Transportation Planning : Infrastructure Design

Travel Plan

Proposed Residential Development

Carrs Lane, Cudworth

Barratt Homes

June 2017

Doc Ref: GWB/14923/TP/01

Prepared by:	T Harrigan
Checked by:	G W Bowman

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
-	09/10/15	Final	TH	GWB
2	08/05/15	Final	TH	-
3	07/06/17	Final	LC	TH

10 South Parade
Leeds
LS1 5QS

T: 0113 887 3323
F: 0161 832 5111

E: info@scptransport.co.uk
W: www. scptransport.co.uk

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 3
2.0 TRAVEL PLAN BACKGROUND 4
3.0 SITE AUDIT 7
4.0 TRAVEL PLAN ADMINISTRATION 12
5.0 BASELINE TRAVEL SURVEY 14
6.0 OBJECTIVES AND TARGETS 15
7.0 MEASURES AND MARKETING 17
8.0 DEVELOPER ACTION PLAN 22
9.0 MONITORING AND REVIEW 24
10.0 CONCLUSION 26

Appendices

1 Site Location Plan
2 Proposed Development Layout
3 Walking Catchments and Local Facilities Plan
4 Public Rights of Way
5 5km Cycle Catchment and Local Cycle Routes
6 Public Transport Facilities

1.0 INTRODUCTION

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

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

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

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

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

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

2.0 TRAVEL PLAN BACKGROUND

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

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

Travel Plan Benefits

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

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

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

Policy Context

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 SITE AUDIT

Existing Site

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

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

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

Development Proposals

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

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

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

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

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

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

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

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

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

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

Existing Access by Non Car Modes: Walking

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

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

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

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

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

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

- A post office;
- The Cudworth Centre (Community Health Centre);
- Numerous food and non-food retail outlets;
- Legal and financial services;
- Banking; and
- Public houses, restaurants and fast food outlets.

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

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

Table 3.1 - Local Facilities

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

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

Existing Access by Non Car Modes: Cycling

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

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

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

3.24 Within the locality of the site, cyclists are able to travel along the existing residential roads which are lightly trafficked and provide convenient routes to local facilities in the area.

3.25 The plan also included at **Appendix 5** also shows the local cycle routes in the vicinity of the site.

3.26 The plans demonstrate that all of Cudworth and a large majority of the east Barnsley including major employment centres are within 5km of the development. The site is therefore considered to be accessible by cycle.

Existing Access by Non Car Modes: Public Transport

3.27 The plan at **Appendix 6** shows the locations of the bus stops within 400m walk distance from the site.

3.28 The nearest bus stops are located on Lunn Road and White Cross Road the north of the site and are both just over a 280m walk from the centre of the site.

3.29 There are numerous other bus stops within the wider area of the site and especially along the Barnsley Road adjacent to its junction with Manor Road. These are some 600m walk distance from the centre of the site and which are served by a wide range of routes and services.

3.30 The bus routes accessible from the stops on Lunn Road, White Cross Road, Barnsley Road and Darfield Road are summarised in Table 3.2.

Table 3.2: Accessible Bus Routes and Frequencies

Route No.	Route Description	Monday to Friday		Saturday		Sunday
		Day	Eve	Day	Eve	
26	**Barnsley - Wombwell** via Barnsley - Cudworth - Grimethorpe - Great Houghton - Darfield - Wombwell	60 mins	-	60 mins	-	-
27	**Barnsley - Wombwell** via Barnsley - Cudworth - Grimethorpe - Darfield - Wombwell	30 mins	60 mins	30 mins	60 mins	60 mins
28 / 28C	**Barnsley - Pontefract** via Barnsley - Cudworth - Grimethorpe - Pontefract	60 mins	60 mins	60 mins	60 mins	60 mins

29	**Barnsley - Hemsworth** via Barnsley - Cudworth - Grimethorpe - Michaels Estate - Hemsworth	60 mins	-	60 mins	-	-
30 / 30A	**Barnsley - Brierly** via Barnsley - Cudworth - Grimethorpe - Brierley	60 mins	60 mins	60 mins	60 mins	60 mins
32	**Barnsley - Cudworth** via Barnsley – Lundworth - Cudworth Crown Avenue	10 mins	60 mins	10 mins	60 mins	60 mins
36	**Barnsley – South Elmsall** via Barnsley - Monk Bretton - Cudworth – Shafton - South Hiendley – Hemsworth - South Elmsall	60 mins	-	60 mins	-	-
37	**Barnsley – Grimethorpe** via Barnsley - Cudworth - Grimethorpe	60 mins	-	-	-	-
38	**Barnsley – Grimethorpe** via Barnsley - Cudworth - Grimethorpe	60 mins	-	-	-	-

3.31 The above shows that there are frequent bus services throughout the week and on a weekend which are accessible from the site. There are also interchange opportunities in Barnsley town centre which provide access to more local, regional and national destinations by bus or train. Bus travel is therefore a realistic option for commuting and shopping trips and as part of the longer journey by public transport.

Summary

3.32 It is considered that the site is well located in relation to local services, is well served by public transport and has good opportunities for travel on foot and by cycle. It is therefore clear that the site is located in a sustainable location.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

4.1 Management of the travel plan will be achieved through identification of a suitable person to act as Travel Plan Coordinator (TPC). An interim TPC will be appointed prior to the development opening.

4.2 A TPC provides a key role in delivering a successful travel plan, by helping to ensure stakeholder buy-in and ownership of the process is in place. A TPC is not a full time role but requires an individual with time to implement and monitor the TP, with the requisite communication skills to deliver information to all residents. The role of TPC can be undertaken by an overall management company for the site, or by a third party.

4.3 The TPC role will be established prior to site occupation and will lead development of the travel plan measures and the day to day operation of the action plan. Once appointed, the TPC will act as the main contact for the travel plan, and will be responsible for implementing measures, maintaining a database and monitoring implementation. The TPC will be encouraged to work closely with BMBC travel plan team.

4.4 The TPC will be the first point of contact in all matters relating to travel to and from the site. Where possible, liaison with TPCs from other developments and sites is encouraged, to ensure consistency across the local area.

4.5 The TPC will be responsible for setting up and managing the action plan in accordance with the following schedule, which will be agreed with BMBC.

Funding

4.6 Appropriate funding will be allocated by Barratt Homes at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

4.7 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and submission of a travel plan review to BMBC.

Contacts

4.8 Travel plan success is dependent on ownership of the plan being taken, alongside commitment to implement the contained measures. To ensure any difficulties encountered are addressed efficiently, contact details for the interim TPC are.

4.9 Travel Plan Coordinator:

- Richard Colley, Barratt Homes
- richard.colley@barratthomes.co.uk tel: 0113 2790099

5.0 BASELINE TRAVEL SURVEY

5.1 Travel surveys are undertaken in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.

5.2 In order to understand how residents are travelling, along with changes to those journeys over time as a result of the travel plan, regular residents' travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.

5.3 To capture resident contact information, the TPC will set up a resident database upon first occupation, containing household contact details. The TPC will ensure that all new residents are entered into the database within one month of residency (if possible).

5.4 The TPC will issue a travel survey within the welcome pack for resident completion. The initial survey will be undertaken at the occupation of the 50th property.

5.5 The survey will be disseminated to all occupied households, to collect the following data:

- Household profile, including number of occupants and children;
- Work postcode;
- Mode of travel to work and other trip purposes;
- Measures that would encourage use of active travel modes or public transport;
- Barriers to use of active travel modes / public transport.

5.6 The responses received from the surveys will be entered into the resident database to enable modal shift to be tracked and allow future comparison of travel patterns for each household, as well as providing information on which measures are most likely to encourage modal shift.

5.7 Following the baseline survey, the travel plan will be reviewed and updated annually. The content of the updated Travel Plan will be guided by the residents' survey results, and will include objectives, targets, mechanisms and measures to achieve targets, implementation timescales, monitoring and review provisions. Any amendments to the travel plan will be agreed with BMBC.

5.8 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.

6.0 OBJECTIVES AND TARGETS

Objectives

6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.

6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there needs to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

6.3 This travel plan has been prepared to achieve the following objectives:

- Minimising the total travel distance of residents;
- Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
- Promoting walking, cycling, public transport and car sharing; and
- Promoting healthy lifestyles and sustainable communities which are accessible by all.

Modal Share Targets

6.4 Baseline travel surveys will be carried out and analysed by the travel plan coordinator (TPC) and will establish the travel patterns of residents. However as this data is not currently available, initial targets have been drafted based on the existing modal split for residents travelling to work within the 2011 Office of National Statistics Output Area 'Barnsley 008' in which the development and the majority of the residential areas of Cudworth are located.

Table 6.1: Mode Share for Residents of Cudworth

Mode	Barnsley 008 (2011)
Single Occupancy Car	59.1%
Walk / Cycle	17.1%
Public Transport	8.1%
Car Share	14.7%
Motorcycle	0.6%
Taxi	0.4%

6.5 As the existing residents within Cudworth are in a similar location to the site, the modal split can therefore be considered representative for residents of the site. Table 6.2 highlights the initial targets which cover the whole development site. The targets will be updated following the travel survey to ensure they are SMART targets based on the actual population.

Table 6.2: Proposed Targets

Mode	Barnsley 008	Target
Single Occupancy Car	59.1%	53%
Walk / Cycle	17.1%	20%
Public Transport	8.1%	10%
Car Share	14.7%	17%
Motorcycle	0.6%	0.6%
Taxi	0.4%	0.4%

6.6 It is possible that the standard and design of residential property will enable residents to work from home. Following the baseline surveys, the above targets will be adjusted to take account of home working and to ensure that the targets remain realistic and achievable.

Indicators

6.7 The TPC will be responsible for implementing measures at the development, set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.

7.0 MEASURES AND MARKETING

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with residents, for example, through travel surveys, is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular. As such, the below measures may be subject to change following occupation of the site and the successful completion of resident travel surveys. Changes will be agreed with the local authority.

Travel Information and Marketing

7.2 Good accurate information on the variety of travel options which can be used and the initiatives being promoted is a critical element of a successful travel plan.

7.3 At the outset of the development, the promotional sales material for the site will include reference to the travel plan and list associated benefits. As properties are sold, all residents will be made aware of the travel plan and the key measures to be implemented through their welcome packs.

7.4 The TPC will promote the sustainable travel opportunities through the distribution of travel information packs to residents. The travel welcome packs for residents will include the following:

- An introductory leaflet to the travel plan providing a summary of the contents and key measures for implementation, as well as the contact details of the TPC;
- Details of the travel survey process, a copy of the survey to be completed and returned, along with confidentiality and privacy clauses with regard to the data;
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops, railway station and key local facilities within walking distance of the site;
- Public transport information, including:
  - Bus and rail information, covering services from nearby bus stops and Barnsley railway station;
  - Information on how to obtain concessionary bus travel passes;
  - Contact details for bus and rail service providers.
- Active travel information, including:
  - Map indicating potential walk and cycle routes such as cycle routes available at www.sustrans.org;
  - Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;

    - Health information and details of local walk buddy and bike buddy groups.
- Details of "Safer Routes to School", any Yellow Bus scheme and associated "Walking Buses" for access to local education;
- Details of local taxi firms; and
- A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc.).

7.5 The packs will be issued to residents within 2 weeks of their occupation of a property, to ensure that sustainable travel patterns are created from the outset.

7.6 The TPC will review the information provided within the travel information pack on a 6-monthly basis to align with public transport seasonal timetable changes, to ensure that residents are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details, and will disseminate this information to all households via leaflets.

7.7 The TPC will also regularly review any off-site information, such as route signing for pedestrians and cyclists, or timetable information at bus stops, to check it is up to date. Where deficiencies have occurred, the TPC will inform the relevant authority.

Walking

7.8 The development includes provision of footways along the entrance to site, connecting to the footways provided. In addition to the design improvements, the TPC will encourage walking as a mode of travel from the site by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
- Provide a map showing walking routes as part of the welcome pack, indicating distances and times to key local facilities near to the site;
- Promote local area walks on the Barnsley Council website (https://www2.barnsley.gov.uk/services/transport-and-streets/road-safety/cycling-and-walking-to-school/healthier-ways-to-travel) and on the Walk-It website (http://walkit.com/);
- Encourage residents to sign up to the 'WalkBUDi' scheme which offers a journey matching service for those who would like company on their journeys to work, or want to join in with regular exercise;
- Liaise with local schools in relation to their travel plans and identify any opportunities for implementing a "walking bus";

- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace a regular walk journey; and
- Audit the footway and footpath network close to the site on an annual basis and report any defects and / or maintenance issues to the highway authority.

Cycling

7.9 The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Provision of cycle storage for residents in accordance with BMBC guidelines;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website and on the Travel South Yorkshire website (http://www.sustrans.org.uk/ncn/map) and (http://www.travelsouthyorkshire.com/walkingcyclinggreenerdriving/);
- Negotiate discounts on cycles and equipment with local cycle shops in return for advertising their details in the welcome pack;
- Provide information on any local cycle proficiency 'Bikeability' or maintenance courses such as courses available through the following BMBC website: https://www2.barnsley.gov.uk/services/transport-and-streets/road-safety/cycle-training);
- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the regular cycle journey;
- Liaise regularly with the cycling officer at the local authority to ensure that up-to-date information is available regarding cycle routes; and
- Audit the cycleway network in close proximity to the site on an annual basis and report any defects and / or maintenance issues to the highway authority.

Public Transport Information

7.10 The TPC will actively promote public transport with the following specific measures to be implemented:

- The TPC will provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including the SYPTE website and BMBC's Bus Service webpage (https://www.barnsley.gov.uk/services/roads-travel.../bus-timetables/);
- The TPC will also provide details of routes and destinations served by trains from Barnsley railway station;
- Residents will be provided with public transport locations (including bus stops), together with route and timetable information in the welcome packs; this will be updated by leaflet drop, as necessary, to align with seasonal timetable changes;
- Details of community transport options and concessionary ticket availability will be provided;
- The TPC will liaise regularly with public transport operators to ensure that information remains valid, and to secure a residents' public transport discount, if possible; and
- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the regular/work bus/train journey.

Car Sharing Scheme

7.11 The TPC will set up an informal car sharing register within 3 months of site occupation. Information about the scheme will be placed in the welcome pack; an application form will also be provided within the welcome pack for residents to complete and return to the TPC, if a car share is wanted.

7.12 The TPC will then identify any suitable matches for residents for journeys to and from work, shopping trips and/or school run.

7.13 Should sufficient demand be present, the TPC will set up a 'formal' car share scheme for residents using online software, such as the 'gocarshare' car share scheme (www.gocarshare.com/carshare), or 'liftshare' (www.liftshare.com) This will be assessed as part of the first annual review of the travel plan.

Personalised Journey Planning

7.14 Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

7.15 The TPC will assist residents in the development of a personalised journey plan for regular journeys. The journey plan could include (dependent on which modes of transport are identified as being of most interest):

- Maps showing the location of the bus stops to use at either end of the journey, along with the accompanying walk route to their origin and destination;
- Details of how and where to buy tickets, including the current cost of travel;
- Suggestions of how to incorporate elements of the journey to sustainable modes; and
- Timetable information for public transport services used on their journey.

7.16 Journey plans will initially be generated using the Travel South Yorkshire journey planning service (http://www.travelsouthyorkshire.com/journeyplanning/), along with any other local area journey planning services, to be advised by BMBC.

Marketing Summary

7.17 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote the use of a range of modes of transport and will work towards increasing awareness of the alternative modes of transport available.

7.18 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:

- Development of an introductory leaflet for the travel plan, providing a summary of the travel plan contents and key measures for implementation, to be disseminated to residents;
- Welcome packs will be populated with a range of sustainable transport information and distributed to all residents upon occupation;
- Leaflet drops will take place, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.
- Regular leaflets and flyers will also be developed and posted to residents, to promote new and ongoing measures along with events at the site, for example, Walk to School Week and European Mobility Week.

8.0 DEVELOPER ACTION PLAN

8.1 The developer action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Provide all highway and transport measures as agreed with BMBC	As per planning agreements with BMBC	Barratts Homes / FBC	Barratts Homes
Appointment of TPC	At least 1 month prior to anticipated first occupation	Barratts Homes	Salary
Exchange contact details with relevant officers	At least 1 month prior to anticipated first occupation	TPC	Staff time
Review walking and cycling routes within the site	At least 1 month prior to anticipated first occupation	TPC	Staff time
Set up travel plan working file	1 month prior to anticipated first occupation	TPC	Staff time
Procure and produce information to populate welcome packs	2 weeks prior to anticipated first occupation	TPC	Staff time + materials
Prepare resident baseline travel survey and agree with BMBC	2 weeks prior to anticipated first occupation	TPC / BMBC	Staff time + printing
Liaise with local schools re walking buses, cycle parking facilities etc.	2 weeks prior to anticipated first occupation	TPC	Staff time
Negotiate with local taxi firm for reduced price travel	2 weeks prior to anticipated first occupation	TPC	Staff time
Upon Occupation			
Issue travel welcome packs and surveys to residents	Upon occupation of property	TPC	Staff time + printing
Collect travel plan surveys	Within 3 weeks of issue	TPC	Staff time
Within 3 Months of Occupation			
Set up residents' database	As units occupied	TPC	Staff time
Negotiate discounts and deals with local cycle shops, public transport operators etc.	Within 3 months of occupation	TPC	Staff time

Promote any local area cycle training and maintenance courses	Within 3 months of occupation	TPC	Staff time
Set up informal car share scheme	Within 3 months of initial occupation	TPC	Staff time
Liaison with other TPCs and schools in local area	At occupation of 50th dwelling	TPC	Staff time
Provide personalised journey plans to interested residents	Within 3 months of initial occupation	TPC	Staff time
Review travel plan objectives and set mode share targets on the basis of survey data	At occupation of 50th dwelling	TPC	Staff time
Produce full travel plan document and submit to local authority	At occupation of 50th dwelling	TPC	Staff time
Liaise with BMBC to agree final travel strategy, objectives and targets	At occupation of 50th dwelling	TPC / BMBC	Staff time
Ongoing Tasks			
Update residents with any service changes with regard to local transport on six-monthly basis	6 monthly	TPC	Staff time
Promote national events e.g. Bike to Work Week, Walk to Work etc.	Annual promotion of various events	TPC	Staff time
Annual Monitoring / Review			
Undertake site audit and report any highway issues to BMBC	Annually	TPC / BMBC	Staff time
Conduct repeat travel survey one year after the baseline survey, annually for 4 years	For four years after baseline surveys	TPC	Staff time + printing
Analyse responses, produce progress report and submit to BMBC	Within 3 months of receipt of responses	TPC	Staff time
Report updates to all residents using leaflets	Within 1 month of analysis taking place	TPC	Staff time + printing
Continue regular monitoring as set out and agreed with BMBC	As agreed with BMBC	TPC	Staff time
Undertake annual parking surveys	As agreed with BMBC	TPC	Staff time

9.0 MONITORING AND REVIEW

9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

9.2 Monitoring of the plan is important for the following reasons:

- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes;
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- The data can be shared with any other nearby employment travel planning sites, as well as inform the local authority and public transport operators of local travel patterns.

9.3 The TPC will monitor travel patterns associated with the site on a regular basis over a five year period, commencing at first occupation of the site, with baseline surveys to be undertaken within at the occupation of the 50th dwelling. Monitoring will take place on a rolling basis over the first three months from the start of the first survey, with surveys issued in welcome packs. As noted in Section 5 of this report, an updated travel plan will be developed following baseline surveys, and resubmitted and agreed with BMBC at the anniversary of the initial occupation of the development.

9.4 Following the initial monitoring period, surveys will then take place on an annual basis for the first following four years of site occupation; any ongoing surveys beyond the overall 5 year period will be agreed with the council.

9.5 As part of the annual monitoring, surveys will be distributed to all households to monitor travel to and from the site, and gain an understanding of travel habits. Survey content will be agreed with BMBC.

9.6 The TPC will agree the monitoring programme with BMBC to ensure that the monitoring procedures are appropriate.

Review

9.7 The TPC will undertake an annual review of the travel plan following each annual monitoring exercise. The reviews will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site; and
- Comments received from residents.

9.8 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, in agreement with the local authority, in order to maintain a realistic travel plan goal.

9.9 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.

9.10 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review within one month of each monitoring period.

9.11 Annual surveys and reviews will take place for the first five years that the development is operational.

10.0 CONCLUSION

10.1 This travel plan has been produced on behalf of Barratt Homes for a proposed residential development at Carrs lane, Cudworth near Barnsley.

10.2 The development proposal consists of 278 dwellings which are to be built on agricultural land at the western side of Carrs Lane.

10.3 The administration of this travel plan will include the appointment of a Travel Plan Co-ordinator.

10.4 A series of key measures have been incorporated in the travel plan which will help to achieve the objectives of sustainable travel.

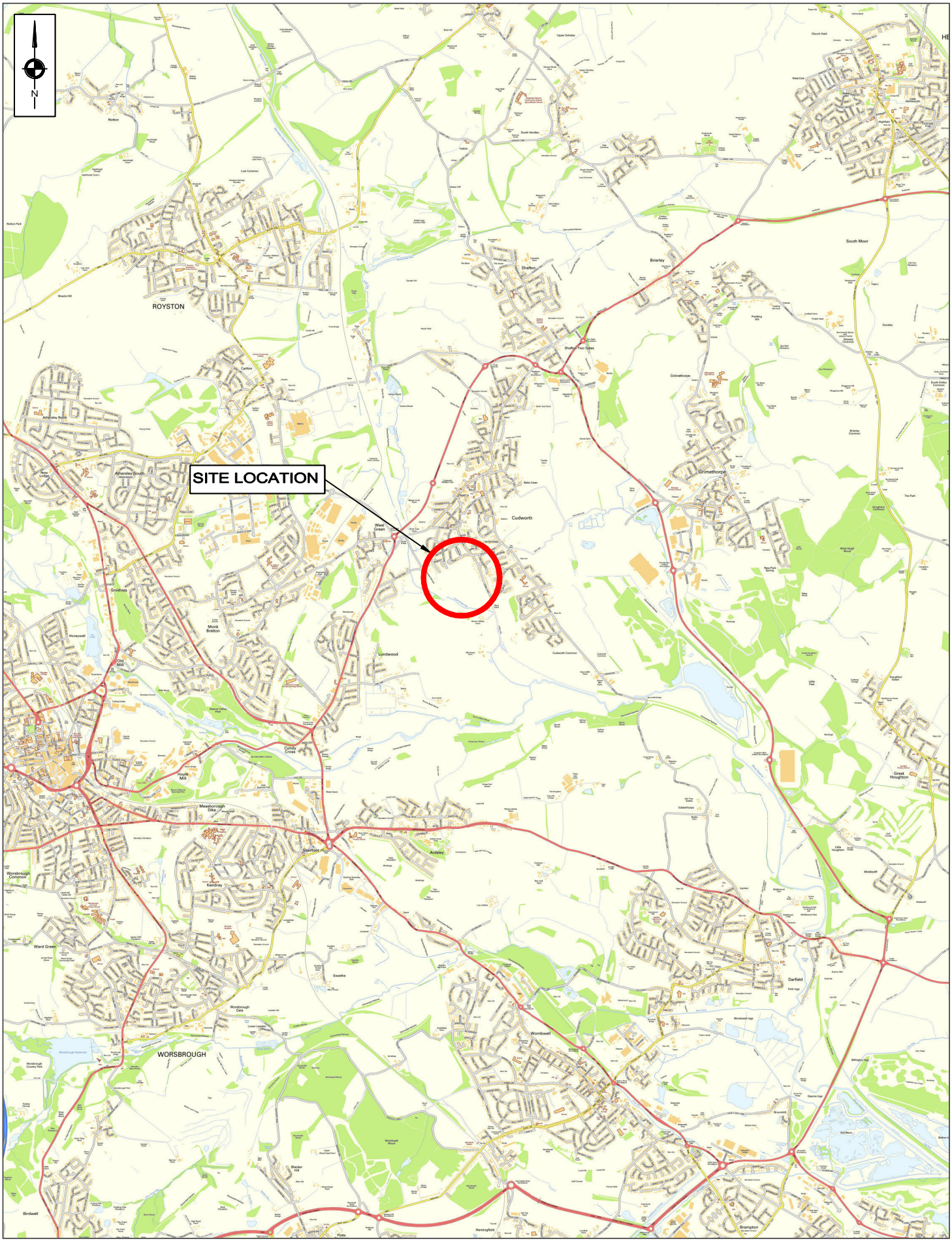
10.5 The key processes required to monitor the progress of the travel plan have been detailed, including the initial and annual surveys and data collection exercises to be carried out at the site.

10.6 Measurable targets have been produced which will be monitored against the predicted modal split.

10.7 It is intended that further measures, initiatives and promotions will be developed over time by the TPC with the assistance of the BMBC travel plan team.

S|C|P

APPENDIX 1



S C P

Transportation Planning : Infrastructure Design

Riverside Studio, 32 The Calls, Leeds, LS2 7EW, Tel 0113 887 3323
www.scptransport.co.uk, Email info@scptransport.co.uk

Project Title: CARRS LANE , CUDWORTH	Drawing Title: SITE LOCATION PLAN	Scale: 1:50000 @ A4	By: VL	Drawing No.: SCP/14923/SK01
		Date: 31.07.2015	Checked: TH	
		Approved/ Unapproved: -	Status: PLANNING	Revision: -

S|C|P

APPENDIX 2

Rev	Description	Date	Drawn	Chk'd
AA	Plots 207-208 moved 500mm closer towards Plot 205.	25.04.17	SJN	
Z	Layout updated to account for Plots 276-279 being handed, Plots 280-281 moved 1m away from Plot 282, Bin & Cycle Building moved to Plot 283, 288 & 370 and Plot 287 has moved 500mm closer towards 40 Carrs Lane.	20.04.17	SJN	
Y	Layout updated to account for new pole and stays for the overhead wires opposite Plots 33-24.	17.02.17	SJN	
X	Layout updated to account for Detached, Ends and Mid's being added to House type schedule.	22.07.16	BMG	
W	Plots 1-6 reconfigured, Plots 73-81 moved 1m towards Plot 74, Plot 235 moved 1m away from Plot 235 and Plots 229-231 moved towards Plot 225.	20.06.16	SJN	
V	Updated to suit Dikkon comments.	24.05.16	SJN	
U	Updated to suit Dikkon comments.	18.05.16	SJN	
T	Generally updated.	27.04.16	SJN	
S	Layout updated with new Barratt 2016 Range.	07.04.16	SJN	
R	Additional spaces added to Plots 11 & 12. Footpaths and lane added.	21.01.16	PJL	

Urban Design
Barratt House
Forest Business Park
Bardon Hill
Leicestershire
LE67 1UB

01530 276276

Project

Cudworth

Land at Carrs Lane and Newland Avenue

Drawing Title

Proposed Site Layout

Scale
1:500 @ A0

Date
06.07.15

Drawn By
SJW

Drawing Ref
YW-04-03 AA

BARRATT HOMES

If When printing to scale, please ensure that your printer settings are set to Page Scaling = None. Do not allow any fit to page' settings as this will alter the scale of the drawing. You can use the scale bar or grid to check the printed drawing.

Disclaimer

Images and site layout are intended for illustrative purposes only and should be treated as general guidance only.

Site layout including parking arrangements, (socket) affordable housing, community buildings, play areas and public open space(s) may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

[The name of this development is a marketing name only and may not be the designated postal address, which may be determined by The Post Office].

Schedule of Accommodation

House Type	No.	Sq. Ft.	Total
Private			
Washington - End	15	615]	9225
Washington - Mid	1	615	615
Halton	13	1268	16484
Maidstone - End	22	830	18260
Maidstone - Mid	8	830	6640
Folkstone - End	44	830	36520
Folkstone - Mid	5	830	4150
Windermere	19	1074	20406
Ennerdale - Det	15	916	13740
Ennerdale - End	10	916	9160
Chester	9	1032	9288
Kingsley	29	1079	31291
Eskdale - Det	6	1058	6348
Eskdale - End	8	1058	8464
Ripon	12	1120	13440
Rattlegh	24	1316	31584
Aldemey	23	1225	28175
Total	**263**		**263790**
Bungalows			
Alford	9	800	7200
Beadle - End	6	594	3564
Total	**15**		**10764**
Combined Total	**278**		**274,554**
Gross Site Area	28.70]		Acres
Nett Developable Area	19.60		Acres
Scheme Density	14.18		Dwellings/Acre
Scheme Coverage	14008		SQ.FT./Acre

Legend

- Large garage (Ref: GW101)
- Proposed dwelling and house type code
- Denotes door position(s)
- Denotes gable & additional windows to hip/blank means
- Denotes handing of plot
- 1800mm high screen wall
- 1800mm high close board timber fence
- 450mm high timber knee rail fence
- 900mm high metal rail fence
- 1500mm 4 bar timber rail fence
- Boundary treatment E:
- Boundary treatment F:
- Soft landscaping within privately deeded areas
- Soft landscaping areas within POS
- Proposed trees shown indicatively
- Existing landscaping retained

For further information relating to housetype proposals please refer to individual the housetype plans & elevations

For further information relating to proposed boundary treatments please refer to the proposed boundary treatments layout and boundary treatment details sheet

For further details relating to soft landscaping proposals please refer to the proposed landscape layout

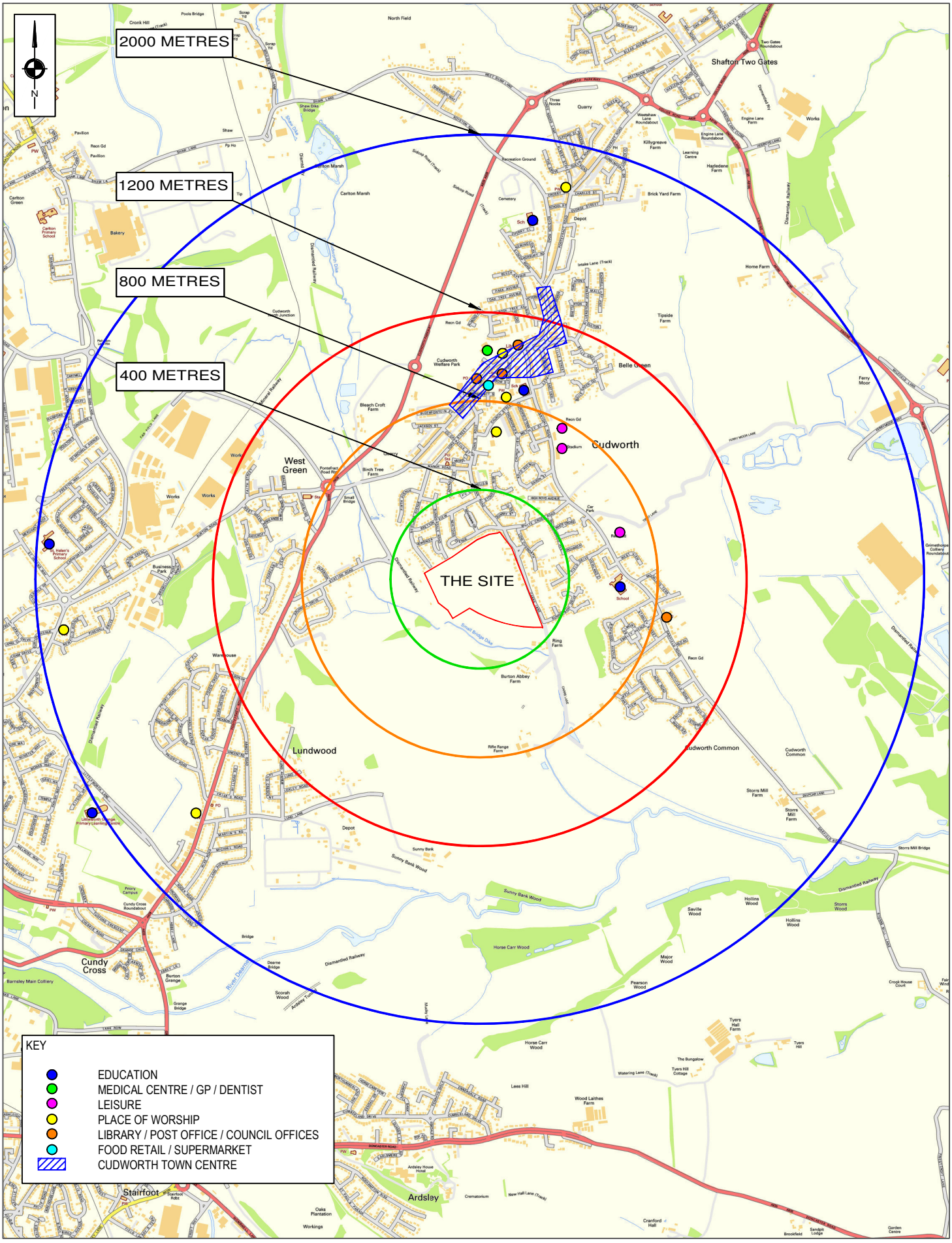
Existing features retained shown indicatively and retention subject to survey

Scale Bar

0m 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m 60m 70m 80m 90m 100m

S|C|P

APPENDIX 3



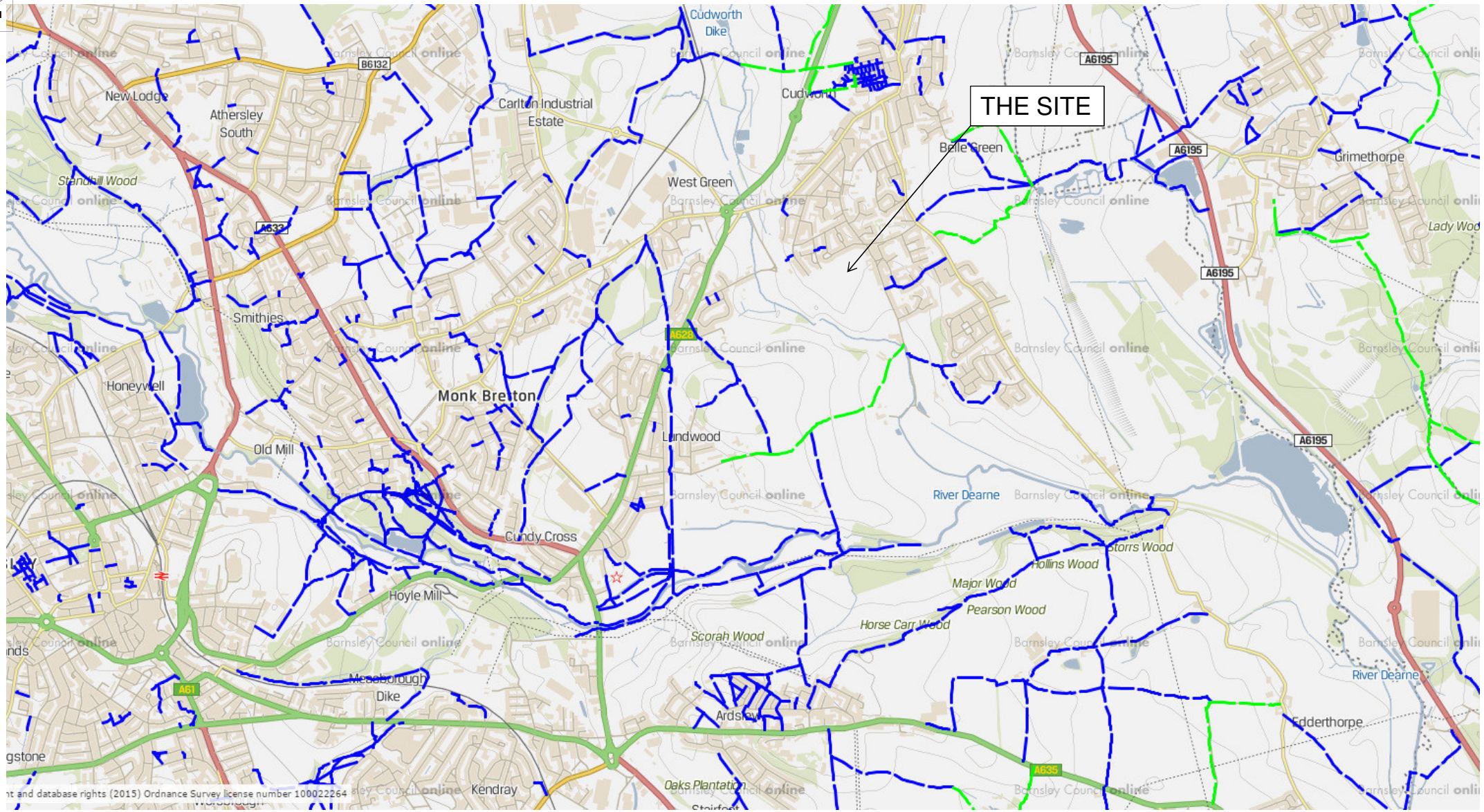
S C P
Transportation Planning : Infrastructure Design
Riverside Studio, 32 The Calls, Leeds, LS2 7EW, Tel 0113 887 3323
www.scptransport.co.uk, Email info@scptransport.co.uk

Project Title: CARRS LANE , CUDWORTH	Drawing Title: PEDESTRIAN CATCHMENT AREAS & LOCAL FACILITIES	Scale: N.T.S	By: VL	Drawing No.: SCP/14923/SK04
		Date: 31.07.2015	Checked: TH	
		Approved/ Unapproved: -	Status: PLANNING	Revision: -

S|C|P

APPENDIX 4

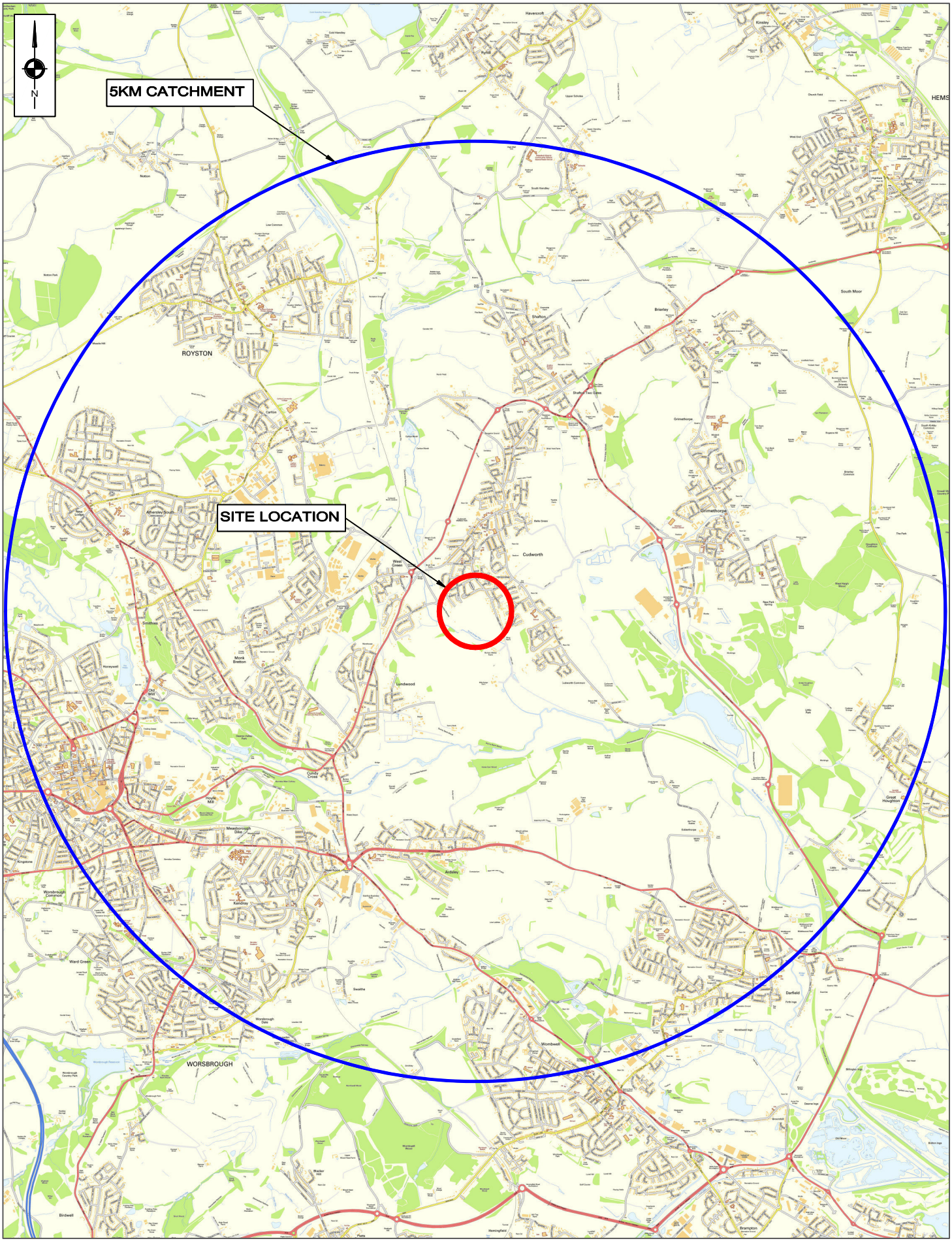
© Crown Copyright. All Rights Reserved. 2010 License Number 0100031673



S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, CARRS LANE, CUDWORTH	Drawing Title: PUBLIC RIGHTS OF WAY	Scale: NTS@ A3	By: TH	Rev	Description	Date	By	Figure 19	
			Date: 15.09.2015	Checked: GWB	-	-	-	-		
			Approved/Unapproved	Status: PLANNING	-	-	-	-	Revision: A	

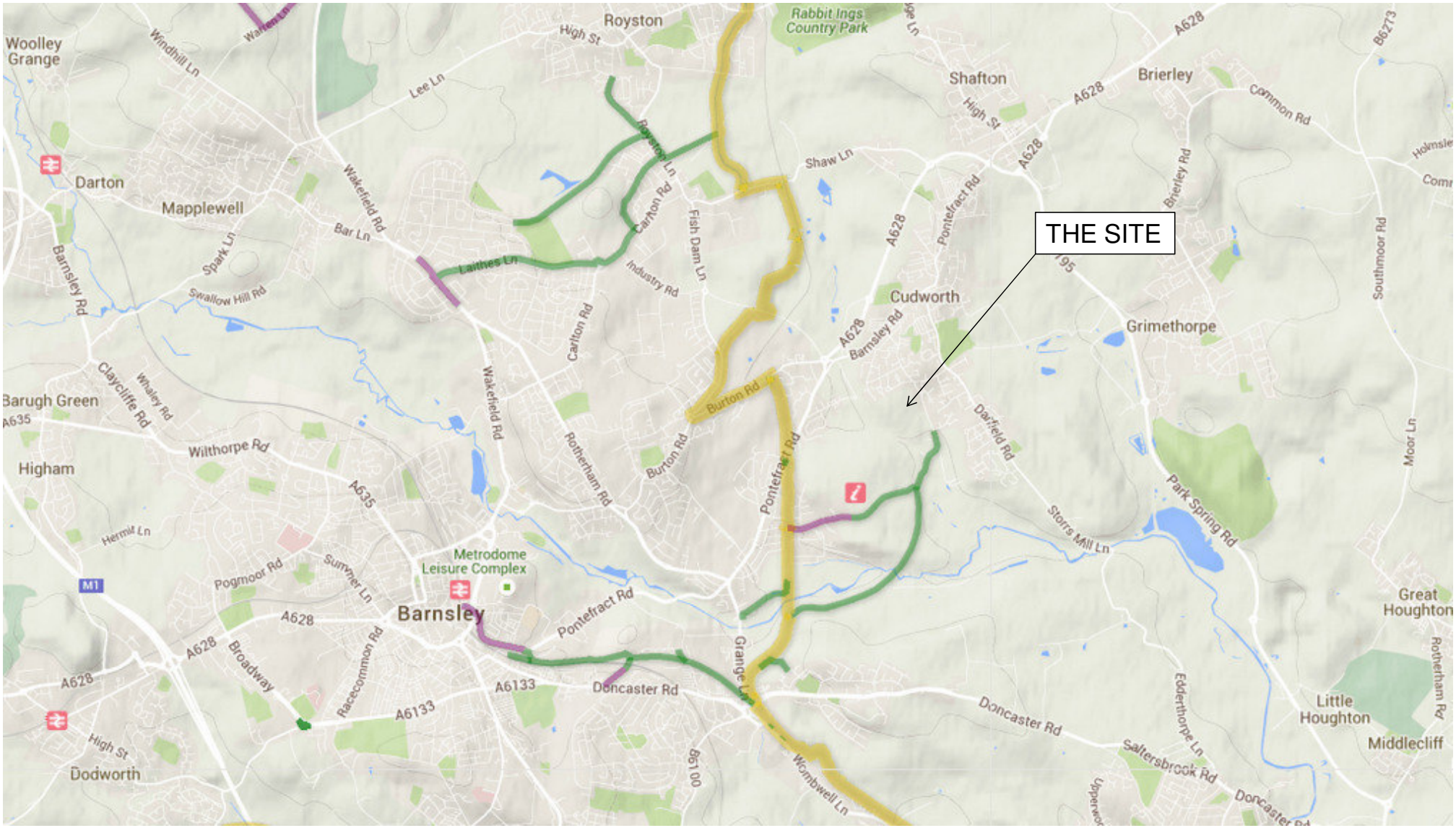
S|C|P

APPENDIX 5



S|C|P Transportation Planning : Infrastructure Design Riverside Studio, 32 The Calls, Leeds, LS2 7EW, Tel 0113 887 3323 www.scptransport.co.uk, Email info@scptransport.co.uk	Project Title: CARRS LANE , CUDWORTH	Drawing Title: 5M CYCLE CATCHMENT	Scale: N.T.S	By: VL	Drawing No.: SCP/14923/SK03
			Date: 31.07.2015	Checked: TH	
			Approved/ Unapproved: -	Status: PLANNING	Revision: -

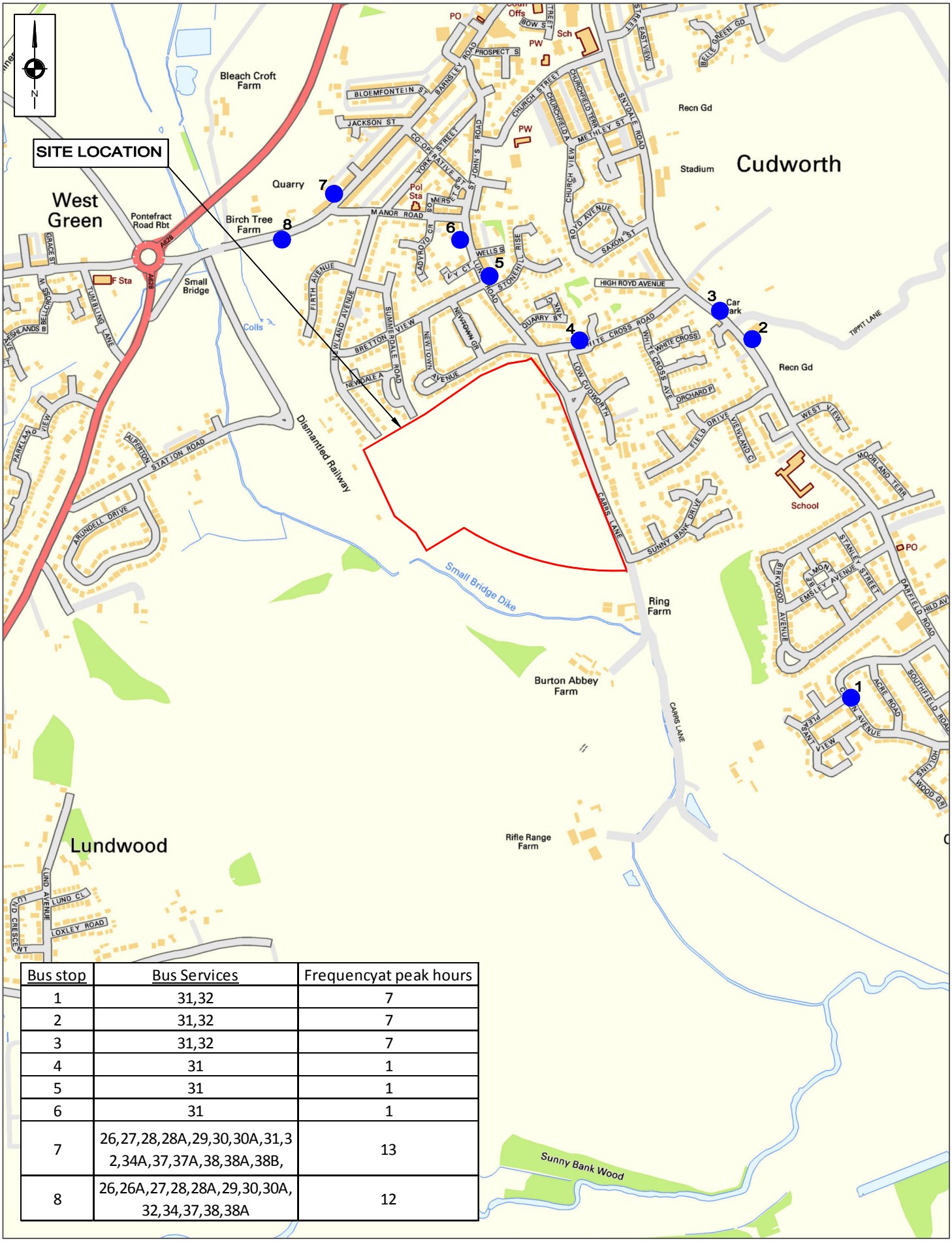
© Crown Copyright. All Rights Reserved. 2010 License Number 0100031673



S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: PROPOSED RESIDENTIAL DEVELOPMENT, CARRS LANE, CUDWORTH	Drawing Title: LOCAL CYCLE ROUTES	Scale: NTS@ A3	By: TH	Rev	Description	Date	By	Figure 20
			Date: 15.09.2015	Checked: GWB	-	-	-	-	
			Approved/Unapproved	Status: PLANNING	-	-	-	-	Revision: A

S|C|P

APPENDIX 6



Bus stop	Bus Services	Frequencyat peak hours
1	31,32	7
2	31,32	7
3	31,32	7
4	31	1
5	31	1
6	31	1
7	26,27,28,28A,29,30,30A,31,32,34A,37,37A,38,38A,38B,	13
8	26,26A,27,28,28A,29,30,30A,32,34,37,38,38A	12

SCP
Transportation Planning : Infrastructure Design
Riverside Studio, 32 The Calls, Leeds, LS2 7EW, Tel 0113 887 3323
www.scptransport.co.uk, Email info@scptransport.co.uk

Project Title	Drawing Title	Scale	By	Drawing No.
CARRS LANE , CUDWORTH	BUS STOP LOCATION PLAN	NTS	VL	SCP/14923/SK02
		Date: 31.07.2015	Checked: TH	
		Approved/ Unapproved: -	Status: PLANNING	Revision: -