Travel Information Pack; and
- Development of sustainable transport information sheets for Travel Information Packs, visitor packs and marketing and sales literature.

9.0 MONITORING, REVIEW AND SANCTIONS

9.1 To ensure the objectives and targets set out in this initial Residential Travel Plan are achieved, it will be necessary to monitor progress and take proportionate action where issues are identified through the planning process. A programme of monitoring and review will be implemented by the Residential Travel Plan Co-ordinator to generate information by which the success of the Residential Travel Plan can be evaluated. BMBC requires that the Residential Travel Plan be monitored against the agreed targets and then reviewed in the light of the findings.

9.2 Each Travel Information Pack will contain a travel survey questionnaire to enable the Residential Travel Plan Co-ordinator to obtain an initial picture of travel patterns to and from the development for work, education, shopping and leisure purposes. Following the completion of 25 questionnaires or a year after first occupation whichever is sooner, prepare a summary of the responses for discussion with the appropriate officer at the Council with a view to refining the measures / actions in line with the requirements of residents.

9.3 The Residential Travel Plan Co-ordinator will offer new residents an incentive to complete the survey by being entered into a free draw with a sustainable travel themed first prize such as a new bicycle or vouchers for cycling accessories. Monitoring will then be carried out annually thereafter. The Residential Travel Plan Co-ordinator will devise a standard survey form for this purpose and agree its format with BMBC.

9.4 It will be the responsibility of the Residential Travel Plan Co-ordinator to achieve at least a 75% response rate to each annual survey. The most effective way of achieving the required response rate will be by arranging a short home visit to complete the questionnaire rather than relying on residents returning a questionnaire that has been simply posted to them.

9.5 Following the completion of each annual survey, the Residential Travel Plan

will be reviewed in conjunction with the appropriate officer at the council. In particular the annual review will look at how effective the plan is being in meeting the targets of modal shift or modal use that have been set. Annual targets will be set so progress can be monitored on an annual basis. The travel to work survey results are to be submitted to BMBC.

9.6 In addition to this way of monitoring travel to work patterns, a fully classified multi modal survey of the site will be undertaken within the morning peak hour (08:00 – 09:00) by an independent survey company to record the number of arrivals and the mode of transport used. This will be undertaken once the site is at least 50% occupied and monitoring will continue on an annual basis.

9.7 The targets for the residential development will be monitored for as long as the Residential Travel Plan Co-ordinator is in place, at least 4 years after full occupation.

9.8 The Residential Travel Plan Co-ordinator will be responsible for the provision of an annual monitoring report, which shall be produced within 1 month of the annual surveys being undertaken. The reports will need to include the survey data, any proposed revisions to the Residential Travel Plan and the annual action plans for the next 12 months. The action plan for the Residential Travel Plan must contain an annual programme of measures designed to help achieve the travel plan targets on travel modal share. It should clearly set out the tasks involved, the person(s) responsible and dates by which the measures will be achieved over the next 12 months.

9.9 Whilst the major objective of the Residential Travel Plan will be to effect a reduction in the dependence on private cars (particularly single occupancy journeys) for work/learning based trips, a less direct objective of the Residential Travel Plan will be to increase residents and visitor awareness of the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Residential Travel Plan measured by the feedback from the

residents as the strategy evolves.

9.10 Monitoring will involve the regular collection of analytical "hard" data and "soft" data in the form of resident feedback. The Residential Travel Plan Co-ordinator will therefore in addition to carrying out annual travel surveys:

(i) Monitor the take up of any site based car-sharing scheme and the already established web-based schemes;

(ii) Monitor the level of usage of the cycle stands to establish demands; and

(iii) Record comments made by residents and visitors on the operation of the Residential Travel Plan.

9.11 Information gathered through this more informal monitoring process will be recorded and used through the subsequent annual review process, this information will also be included within the annual monitoring report.

9.12 A meeting will be held with BMBC following the production of each annual monitoring report, at which the conclusions made within the monitoring report will be discussed and further measures agreed and implemented prior to the meeting. As stated in paragraph 5.1.7, meetings regarding the progress of the Residential Travel Plan will be held with BMBC annually.

9.13 Should it be found that the agreed targets as set out in Section 6.0 of this Residential Travel Plan have been satisfactorily met, then this will continue to be monitored on the basis outlined above.

9.14 Conversely should it be found that the agreed targets are not being met then the Residential Travel Plan Co-ordinator shall:

- Consider the extent of the non compliance with the agreed targets;
- Consider measures which can be initially implemented, as recommended by residents, which can achieve a relatively rapid modal shift away from private car usage;
- Decide upon what longer term measures are necessary to implement,

set a time period for their implementation and review their effectiveness on an agreed basis; and

- Formally advise BMBC on the level of non compliance with the agreed targets, provide information on the extent of the impact of this and make recommendations to BMBC on site-specific measures necessary to achieve the agreed targets. Such site-specific measures will be funded by the developer.

9.15 Where it has been found that the agreed targets are not being met and therefore other measures are required, it will be necessary to carry out monitoring more frequently to ensure that these additional measures are being effective. At the meeting where additional measures are agreed upon, a more frequent regime of monitoring and reporting will also be agreed and then implemented by the Residential Travel Plan Co-ordinator. Once it has been demonstrated that any additional measures are being effective in reducing car trips and meeting modal shift targets, annual monitoring can be resumed.

10.0 ACTION PLAN

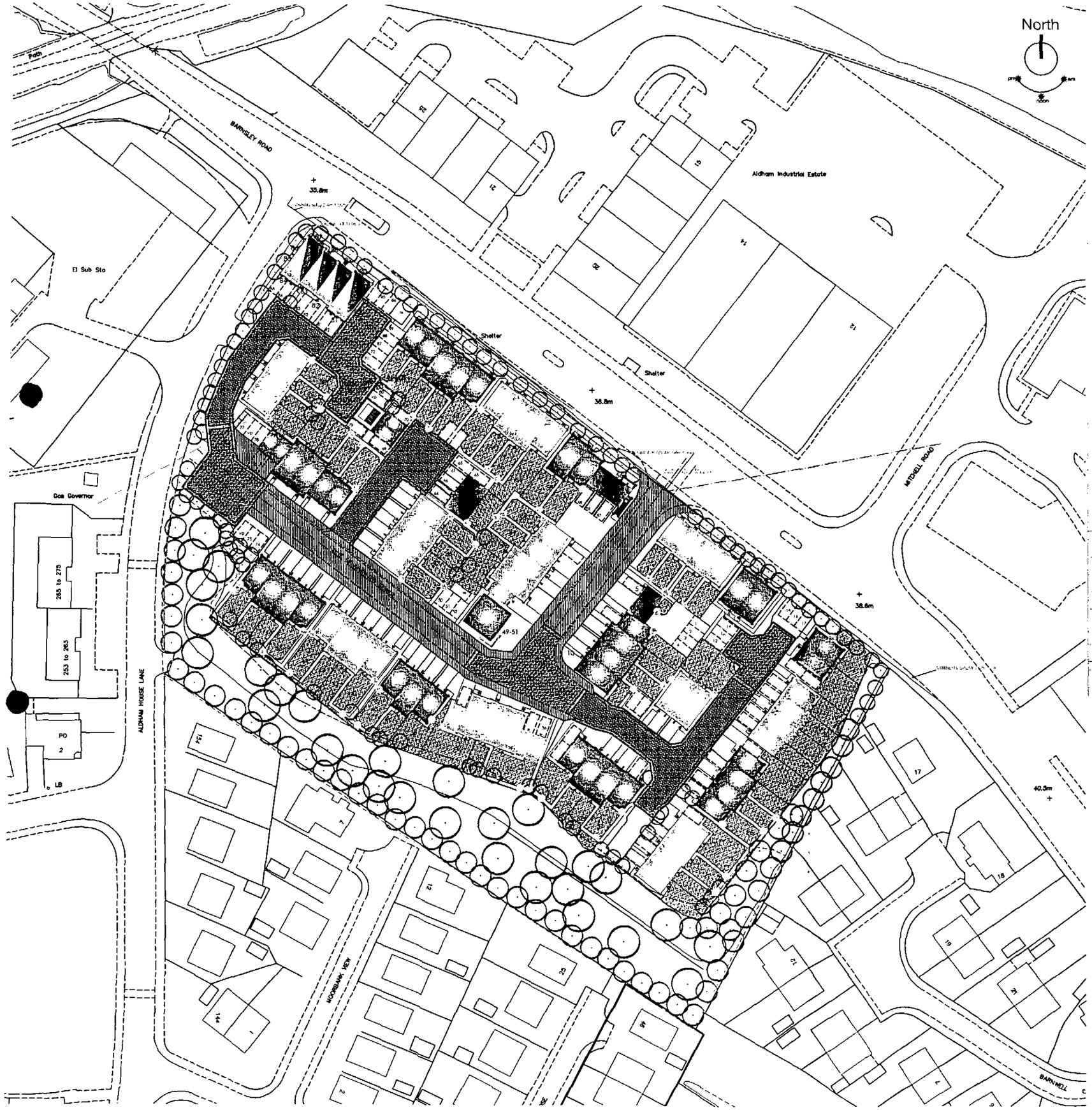
10.1 The Residential Travel Plan will contain an Action Plan which will be reviewed annually following the residents' travel survey. The Action Plan will contain an annual programme of measures designed to achieve the targets on travel modal share. It should clearly set out the tasks involved, person responsible and a date by which this will be achieved. The initial goal of the approved Residential Travel Plan, prior to first occupation, is to implement the measures and opportunities for sustainable travel as identified within this Travel Plan.

10.2 It will be the responsibility of the Residential Travel Plan Co-ordinator to manage the Action Plan over the periods between annual reviews and ensure that the tasks are being carried out to the agreed programme. At every annual anniversary following first occupation, the Residential Travel Plan must be reviewed in cooperation with relevant officers at BMBC and the annual Action Plan prepared and agreed.

10.3 Below is the initial Action Plan up to first occupation when responsibilities may then be taken over by the Residential Travel Plan Co-ordinator appointed by the site management company. Following the analysis and summarising of the first 25 travel pattern survey questionnaires or one year after first occupation, whichever happens sooner, the Travel Plan and Action Plan will be reviewed and possibly expanded to include particular measures, monitoring and initiatives, which will be agreed with the relevant officer at the Council.

INITIAL ACTION PLAN		
ACTION	**DATE**	**RESPONSIBILITY**
Appoint temporary Residential Travel Plan Co-ordinator from within the house builder's own organisation	Prior to any works commencing on site	Developer
Appoint permanent Travel Plan Co-ordinator and pass on his/her details to Relevant officer at the Council	6 months prior to first occupation	Developer
Liaison with SYPTE regarding, posters, leaflets and timetable information	Prior to marketing	Developer & Residential Travel Plan Co-ordinator
Display sustainable transport information in Marketing Suite	Prior to opening of Marketing Suite	Residential Travel Plan Co-ordinator
Produce Travel Information Packs	Prior to first occupation	Residential Travel Plan Co-ordinator
Prepare Residents' Travel Survey proforma and agree with relevant officer at BMBC	Prior to first occupation	Residential Travel Plan Co-ordinator
Distribute and collect complete initial Travel Survey	Following first occupation and then annually thereafter for at least 4 years after full occupation	Residential Travel Plan Co-ordinator
Implement, Review and Monitor Residential Travel Plan and Action Plan with relevant officers at BMBC.	Following completion of first 25 travel surveys or one year after first occupation whichever is sooner and annually thereafter for at least 4 years after full occupation	Residential Travel Plan Co-ordinator and relevant officers at BMBC
Arrange AM and PM peak mulit-modal traffic surveys at Site Access	Within 12 months of initial occupation and annually thereafter for at least 4 years after full occupation	Residential Travel Plan Co-ordinator

APPENDIX TP 1



All work to be carried out in accordance with the requirements of the Building Regulations,Water Authority and the Construction (Design and Management) Regulations currently in force.

Do not scale from this drawing. Architect to be notified of any discrepancies.

Verify relevant dimensions on site before commencing work or preparing shop drawings. This drawing is copyright.

Rev:	Date:	Action:	Initials:
A	12.10	Substation position and adjacent parking amended	
B	16.01.11	Blocks updated and plots 30-31 amended; square footages updated	
C	21.01.11	Plots 35,36,41, 74 & 75 amended	
D	07.02.11	Plots 11-16 amended	
E	08.02.11	Plots 9,10,13-18 amended;most adjacent plots 9 & 10 amended	

ACCOMODATION SCHEDULE		SITE:	Barnsley Road Wombwell	(Woodfords)		DRAWING NUMBER:			BR/WW/SK03 E
House Type	Abb	No	Bedrooms	Parking	Storey Height	Sq/ft	Total sqft	%age	
Aix	Ai	1	2	PS/IG	2	558	558	1.09	
Lisbon	Li	1	1	PS	2	576	576	1.09	
Colmar	Cm	1	2	PS	2	636	636	1.09	
Lucca	Lu	4	1	PS	3.5	475	1900	4.35	
Lucca	Lu	4	1	PS	3.5	421	1684	4.35	
Monaco	Mo	10	2	PS	3	716	7160	10.87	
Oslo	Os	3	1	PS	2	660	1980	3.26	
Rimini	Ri	0	2	PS	2	591	0	0.00	
Milan	Mi	4	2	PS	2	655	2620	4.35	30.43
Cadiz	Ca	12	3	PS	2.5	896	10752	13.04	
Roma	Rom	6	3	PS	2	791	4746	6.52	
Geneva	Gen	12	3	PS	2.5	1065	12780	13.04	
Malmo	Ma	9	3	IG	2.5	976	8784	9.78	42.39
Rouen	Ro	14	4	IG	3	1257	17598	15.22	
Verona	Ve	11	4	G	3	1410	15510	11.96	27.17
Sub Total		92							100.00
Affordable Units									
Aix	Ai	0	2	PS	2	558	0	0.00	
Lisbon	Lis	0	1	PS	2	576	0	0.00	
Vigo	Vi	0	2	PS	2	596	0	0.00	
Vigo	Vi	0	2	PS	2	721	0	0.00	
Colmar	Col	0	2	PS	2	636	0	0.00	
Lucca	Lu	0	1	PS	3.5	475	0	0.00	
Lucca	Lu	0	1	PS	3.5	421	0	0.00	
Monaco	Db	0	2	PS	3	716	0	0.00	
2 Bed	2b	0	2	PS	2	648	0	0.00	
Roma (2b)	Fa	0	2	PS	2	791	0	0.00	
Roma (3b)	Fa	0	3	PS	2	791	0	0.00	
Cadiz	Ca	0	3	PS	2.5	896	0	0.00	0.00
		0							
AH Sub Total		0							
	Total	92				Total Sq.Ft	87284		
Gross Site Area	21316	m2							
Amenity	4170	m2							
Undevelopable	0								
Net Area	17146	m2				4.237	acres		
	1.7146	Ha							
	20602	sq.ft/acre							
Density	53.7	dwellings/Ha							

PS= Parking Space Only
IG = Intregral Garage
G= Detached/Remote or Attached Garage

* = No Pod - Awaiting Decision

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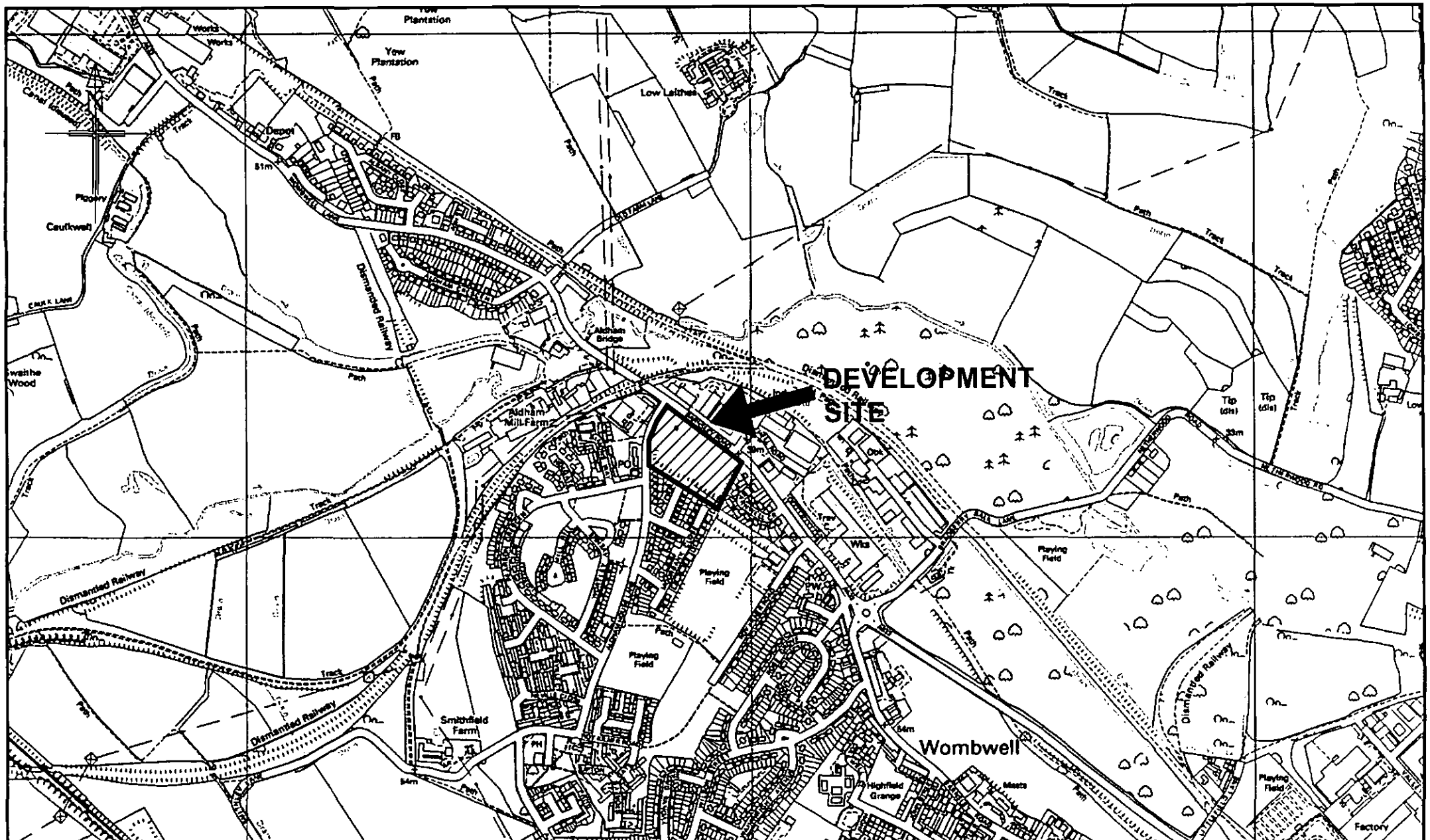
scale 1/500 | drawn by: ikc | date 01.08.10

Project: Barnsley Road Wombwell

Drawing: Sketch Layout

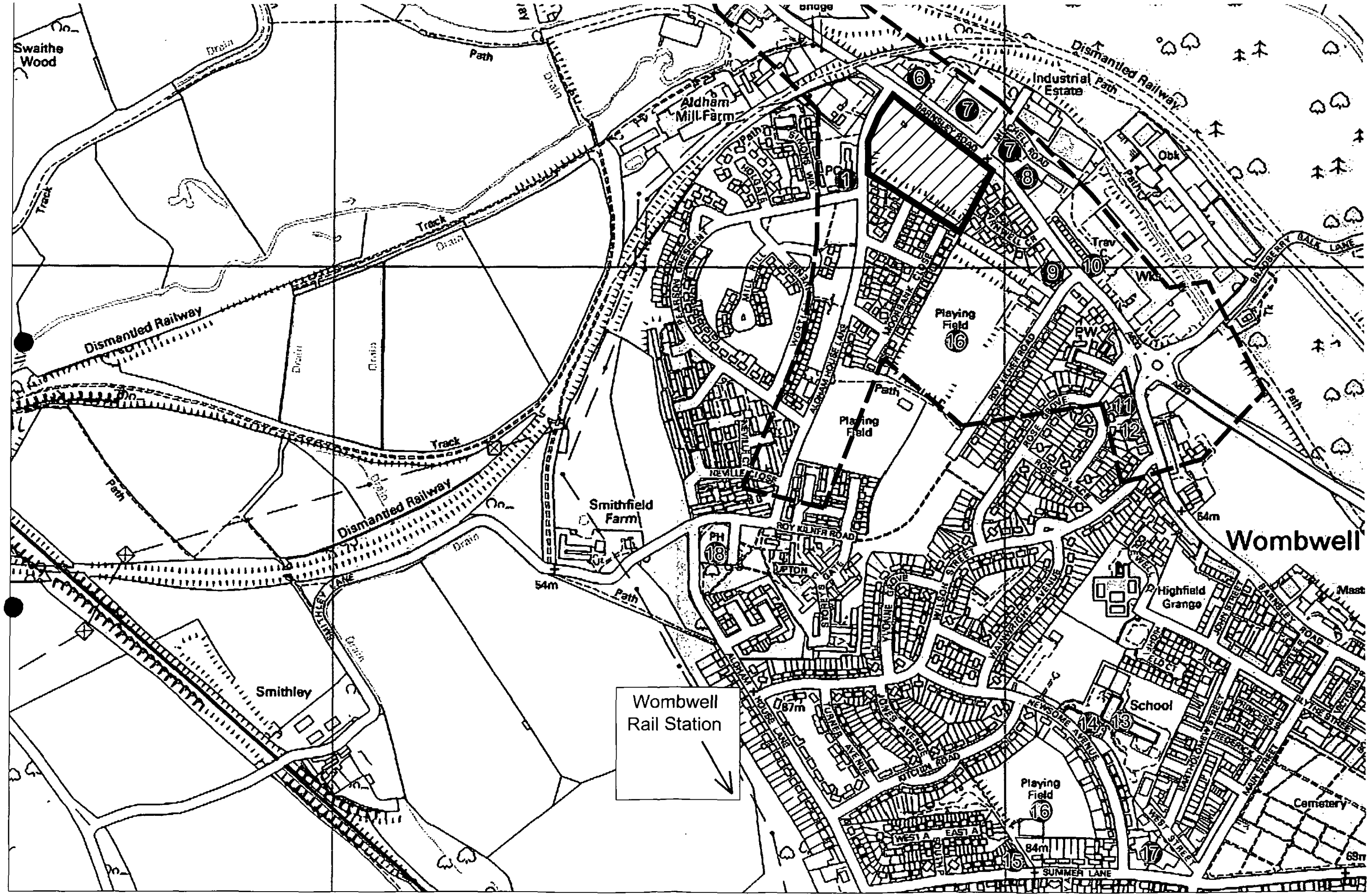
Drawing Number: BR/WW/SK03 | Revision: E



Client STRATA HOMES	Project BARNSLEY ROAD WOMBWELL, BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN G HALL consulting civil & transportation planning engineers	Title SITE LOCATION PLAN IN RELATION TO THE LOCAL HIGHWAY NETWORK	Scale 1:1,000 @ A4	Date MARCH 2011	Doc Sheet No			
Bryan G Hall Ltd. Suite 8E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http:\\www.bryanghall.co.uk		Drawn ALH	Checked NA	Approved NA			
		Job No 11-142	Drawing No TP1-02	Rev –			

FILENAME

APPENDIX TP 2



Swaithe Wood
Drain
Path
Track
Dismantled Railway
Aldham Mill Farm
Industrial Estate
Dismantled Railway
Obk
Trav
Wks
Playing Field
Playing Field
Smithfield Farm
Smithley
Wombwell
Highfield Grange
School
Playing Field
Cemetery
Wombwell Rail Station
54m
87m
84m
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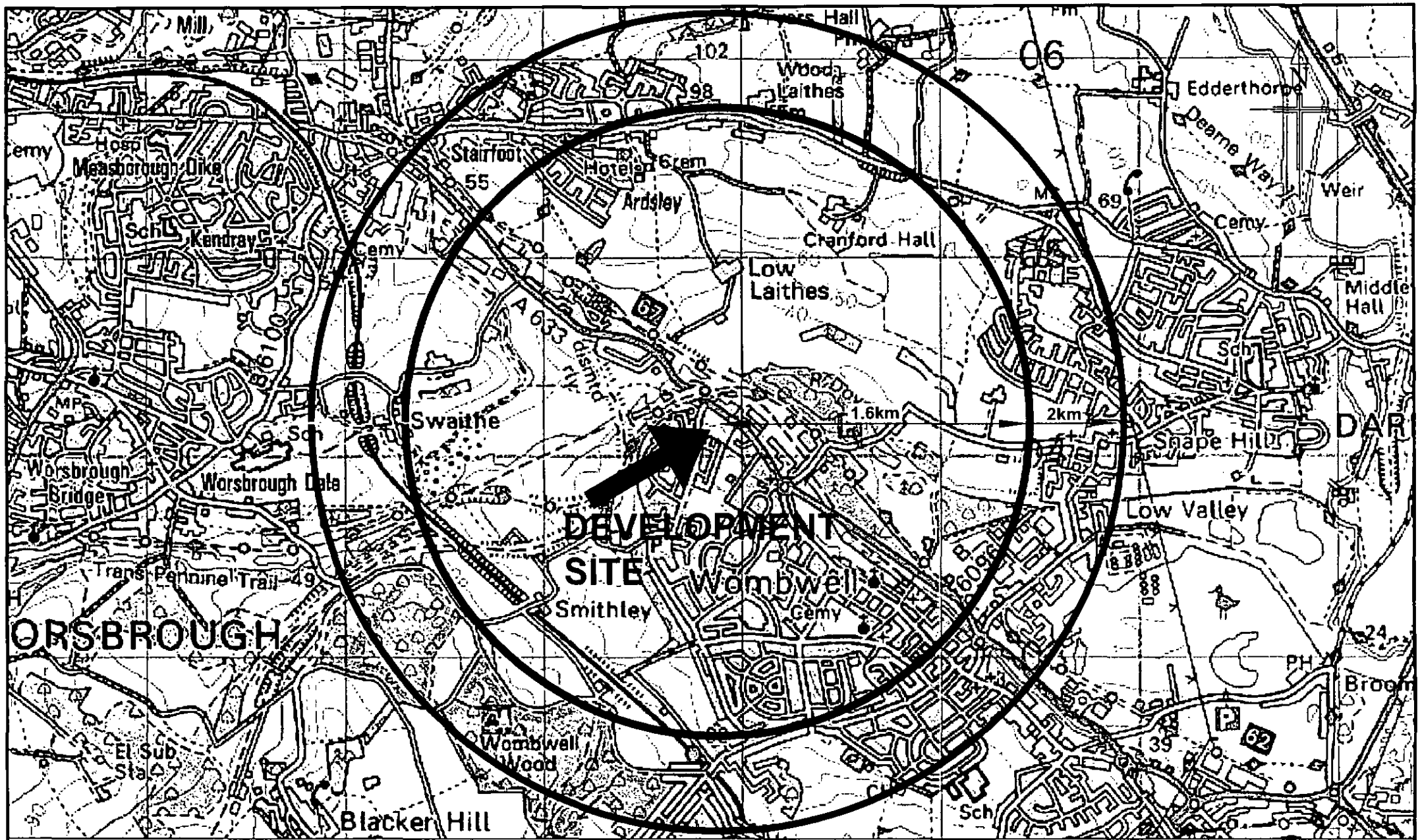
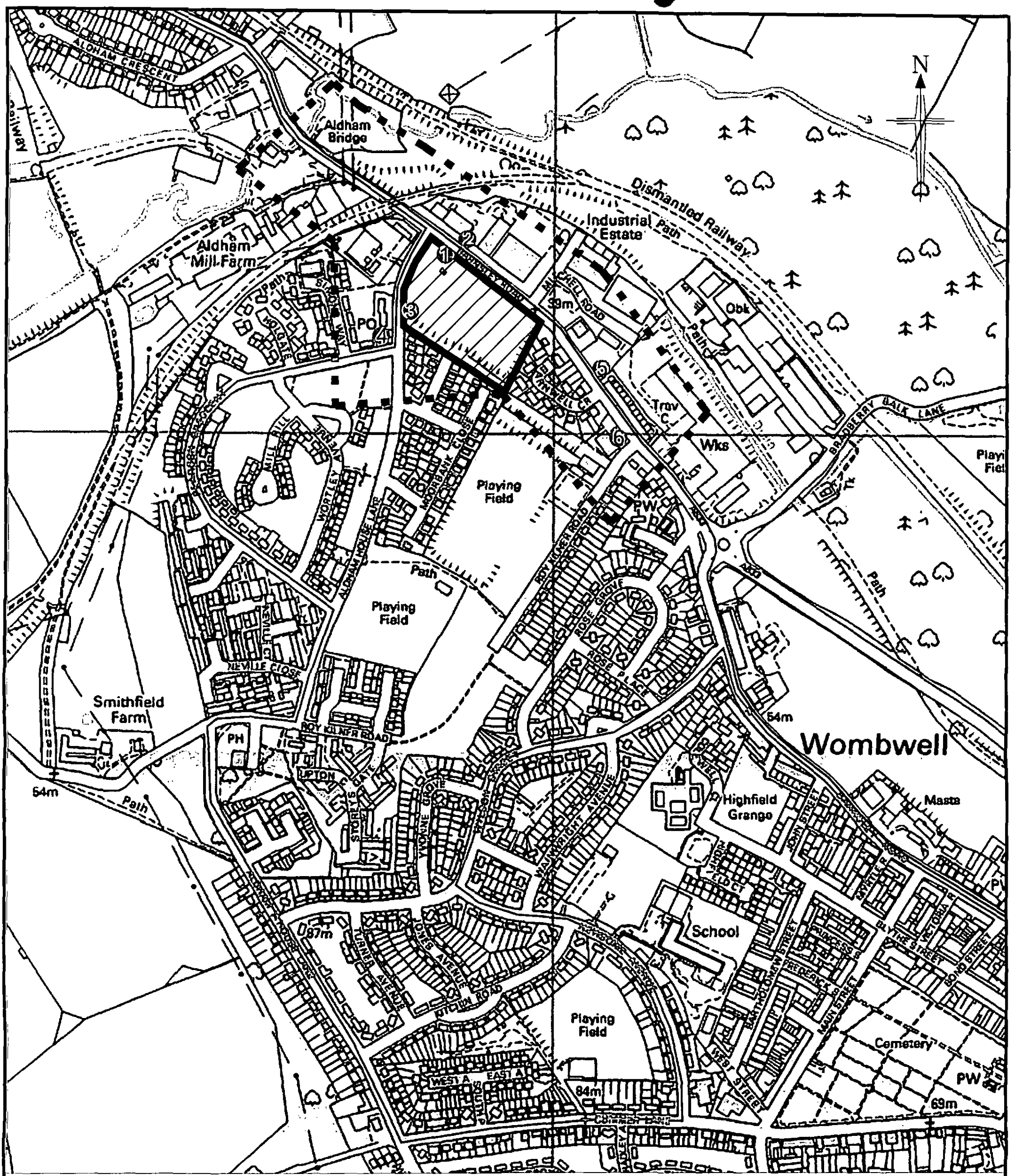


Client STRATA HOMES	Project BARNSLEY ROAD WOMBWELL, BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Title WALKING ISOCRONES SHOWN AT 1.6KM AND 2KM DISTANCES	Scale 1:25,000 @ A4	Date MARCH 2011	Doc Sheet No			
Bryan G. Hall Ltd. Suite B2 Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http:\\www.bryanghall.co.uk		Drawn ALH	Checked NA	Approved NA			
		Job No 11-142	Drawing No TP2-02	Rev –			

APPENDIX TP 3



Key:

Site Boundary

400m Walking Catchment from centre of site

Bus Stops

1 - Shelter, Seats & Schedule

2 - Shelter, Seats & Schedule

3 - Pole & Scehdule

4 - Shelter, Seats , Schedule & Markings

5 - Shelter, Seats & Schedule

6 - Shelter, Seats & Scehdule

Bus Routes

Bus No 222, 223, 226, 228 & 229

Bus No 69

Client STRATA HOMES	Project BARNSLEY ROAD WOMBWELL, BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Title BUS STOPS & ROUTES	Scale 1:5,000 @ A3	Date MARCH 2011	Doc Sheet No			
		Drawn ALH	Checked NA	Approved NA			
		Job No 11-142	Drawing No TP3-01	Rev –			

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Leeds,
LS3 1AB
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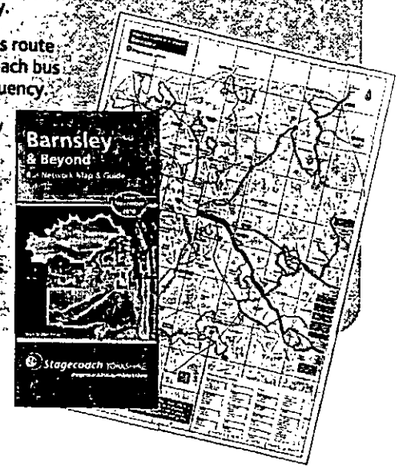
Fax: +44(0)113 234 2201

FILENAME

- An easy to read map of all the routes Stagecoach operates to and from Barnsley.
- A list of all the bus route numbers, where each bus goes and the frequency.
- A map of Barnsley Interchange.
- Maps of Barnsley town centre.
- Details of our great value tickets.



FOR MORE INFO

...contact us

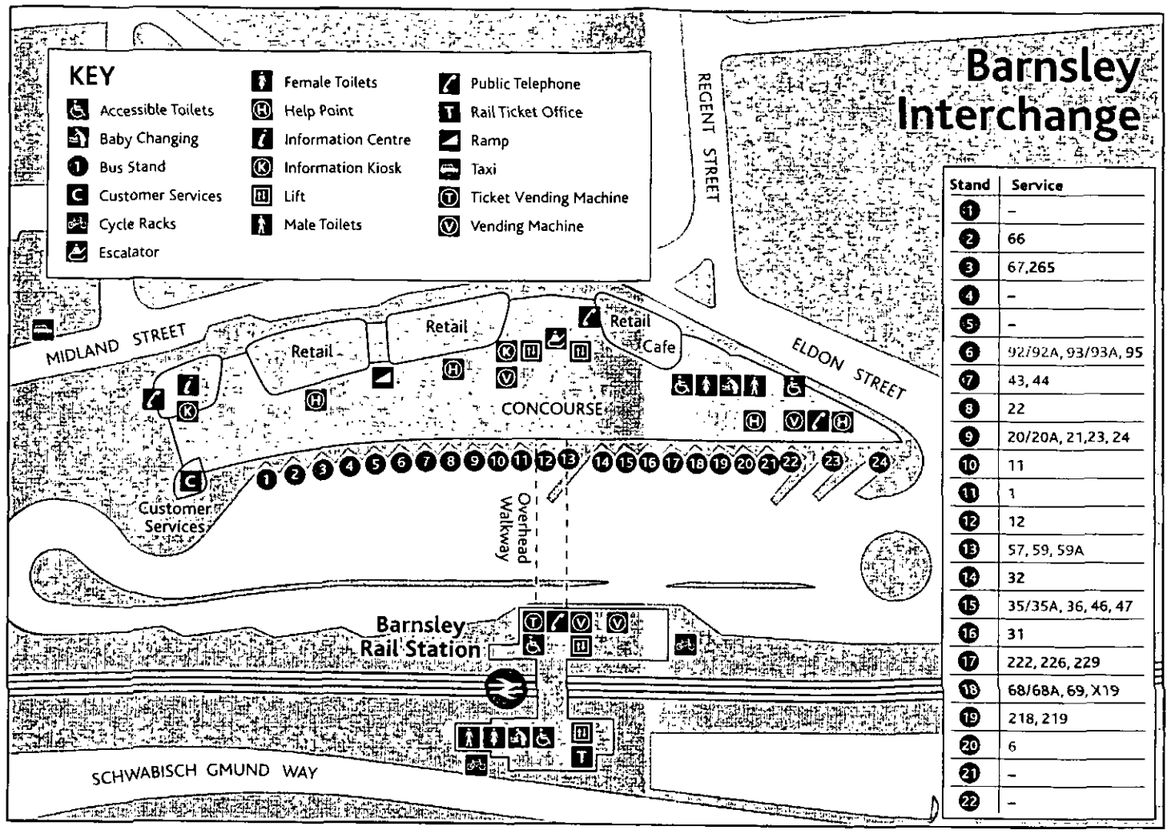
We have produced this pocket sized, easy to use network map and guide to help you travel around Barnsley using Stagecoach services. If you do need any further information you can:

- Pick up timetables from the South Yorkshire travel information centre in Barnsley Interchange or your local travel information centre.
- Download timetables at www.travelsouthyorkshire.com or www.stagecoachbus.com/yorkshire
- Call Traveline on 01709 515151

You can keep up to date with everything we're doing at www.stagecoachbus.com/yorkshire

We look forward to welcoming you on board!

Stagecoach YORKSHIRE



Stand	Service
1	–
2	66
3	67,265
4	–
5	–
6	92/92A, 93/93A, 95
7	43, 44
8	22
9	20/20A, 21,23, 24
10	11
11	1
12	12
13	57, 59, 59A
14	32
15	35/35A, 36, 46, 47
16	31
17	222, 226, 229
18	68/68A, 69, X19
19	218, 219
20	6
21	–
22	–

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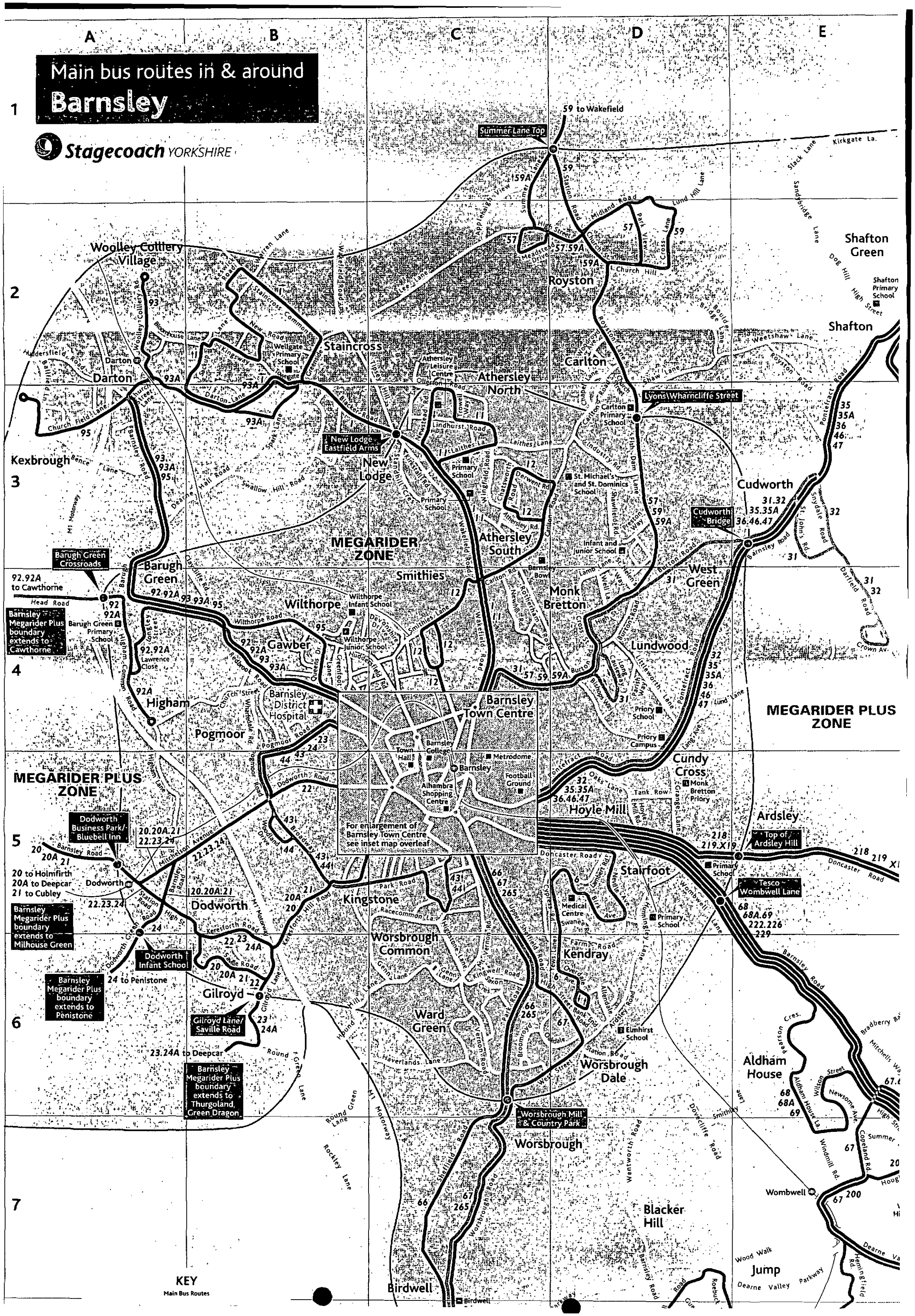
*Saving calculated on a 52 week Barnsley megarider

35A	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Michaels Estate
36	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Nancy Crescent - Brierley Common - Moorthorpe - South Elmsall
43	Barnsley - Pogmoor Road (Barnsley Hospital) - Kingstone - Barnsley
44	Barnsley - Kingstone - Pogmoor Road (Barnsley Hospital) - Barnsley
46	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Brierley - South Hiendley - Hemsworth - South Elmsall - Upton - Pontefract
47	Barnsley - Lundwood - Cudworth - Shafton - Grimethorpe - Brierley - Hemsworth - South Elmsall - Upton
57	Barnsley - Monk Bretton - Carlton - Park View - Royston - Meadstead Drive
59	Barnsley - Monk Bretton - Carlton - Cross Lane - Royston - Station Road - N Newmillerdam - Wakefield
59A	Barnsley - Monk Bretton - Carlton - Church Street - Royston - Station Road
66	Barnsley - Worsbrough - Birdwell - Hoyland - Elsecar
67	Barnsley - Worsbrough Dale - Birdwell - Hoyland - Platts Common - Jump - Hemingfield - Corton Wood - Wombwell
68/68A	Barnsley - Stairfoot - Aldham House - Wombwell - Low Valley - Darfield - Midd Great Houghton
69	Barnsley - Stairfoot - Aldham House - Wombwell - Low Valley - Darf Est
92/92A	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Higham - Cawthorne
93	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Darton - Woolley Colliery Village
93A	Barnsley - Gawber Road (Barnsley Hospital) - Redbrook Road - Barugh Green - Darton - Staincross
95	Barnsley - Gawber Road (Barnsley Hospital) - Wilthorpe Road - Barugh Green - Barugh Green - Darton - Kexbrough
200	Wombwell - Corton Wood - Old Moor - Wath - Manvers - Mexborough
218	Barnsley - Stairfoot - Darfield - Goldthorpe - Bolton - Manvers - Mexbrough - Kilnhurst - Rawmarsh - Rotherham
219	Barnsley - Stairfoot - Darfield - Middlecliffe - Great Houghton - Thurnscoe - Goldthorpe - Scawsby - Doncaster
222	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Swinton - Mexborough - Conisbrough - Doncaster
226	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Manvers - Bolton - Goldthorpe - Thurnscoe
229	Barnsley - Stairfoot - Wombwell - Brampton - West Melton - Wath - Rawm Parkgate - Rotherham
265	Barnsley - Worsbrough Village - Birdwell - Hoyland Common - Chapeltown - Fir Vale (Northern General Hospital) - Sheffield
X19	Barnsley - Stairfoot - Darfield - Goldthorpe - Scawsby - Doncaster - Robin Hoo

a Route 20 extends from Millhouse Green to Holmfirth every 2 hours. Service 20A extend 2 hours.
b Evening and Sunday journeys operate between Barnsley and Hemsworth.
c Evening & Sunday journeys operate as service 95A extending beyond Kexborough to serv
d Evening and Sunday journeys operate between Wath and Mexborough only.
e Evening & Sunday journeys operate between Mexborough, Highwoods & Rotherham Inter
f Frequency between Goldthorpe and Doncaster is hourly during daytimes Monday to Satu

Main bus routes in & around Barnsley

Stagecoach YORKSHIRE



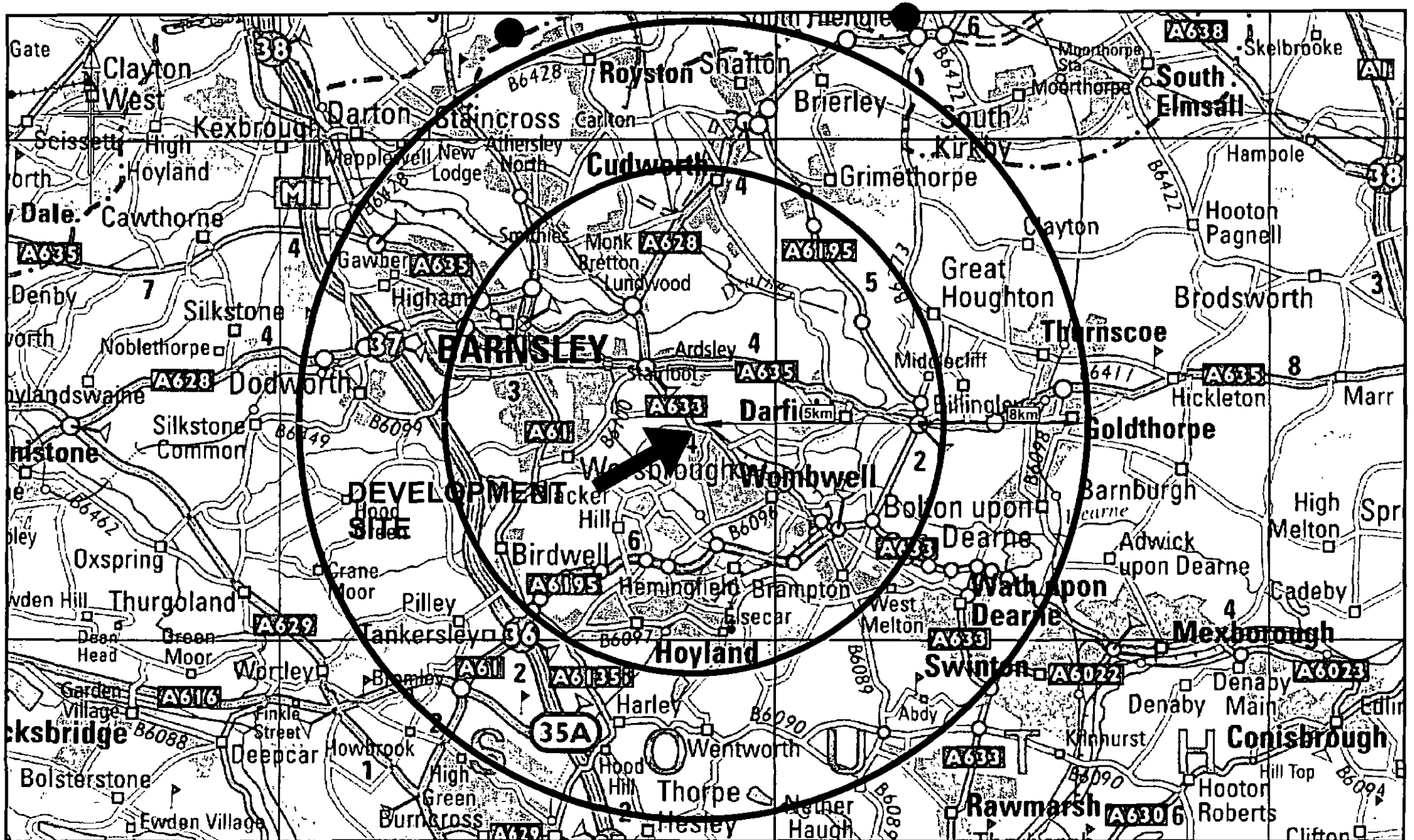
Summary of Trains at Wombwell Railway Station and Barnsley Interchange

Train	Geographical Areas Covered	Operator	Frequency
Nottingham to Leeds	Nottingham - Langley Mill - Alfreton - Chesterfield - Dronfield - Sheffield - Meadowhall - Wakefield Kirkgate - Leeds	Northern	Every 60 minutes
Sheffield to Leeds	Sheffield - Meadowhall - Barnsley - Wakefield Kirkgate - Leeds	Northern	Every 30 minutes
Sheffield to Leeds	Sheffield - Meadowhall - Chapeltown - Elsecar - Wombwell - Barnsley - Darton - Wakefield Kirkgate - Normanton - Castleford - Woodlesford - Leeds	Northern	Every 60 minutes
Sheffield to Huddesfield	Sheffield - Meadowhall - Chapeltown - Wombwell - Barnsley - Dodworth - Silkstone Common - Penistone - Denby Dale - Shepley - Stocksmoor - Brockholes - Honley - Berry Brow - Lockwood - Huddersfield	Northern	Every 60 minutes

Service finder

Bus services	Towards	Places of interest along route*	Stop	Service f
1	Staincross		A11	10 mins
6	Worsbrough Dale		A20	10 mins
11	Athersley North		A10	10 mins
12	Athersley South		A12	15 mins
14	Gilroyd		A8	20 mins
21	Cubley		A9	32 mins

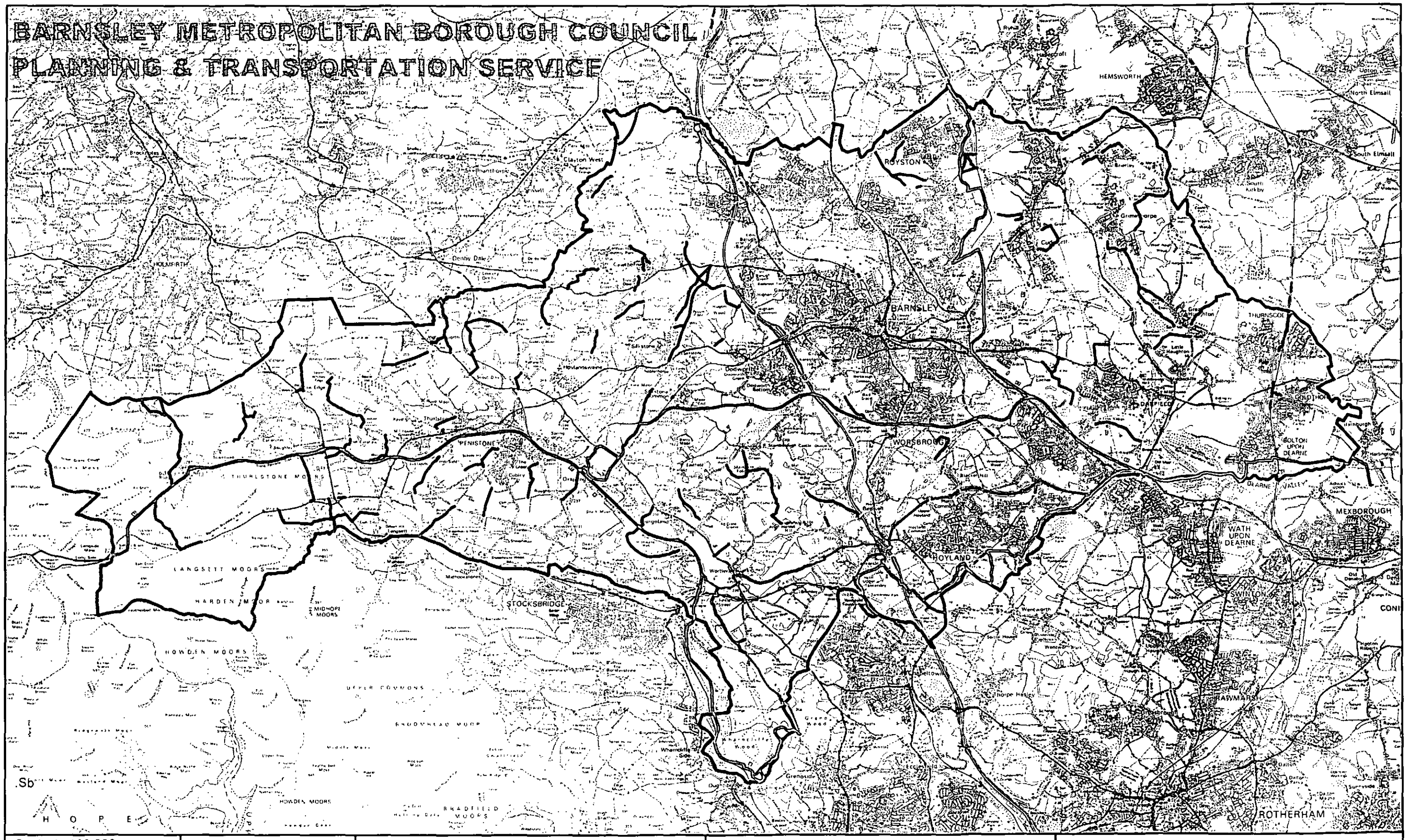
APPENDIX TP 4



Client STRATA HOMES	Project BARNSLEY ROAD WOMBWELL, BARNSLEY	Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Title CYCLING ISOCRONES SHOWN AT 5KM AND 8KM DISTANCES	Scale 1:100,000 @ A4	Date MARCH 2011	Doc Sheet No			
Bryan G Hall Ltd. Suite 6E Joseph's Well Hanover Walk Leeds LS3 1AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http:\www.bryanghall.co.uk		Drawn ALH	Checked NA	Approved NA			
		Job No 11-142	Drawing No TP4-01	Rev –			

FILENAME

BARNSLEY METROPOLITAN BOROUGH COUNCIL
PLANNING & TRANSPORTATION SERVICE



Scale 1: 100,000 **Drawn by:** KS **Drwg No:** 001 **Date:** March 2005 NORTH	**Project:** Cycle Routes **Drawing:** BMBC	**KEY** — Trans Penine Trail Cycle Lanes — NCN Routes — Bridleways	BARNSLEY Metropolitan Borough Council	**Planning and Transportation Service** Assistant Director: Ruth Middleton, BA(Hons), DipSurv, MRTPI Central Offices, Kendray Street, Barnsley. S70 2TN Tel: (01226) 770770 Fax: (01226) 772599

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APPENDIX TP 5

Original URL:

http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6174501&c=S73+8EB&d=14&e=16&f=63& g=363011&i=1001x1003x1004x1005&l=125&o=1&m=0&r=0&s=1298906168617&enc=1

Method of Travel to Work - Resident Population (UV39)
Period: Apr01

Area: Wombwell (Ward)

		Wombwell	Barnsley (Metropolitan District)	Yorkshire and The Humber	England
All People (Persons)[1]	Count	[2] 7,477	157,569	3,574,331	35,532,091
Works mainly at or from home (Persons)[1]	Count	[2] 273	6,577	184,181	2,055,224
Underground, metro, light rail or tram (Persons)[1]	Count	[2] 0	58	7,839	709,386
Train (Persons)[1]	Count	[2] 80	1,042	31,830	950,023
Bus, minibus or coach (Persons)[1]	Count	[2] 332	7,002	228,839	1,685,361
Taxi or minicab (Persons)[1]	Count	[2] 27	399	11,624	116,503
Driving a car or van (Persons)[1]	Count	[2] 2,498	53,529	1,226,371	12,324,166
Passenger in a car or van (Persons)[1]	Count	[2] 409	7,982	159,789	1,370,685
Motorcycle, scooter or moped (Persons)[1]	Count	[2] 38	1,002	20,865	249,456
Bicycle (Persons)[1]	Count	[2] 47	734	63,384	634,588
On foot (Persons)[1]	Count	[2] 526	10,186	238,491	2,241,901
Other (Persons)[1]	Count	[2] 3	251	9,626	104,205
Not currently working (Persons)[1]	Count	[2] 3,244	68,807	1,391,492	13,090,593

Last Updated: 18 November 2004

Source: Office for National Statistics

Notes

1 National Statistics

2 Value derived by aggregating data supplied using the Neighbourhood Statistics Geography Hierarchy

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/09

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	8

Selected Location Sub Categories:

Residential Zone	14
Out of Town	1
No Sub Category	5

OFF-LINE VERSION Bryan G Hall Ltd Josephs Well Leeds Licence No: 604801

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Ranking Type: **ARRIVALS** Time Range: 08:00-09:00

15th Percentile = No. **17 (**)**

85th Percentile = No. **4 (**)**

Median Values

Arrivals: 0.222

Departures: 0.734

Totals: 0.955

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals) Arrivals	Departures	Totals	Travel Plan
1	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.744	1.317	2.061	
2	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.407	0.843	1.250	
3	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.905	1.310	
4 **	**WO-03-A-03**	**DETACHED, KIDDERMINSTER**	**WORCESTERSHIRE**	**138**	**Fri**	**05/05/06**	**0.384**	**1.058**	**1.442**	
5	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.380	0.886	1.266	
6	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.269	1.000	1.269	
7	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.255	0.469	0.724	
8	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.247	1.012	1.259	
9	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.247	0.920	1.167	
10	CH-03-A-06	SEMI-DET./BUNGALOWS,CREW	CHESHIRE	129	Tue	14/10/08	0.225	0.457	0.682	
11	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.218	1.010	1.228	
12	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.211	0.676	0.887	
13	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.207	0.695	0.902	
14	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.206	0.870	1.076	
15	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.204	0.667	0.871	
16	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.192	0.616	0.808	
17 **	**CW-03-A-02**	**SEMI D./DETATCHED, TRURO**	**CORNWALL**	**73**	**Tue**	**18/09/07**	**0.178**	**0.877**	**1.055**	
18	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.170	0.453	0.623	
19	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.117	0.805	0.922	
20	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.081	0.636	0.717	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
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	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/09

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	8

Selected Location Sub Categories:

Residential Zone	14
Out of Town	1
No Sub Category	5

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Ranking Type: **DEPARTURES** Time Range: 08:00-09:00
15th Percentile = No. **17 (**)**
85th Percentile = No. **4 (**)**

Median Values
Arrivals: 0.306
Departures: 0.857
Totals: 1.163

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures) Arrivals	Departures	Totals	Travel Plan
1	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.744	1.317	2.061	
2	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.384	1.058	1.442	
3	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.247	1.012	1.259	
4 **	**SF-03-A-03**	**MIXED HOUSES, BURY ST ED**	**SUFFOLK**	**101**	**Mon**	**15/05/06**	**0.218**	**1.010**	**1.228**	
5	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.269	1.000	1.269	
6	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.247	0.920	1.167	
7	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.905	1.310	
8	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.380	0.886	1.266	
9	CW-03-A-02	SEMI D./DETATCHED, TRURO	CORNWALL	73	Tue	18/09/07	0.178	0.877	1.055	
10	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.206	0.870	1.076	
11	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.407	0.843	1.250	
12	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	77	Wed	23/05/07	0.117	0.805	0.922	
13	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.207	0.695	0.902	
14	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.211	0.676	0.887	
15	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.204	0.667	0.871	
16	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.081	0.636	0.717	
17 **	**GS-03-A-01**	**SEMI D./TERRACED, GLOUCE**	**GLOUCESTERSHIRE**	**73**	**Tue**	**25/05/04**	**0.192**	**0.616**	**0.808**	
18	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.255	0.469	0.724	
19	CH-03-A-06	SEMI-DET./BUNGALOWS,CREW	CHESHIRE	129	Tue	14/10/08	0.225	0.457	0.682	
20	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.170	0.453	0.623	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/09

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	8

Selected Location Sub Categories:

Residential Zone	14
Out of Town	1
No Sub Category	5

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
15th Percentile = No. **17 (**)**
85th Percentile = No. **4 (**)**

Median Values
Arrivals: 0.580
Departures: 0.285
Totals: 0.865

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals) Arrivals	Departures	Totals	Travel Plan
1	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.864	0.543	1.407	
2	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.833	0.426	1.259	
3	CW-03-A-02	SEMI D./DETATCHED, TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
4 **	**WO-03-A-03**	**DETACHED, KIDDERMINSTER**	**WORCESTERSHIRE**	**138**	**Fri**	**05/05/06**	**0.812**	**0.399**	**1.211**	
5	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.798	0.560	1.358	
6	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
7	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.713	0.337	1.050	
8	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.662	0.225	0.887	
9	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.658	0.219	0.877	
10	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.587	0.280	0.867	
11	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.573	0.290	0.863	
12	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.561	0.244	0.805	
13	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.519	0.241	0.760	
14	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.510	0.306	0.816	
15	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.509	0.226	0.735	
16	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.505	0.293	0.798	
17 **	**SF-03-A-01**	**SEMI DETACHED, IPSWICH**	**SUFFOLK**	**77**	**Wed**	**23/05/07**	**0.494**	**0.377**	**0.871**	
18	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.415	0.476	0.891	
19	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
20	CH-03-A-06	SEMI-DET./BUNGALOWS,CREW	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	GS	GLOUCESTERSHIRE	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/09

Selected survey days:

Monday	4 days
Tuesday	8 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	8

Selected Location Sub Categories:

Residential Zone	14
Out of Town	1
No Sub Category	5

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: **ARRIVALS** Time Range: 17:00-18:00
15th Percentile = No. **17 (**)**
85th Percentile = No. **4 (**)**

Median Values
Arrivals: 0.580
Departures: 0.285
Totals: 0.865

Rank	Site-Ref	Description	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals) Arrivals	Departures	Totals	Travel Plan
1	TW-03-A-01	SEMI DETACHED, SUNDERLAN	TYNE & WEAR	81	Wed	18/09/02	0.864	0.543	1.407	
2	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.833	0.426	1.259	
3	CW-03-A-02	SEMI D./DETATCHED, TRURO	CORNWALL	73	Tue	18/09/07	0.822	0.397	1.219	
4 **	**WO-03-A-03**	**DETACHED, KIDDERMINSTER**	**WORCESTERSHIRE**	**138**	**Fri**	**05/05/06**	**0.812**	**0.399**	**1.211**	
5	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.798	0.560	1.358	
6	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.759	0.392	1.151	
7	SF-03-A-03	MIXED HOUSES, BURY ST ED	SUFFOLK	101	Mon	15/05/06	0.713	0.337	1.050	
8	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.662	0.225	0.887	
9	GS-03-A-01	SEMI D./TERRACED, GLOUCE	GLOUCESTERSHIRE	73	Tue	25/05/04	0.658	0.219	0.877	
10	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.587	0.280	0.867	
11	BD-03-A-01	SEMI DETACHED, LUTON	BEDFORDSHIRE	131	Thu	08/07/04	0.573	0.290	0.863	
12	CB-03-A-04	SEMI DETACHED, WORKINGTO	CUMBRIA	82	Fri	24/04/09	0.561	0.244	0.805	
13	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY	54	Tue	12/11/02	0.519	0.241	0.760	
14	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.510	0.306	0.816	
15	HF-03-A-01	MIXED HOUSES, WELWYN GC	HERTFORDSHIRE	53	Fri	06/09/02	0.509	0.226	0.735	
16	WL-03-A-01	SEMI D./TERRACED W. BASS	WILTSHIRE	99	Mon	02/10/06	0.505	0.293	0.798	
17 **	**SF-03-A-01**	**SEMI DETACHED, IPSWICH**	**SUFFOLK**	**77**	**Wed**	**23/05/07**	**0.494**	**0.377**	**0.871**	
18	BD-03-A-02	SEMI DETACHED, LUTON	BEDFORDSHIRE	82	Tue	06/07/04	0.415	0.476	0.891	
19	NY-03-A-01	MIXED HOUSES,NORTHALLERT	NORTH YORKSHIRE	52	Tue	25/09/07	0.404	0.365	0.769	
20	CH-03-A-06	SEMI-DET./BUNGALOWS,CREW	CHESHIRE	129	Tue	14/10/08	0.178	0.225	0.403	