

Keepmoat Homes Ltd

**Proposed Residential Development
St Helen's Boulevard, Barnsley
Travel Plan**

July 2019

Armstrong House
The Flemingate Centre
Beverley
HU17 0NW

📞 01482 679 911

✉ info@local-transport-projects.co.uk

🌐 www.local-transport-projects.co.uk

Registered No. 5295328

Keepmoat Homes Ltd

Proposed Residential Development St Helen's Boulevard, Barnsley Travel Plan

July 2019

Client Commission

Client:	Keepmoat Homes Ltd	Date Commissioned:	June 2017
---------	--------------------	--------------------	-----------

LTP Quality Control

Job No:	LTP/17/2880	File Ref:	St Helen's Boulevard Barnsley TP Final Issue 1B
---------	-------------	-----------	---

Issue	Revision	Description	Originated	Checked	Date
1	B	Updated site plan & quantum	ET	MR	18/07/2019
1	A	Updated site quantum	SW	-	25/02/2019
1	-	Final issue for planning	ET	MR/SW	08/01/2018
Authorised for Issue:				TK	

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Tony Kirby	Director (Project Manager)	IEng MSc MCIHT FIHE
Steven Windass	Head of Transport Planning	BSc(Hons) MSc(Eng) CEng FIHE MCIHT
Mike Raynor	Senior Transport Planner	BA(Hons) MIHE
Eamonn Tuton	Transport Planner	BSc(Hons) MSc AMIHE

The contents of this document must not be copied or reproduced, in whole or in part, without the written consent of Local Transport Projects Ltd.

PROPOSED RESIDENTIAL DEVELOPMENT ST HELEN'S BOULEVARD, BARNSELEY TRAVEL PLAN

CONTENTS

1.	INTRODUCTION	3
1.1	Background	3
1.2	Scope	3
1.3	Site Location & Previous Use	4
1.4	Development Proposals & Access Arrangements	5
1.5	Local Plan Allocation & Planning History	5
2.	TRAVEL PLANNING BACKGROUND	6
2.1	What is a Travel Plan?	6
2.2	Why Prepare a Travel Plan? – The Benefits	7
2.3	The Residential Travel Plan Pyramid	8
3.	OPTIONS FOR SUSTAINABLE MODES OF TRAVEL	9
3.1	Introduction	9
3.2	Pedestrian Provision	9
3.3	Cycling Provision	13
3.4	Public Transport Provision	14
3.5	Potential for Car Sharing	15
4.	AIM & OBJECTIVES	17
4.1	Overall Aim	17
4.2	Objectives	17
5.	BASELINE TRAVEL SCENARIO & TARGET	18
5.1	Baseline Travel Scenario	18
5.2	Baseline Travel Scenario	18
5.3	Targets	19
6.	ROLES & RESPONSIBILITIES	21
6.2	Travel Plan Coordinator (TPC)	21
6.3	Key Stakeholders	22
7.	ACTION PLAN	23
7.1	Introduction	23
7.2	Funding Streams	23
7.3	Measures to Promote Walking	24
7.4	Measures to Promote Cycling	24
7.5	Measures to Promote Public Transport Use	25
7.6	Measures to Promote Car Sharing	25
7.7	Welcome Travel Pack	26
8.	MONITORING & EVALUATION STRATEGY	27
8.1	Introduction	27
8.2	Monitoring & Evaluation Strategy	28
8.3	Stage 0 – First Site Occupation	29
8.4	Stage 1 – Formal Monitoring	29
8.5	Stage 2 – Travel Plan Annual Review (TPAR)	30
8.6	Stage 3 – Stakeholder Review	30
8.7	Stage 4 – Intervention Strategy	30
8.8	Subsequent Years	30
9.	REFERENCES	31

APPENDICES

Appendix 1 – Site Layout Plan

TABLES

Table 1: Key Trip Attractors by Foot.....	9
Table 2: Projected Modal Split	18
Table 3: Measures to Encourage Walking.....	24
Table 4: Measures to Encourage Cycling	24
Table 5: Measures to Encourage Public Transport Use	25
Table 6: Measures to Encourage Car Sharing	25

FIGURES

Figure 1: Site Location	4
Figure 2: Housing Sites H12 and HS16	5
Figure 3: Potential Benefits of a Successful Travel Plan.....	7
Figure 4: The Residential Travel Plan Pyramid	8
Figure 5: Local Public Rights of Way.....	12
Figure 6: Cycling Isochrone Map	13
Figure 7: Extract of BMBC National and Regional Cycle Network Map	14
Figure 8: Benefits of Car Sharing.....	16
Figure 9: Travel Plan Objectives	17
Figure 10: SMART Travel Plan Components.....	19
Figure 11: TPC Objectives and Roles	21
Figure 12: Funding Streams for Measures	23
Figure 13: Proposed Welcome Travel Pack Contents	26
Figure 14: Monitoring & Evaluation Process.....	27
Figure 15: Monitoring & Evaluation Strategy.....	28

PHOTOS

Photo 1: Pedestrian Infrastructure on St Helen's Boulevard (West of Access)	10
Photo 2: Pedestrian Infrastructure on St Helen's Boulevard (East of Access)	11
Photo 3: Pedestrian Infrastructure on Carlton Road	11
Photo 4: Pedestrian Build Out on Carlton Road.....	12
Photo 5: Northbound Bus Stop on Carlton Road	15

I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Travel Plan (TP) in support of a planning application for residential development on land off St Helen's Boulevard in Barnsley, situated within the South Yorkshire. This TP provides a strategy for encouraging sustainable travel at the site, including walking, cycling, car share and public transport. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 A Transport Assessment (TA) (LTP, 2019) that provides a detailed appraisal of all transport aspects associated with the development has been produced alongside this Travel Plan. Reference has been made to the associated TA when preparing this document, with specific information and traffic projections taken directly from the TA.
- 1.1.3 The local planning and highway authority for the site is Barnsley Metropolitan Borough Council (BMBC).

I.2 Scope

- 1.2.1 The scope of this Travel Plan is based upon the Government's '*National Planning Policy Framework*' (MHCLG, 2019) and '*Planning Practice Guidance*' (DCLG, 2014), as summarised below:

- Background:
 - Introduction to the Travel Plan, the proposals and the relevant planning history;
 - Determine the benefits that a successful Travel Plan can achieve, relative to residents, the local community and the developer;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Definition of the **overall aim and objectives** of the Travel Plan.
- Establish the expected baseline travel situation.
- Set appropriate **targets** to minimise car journeys to/from the site, based on the expected baseline situation.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- Establish **roles and responsibilities** for implementing the Travel Plan, including the role of the Travel Plan Co-ordinator and the overall responsibility for funding.
- Outline the Travel Plan Strategy and **Action Plan**, which would include a range of measures for achieving the objectives, under the following headings:
 - Walking;
 - Cycling;

- Public transport;
- Car sharing;
- Welcome Travel Pack.
- The Action Plan would also contain details on the **funding and timescales** for each of the proposed schemes.
- Outline the **monitoring and evaluation strategy** of the Travel Plan, to include annual surveying and other indicators.
- Establish **intervention measures** to be implemented if the review process identifies that the Travel Plan target is not being achieved.

1.3 Site Location & Previous Use

- 1.3.1 The application site is located in the town of Barnsley, approximately 3.5km to the north-east of the town centre within South Yorkshire. The site was previously home to Springwell Community Special School which closed in 2014 and is bound by a combination of woodland/fields to the east and south. Existing residential dwellings served via St Helen's Avenue form the western boundary of the site and St Helen's Boulevard forms the northern boundary, which also serves Springwell Alternative Academy. The approximate extents of the site are shown within Figure 1.

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

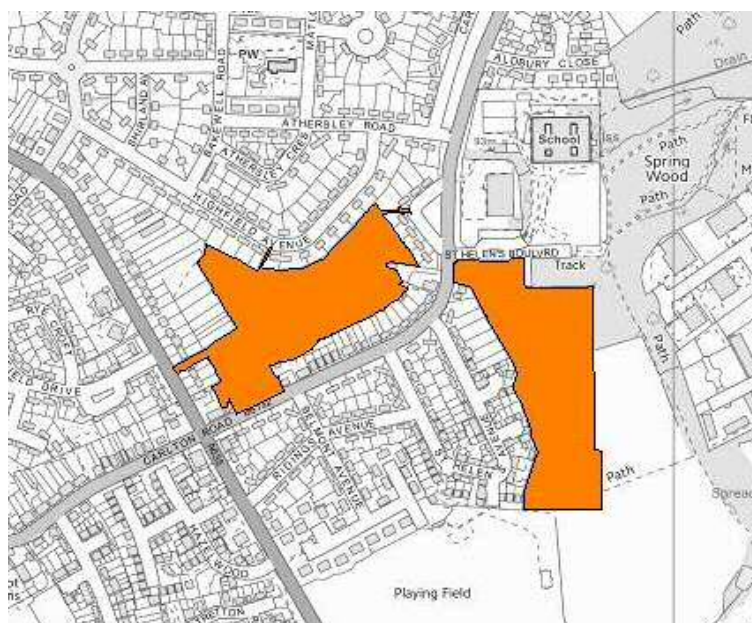
1.4 Development Proposals & Access Arrangements

- 1.4.1 This TP is based upon the proposals shown on the site layout plan attached as Appendix 1. The proposals will be seeking consent for a development of 93 dwellings. It is understood that the development would involve a mix of housing types, including an element of affordable housing.
- 1.4.2 The development is to be served by the existing access junction from St Helen's Boulevard. The main access road through the development site will serve a number of dwellings directly, with additional connecting culs-de-sac providing access to other properties, and potential future links to adjacent land. Footways will also be provided alongside the main internal road.
- 1.4.3 It is understood that the internal highway network of the site has been designed to ensure that refuse vehicles can utilise the highway alignment to enter and exit the site in a forward gear, with appropriate turning heads provided in culs-de-sac.
- 1.4.4 The proposed parking for the residential development is expected to be provided in accordance with the requirements of Barnsley's Supplementary Planning Document: Parking (BMBC, 2012), with sufficient provision to accommodate the demand generated by the development.

1.5 Local Plan Allocation & Planning History

- 1.5.1 The application site forms land allocated for residential development (ref: HS16) within the adopted Barnsley Local Plan (BMBC, 2019a), for an indicative 96 dwellings. The extents of the HS16 site, and HS12 site to the west, are shown within Figure 2.

Figure 2: Housing Sites H12 and HS16



Source: BMBC, 2019b

- 1.5.2 It is understood that there have been no relevant planning applications relating to the proposed development site.

2. TRAVEL PLANNING BACKGROUND

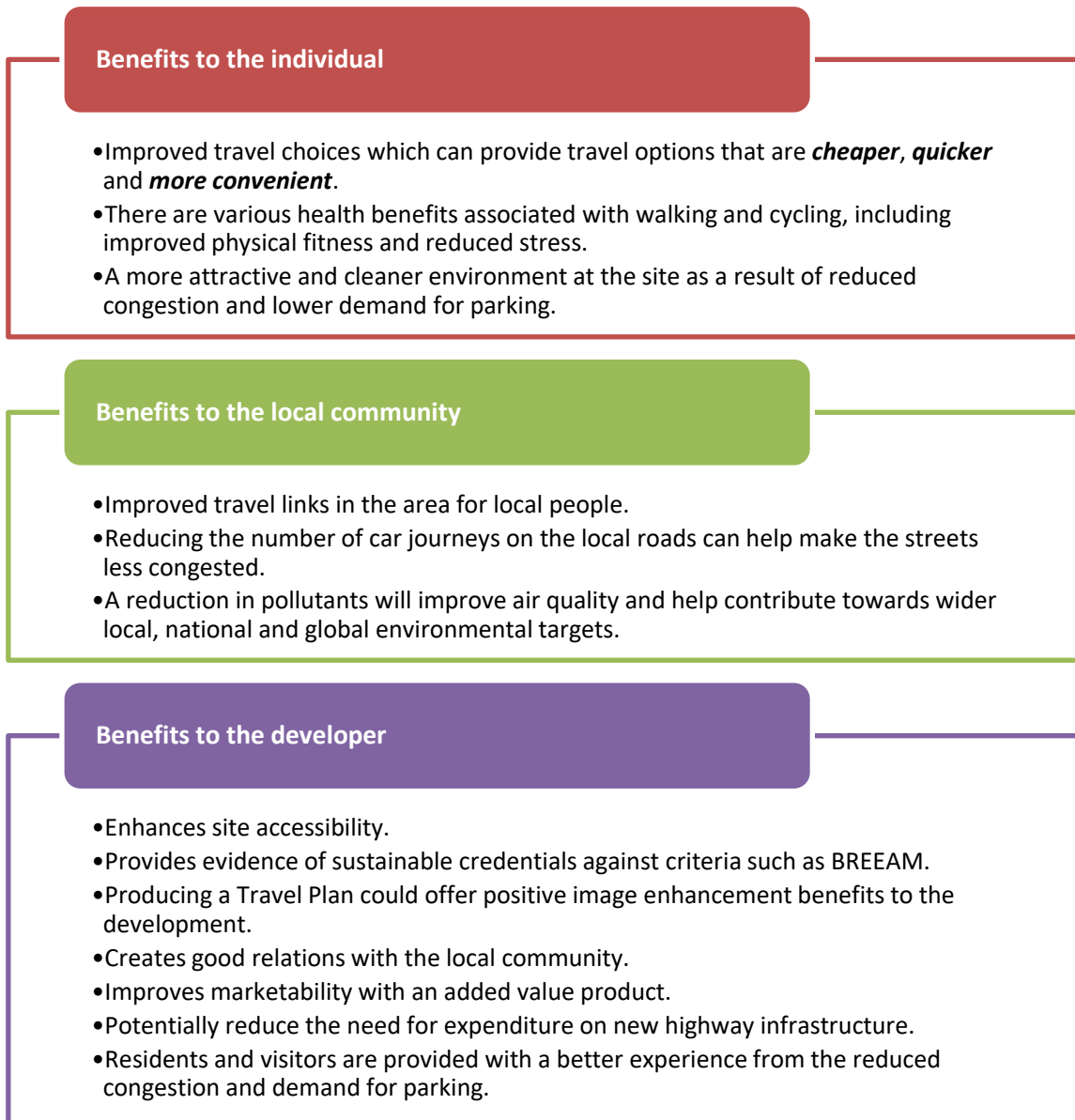
2.1 What is a Travel Plan?

- 2.1.1 Planning Practice Guidance (PPG) entitled 'Travel Plans, Transport Assessments and Statements in Decision-taking' defines Travel Plans as "long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)" (DCLG, 2014).
- 2.1.2 A key guidance document in terms of Residential Travel Plans is '*Making Residential Travel Plans Work*' (DfT, 2007a). This document introduces the concept of the Residential Travel Plan Pyramid, which is discussed further within Section 2.3. The document describes a Residential Travel Plan as "*a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place. They are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved – public, private and the community. They involve meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local communities and new residents*" (DfT, 2007a).
- 2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:
- Barnsley Local Plan - Adopted January 2019 (BMBC, 2019a);
 - National Planning Policy Framework (MHCLG, 2019);
 - Barnsley Transport Strategy 2013-2033 (BMBC, 2016);
 - South Yorkshire Local Transport Plan 2011-2026 (SYLTP, 2015);
 - Planning Practice Guidance (DCLG, 2014);
 - Barnsley Supplementary Planning Document: Parking (BMBC, 2012);
 - The Essential Guide to Travel Planning (DfT, 2008a);
 - Making Residential Travel Plans Work (DfT, 2007a);
 - Manual for Streets (DfT, 2007b);
 - Guidance on Transport Assessment (DfT, 2007c);
 - A Guide on Travel Plans for Developers (DfT, 2005a);
 - Making Smarter Choices Work (DfT, 2005b);
 - Using the Planning Process to Secure Travel Plans. Best Practice Guide (DfT, 2002); and
 - The Unitary Development Plan Volume 2: Community Areas (BMBC, 2000).

2.2 Why Prepare a Travel Plan? – The Benefits

- 2.2.1 A successful Travel Plan can be expected to realise a number of environmental, economic, health and social benefits. These benefits can be experienced by individuals, the developer, the Local Authority and the wider community. Figure 3 highlights a number of benefits that a successful Travel Plan can bring.

Figure 3: Potential Benefits of a Successful Travel Plan



- 2.2.2 This Travel Plan sets out the proposals for promoting sustainable travel choices by residents of the proposed development.

2.3 The Residential Travel Plan Pyramid

- 2.3.1 The Residential Travel Plan Pyramid (see Figure 4) is a diagrammatic tool which illustrates that successful Residential Travel Plans are built on the firm foundations of good location and site design. These elements must be supplemented by various measures, including the appointment of a Travel Plan Co-ordinator (TPC), a Travel Plan Strategy and Action Plan and also a promotional strategy which combines all elements of the pyramid into a coherent and marketable Travel Plan.

Figure 4: The Residential Travel Plan Pyramid



Source: DfT, 2007a

- 2.3.2 By linking to the relevant levels of the pyramid the remainder of this Travel Plan outlines the strategy for achieving a high quality housing development which maximises travel choices available to its residents:
- **Section 3** – Takes into account the foundations of the pyramid and assesses the location and surrounding built environment of the proposed development in relation to each sustainable mode of travel;
 - **Sections 4 & 5** – Identify the Travel Plan aim, objectives and targets;
 - **Section 6** – Outlines the central and varying roles that the TPC will occupy in developing and advancing the Travel Plan;
 - **Section 7** – Outlines the Travel Plan measures that are to be implemented at the site; and
 - **Section 8** – Details the Travel Plan monitoring and evaluation strategy.

3. OPTIONS FOR SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 To appreciate the travel choices available to residents at the proposed development site and to tailor this Travel Plan to the specific site and local opportunities, an understanding of the existing accessibility of the site by sustainable modes must be gained. This is outlined in the following section.

3.2 Pedestrian Provision

- 3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The site is located within a 2km walking distance of a large number of local trip attractors, as shown within Table 1.

Table 1: Key Trip Attractors by Foot

Trip Attractor	Walking Route	Walking Distance*
Education		
Springwell Alternative Academy	St Helen's Boulevard	30m
Holy Trinity School	St Helen's Boulevard - Carlton Road (B6132)	700m
Athersley South Primary School	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61)	1.3km
Laithes Primary School	St Helen's Boulevard - Carlton Road (B6132) - Athersley Road - Bakewell Road - Wingfield Road	1.7km
Burton Road Primary School	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61) - Burton Road	1.8km
Retail		
Tesco Express	St Helen's Boulevard - Carlton Road (B6132)	500m
Farmfoods	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633)	700m
Factory Foods	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61)	1.3km
Health		
Rotherham Road Medical Centre	St Helen's Boulevard - Carlton Road (B6132) - Athersley Road - Highfield Avenue - Rotherham Road (A633)	650m
R D Hill Chemist	St Helen's Boulevard - Carlton Road (B6132) - Athersley Road - Bakewell Road - Highfield Avenue	800m
The Co-operative Pharmacy	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61)	1.7km
St Georges Medical Practice	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61)	1.7km
Roundhouse Medical Centre	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Wakefield Road (A61)	1.8km
Akram Z A Pharmacy	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Westgate - Cross Street - High Street - Judy Row	1.8km

Trip Attractor	Walking Route	Walking Distance*
Leisure		
Barnsley Bowl	St Helen's Boulevard - Carlton Road (B6132)	160m
Worship/Community Use		
Blessed Sacrament Catholic Church	St Helen's Boulevard - Carlton Road (B6132) - Athersley Road - Matlock Road	500m
St Helen's Church	St Helen's Boulevard - Carlton Road (B6132) - Athersley Road - Bakewell Road - Wingfield Road - Laithes Lane	1.8km
Monk Bretton Methodist Church	St Helen's Boulevard - Carlton Road (B6132) - Rotherham Road (A633) - Westgate - Cross Road - High Street - Well Lane	2.0km

*Walking distances are approximate (measured along footways, rather than as the crow flies) and have been measured from the existing access from St Helen's Boulevard.

- 3.2.2 Table 1 shows that the proposed development site is located within a reasonable walking distance (up to 2km) of a large number of local amenities, including a number of nearby educational facilities. The proposals are set to provide footway provision to tie-in with the existing provision on St Helen's Boulevard. Pedestrian links are also to be provided to connect with the existing Public Right of Way (PRoW) to the south.
- 3.2.3 The proposed development site is located close to good pedestrian routes, with pedestrian infrastructure serving a large residential area to the west of the site.
- 3.2.4 To the west of the existing access junction, footways are provided on both sides of St Helen's Boulevard. The footways appear to be in good condition and vary in width between 1.9m and 3.0m. The footways provide access to the pedestrian infrastructure available on Carlton Road.

Photo 1: Pedestrian Infrastructure on St Helen's Boulevard (West of Access)



- 3.2.5 To the east of the existing access junction, there is a footway on the southern side of St Helen's Boulevard that is approximately 1.5m in width and in reasonable condition. It provides access to the PRoW situated to the east of the site.

Photo 2: Pedestrian Infrastructure on St Helen's Boulevard (East of Access)

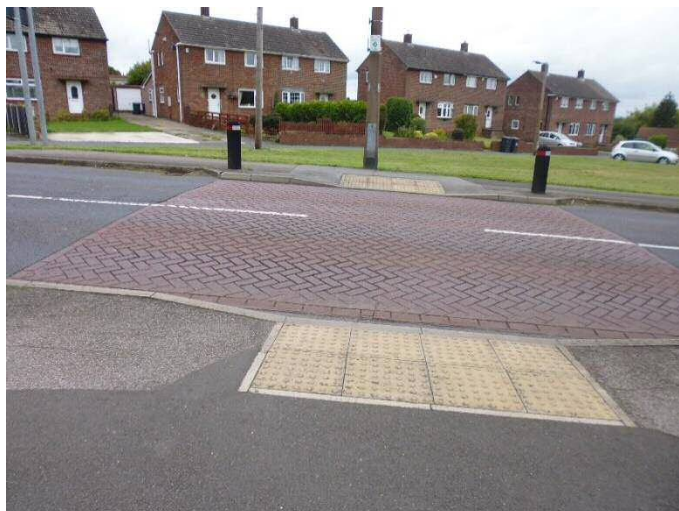


- 3.2.6 There are footways on both sides of Carlton Road that are between 1.5m and 1.7m in width and in reasonable condition. They provide access to the large residential area of Athersley South to the west of the site and the pedestrian infrastructure on Rotherham Road to the south-west.

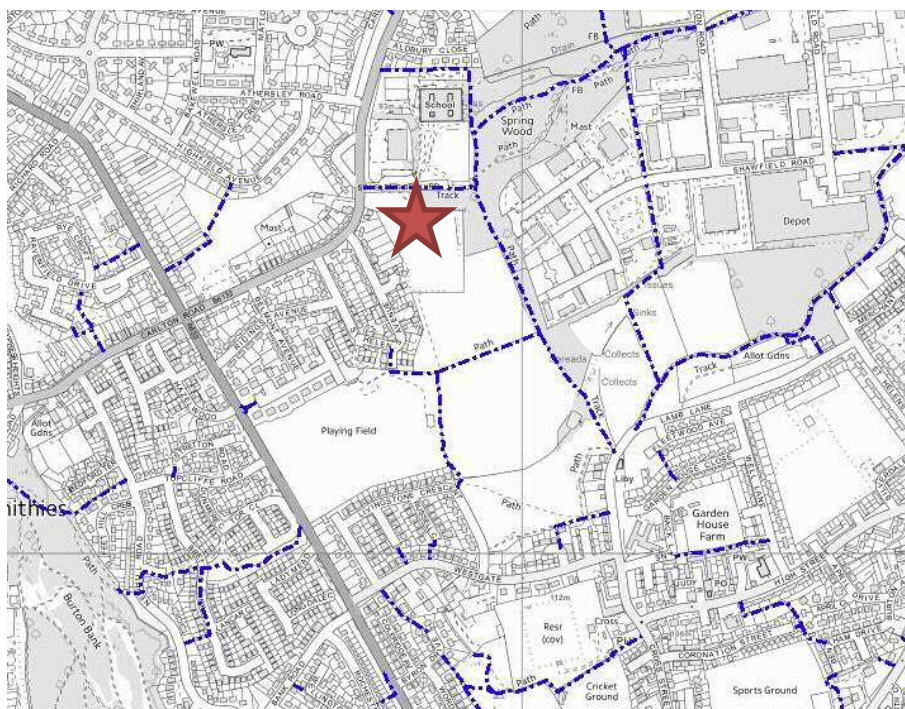
Photo 3: Pedestrian Infrastructure on Carlton Road



- 3.2.7 The local footways are complemented by existing crossing facilities, including pedestrian refuge points and priority build-outs which feature tactile paving and dropped kerbs.

Photo 4: Pedestrian Build Out on Carlton Road

- 3.2.8 Figure 5 shows the existing PRow within the vicinity of the site (site indicated by red star). There are a number of public footpaths within close proximity of the site which are highlighted in blue, with one running along the southern parcel of the site although the alignment will not be altered as part of the proposals.

Figure 5: Local Public Rights of Way

Source: BMBC, 2017a

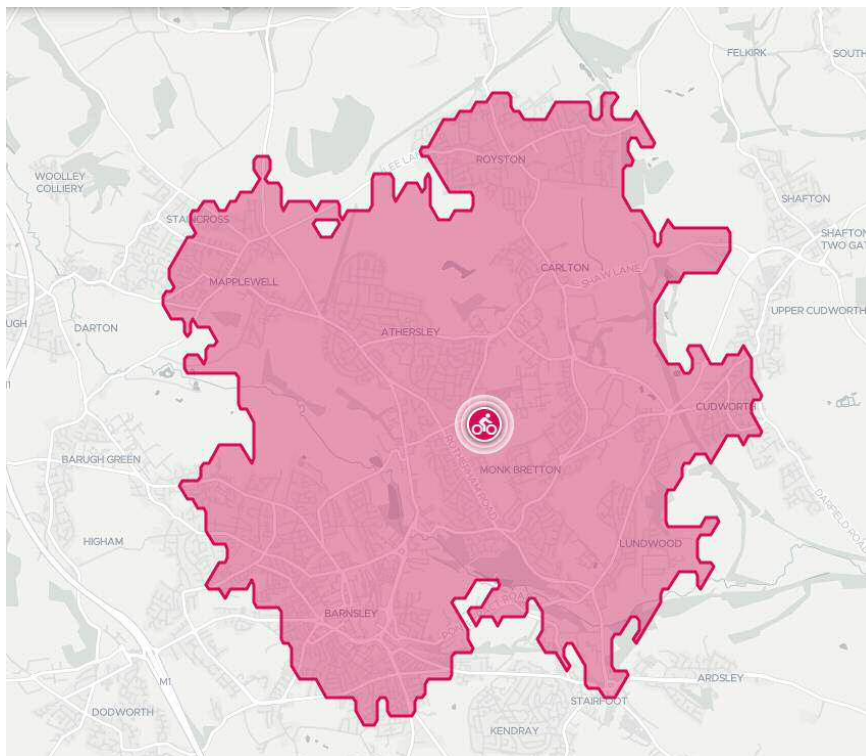
- 3.2.9 The pedestrian infrastructure within the vicinity of the site appears to generally be sufficient to facilitate the movements of mobility and visually impaired people, with the provision of dropped kerbs and tactile paving at most local junctions and crossing points within the local area. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchairs (DfT, 2002).

- 3.2.10 The proposed internal pedestrian routes appear to be of adequate width, with step-free access between the site and the local footway network; it is considered that the site can be suitably accessed on foot by all users, including those accompanied by young children and the mobility impaired.
- 3.2.11 Measures to promote and encourage walking trips to the site are outlined within Section 7.3 and will be implemented at varying stages by the Travel Plan Co-ordinator.

3.3 Cycling Provision

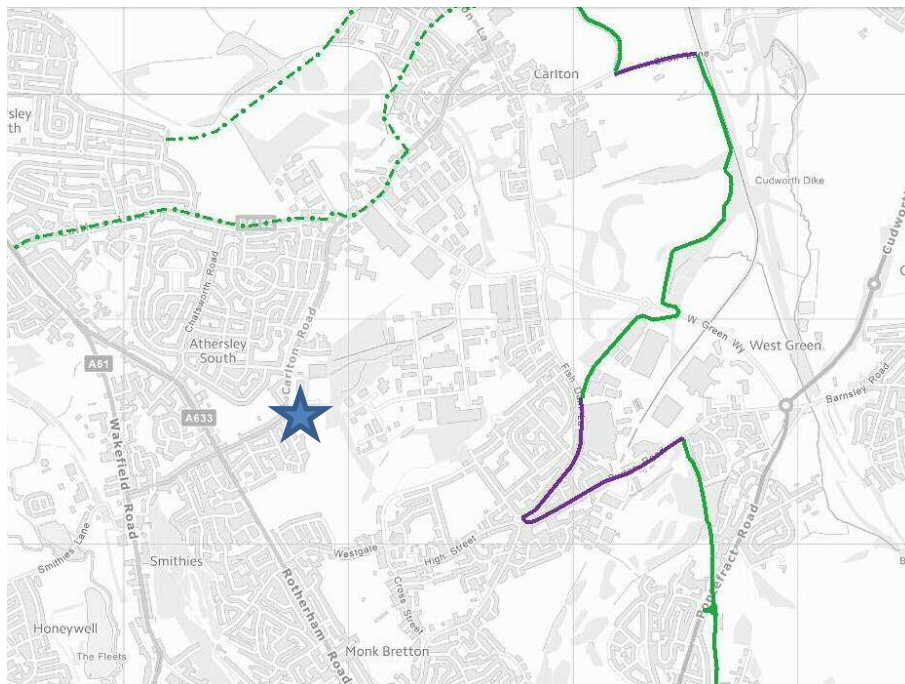
- 3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The DfT state that *“in common with other modes, many utility cycle journeys are under three miles (5km), although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon”* (DfT, 2008).
- 3.3.2 The site is located within a reasonable cycle ride, up to 5km (approximately 15 minutes at the average cycling speed of 12mph), of the majority of the built-up area of Barnsley as well as the villages of Cudworth, Mapplewell and Royston.

Figure 6: Cycling Isochrone Map



Source: TTM, 2019

- 3.3.3 An extract of the online ‘BMBC National and Regional Cycle Routes Map’ (BMBC, 2017b) is provided in Figure 7 and shows the cycle facilities in the local area (site highlighted by blue star). Off-road routes are highlighted in green and on-road routes highlighted in purple.

Figure 7: Extract of BMBC National and Regional Cycle Network Map

Source: BMBC, 2017b

- 3.3.4 There is a segregated foot/cycleway approximately 1.0km to the north of the site at the Laithes Lane/Longfields Road/Carlton Road roundabout which forms part of the National Cycle Network (NCN) Route 67 and the TransPennine Trail. NCN Route 67 runs between Loughborough and Northallerton where it joins NCN Route 71.
- 3.3.5 Given the proximity of the site to signed NCN routes, and that most local roads are subject to 20mph or 30mph speed limits, it is considered that the local environment within the vicinity of the site is generally conducive to encouraging cycling trips.
- 3.3.6 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4 and will be implemented at varying stages by the Travel Plan Co-ordinator.

3.4 Public Transport Provision

- 3.4.1 Guidance outlined within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.4.2 The nearest bus stops are located on Carlton Road, providing travel in both directions, situated an approximately 140m (northbound) and 270m (southbound) walk from the site. There are additional stops located on Carlton Road and Athersley Road situated to the north-west of the site within a 400m walk of the site.

Photo 5: Northbound Bus Stop on Carlton Road

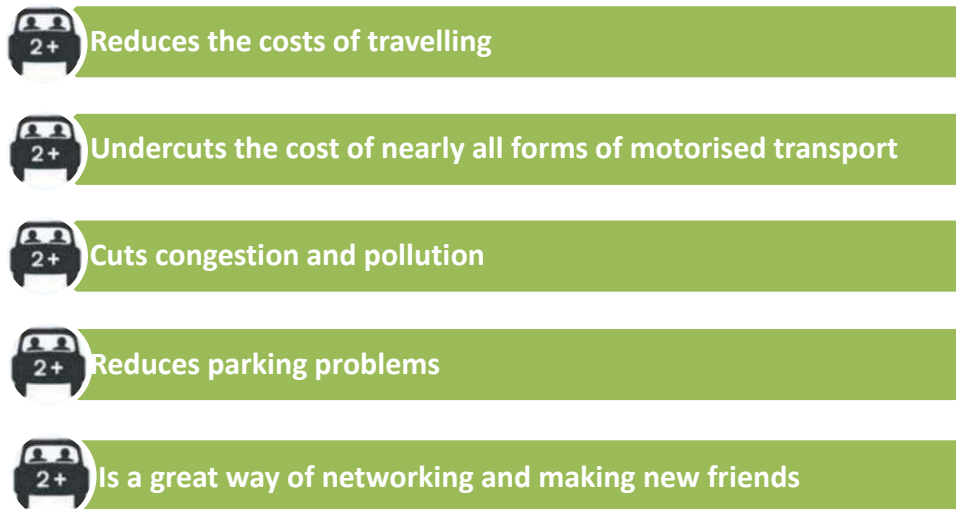


- 3.4.3 The #12 bus service provides four services every hour between Barnsley Interchange and Athersley South which can be accessed from the local bus stops.
- 3.4.4 The nearest rail station to the site is Barnsley Rail Station which is located approximately 2.8km south-west of the site and accessible via the #12 bus service. The station accommodates Northern services, providing access to local, regional and national rail services to destinations, including Leeds, Sheffield, Huddersfield and Nottingham. It is also noted that a Northern Connect service between Lincoln and Sheffield is also planned for winter 2019.
- 3.4.5 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5 and will be implemented at varying stages by the Travel Plan Co-ordinator.

3.5 Potential for Car Sharing

- 3.5.1 Car sharing is a sustainable mode of travel that can reduce the number of single occupant vehicle trips generated by a site. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 8.

Figure 8: Benefits of Car Sharing



- 3.5.2 Other car sharing websites that may be useful to residents of the proposed development site include www.blablacar.co.uk.
- 3.5.3 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6 and will be implemented at varying stages by the Travel Plan Co-ordinator.

4. AIM & OBJECTIVES

4.1 Overall Aim

- 4.1.1 In order to minimise the impact of traffic generated by the proposed development, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by the site, particularly single occupant trips, in favour of more sustainable travel.

4.2 Objectives

- 4.2.1 To help achieve the overall Travel Plan aim, a number of Travel Plan objectives have been set, as outlined below in Figure 9:

Figure 9: Travel Plan Objectives

1. To encourage residents and visitors of the proposed development to evaluate their travel patterns and consider options for more sustainable travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

4. To monitor the travel patterns and performance against the Travel Plan targets

5. To provide a long term commitment to meeting the overall aim of this Travel Plan

- 4.2.2 This Travel Plan sets out the strategy for meeting these objectives through a variety of mechanisms and measures. This is a 'live' document that is to be reviewed and updated at key milestones in the development's planning, construction and occupation phases, as discussed in Section 8.

5. BASELINE TRAVEL SCENARIO & TARGET

5.1 Baseline Travel Scenario

- 5.1.1 For a Travel Plan being developed for an existing, operational site, the baseline transport position would ideally be developed through detailed surveys of existing travel patterns. However, this Travel Plan has been produced for a proposed future development. As such, no assessment of baseline travel patterns at the development could be established through surveys at this stage. Nonetheless, a transport base position is necessary to inform the development of this plan and in particular the initial target.
- 5.1.2 As previously outlined, a TA (LTP, 2019) appraising the likely transport impact of the proposals was prepared in conjunction with this TP. The TA included projections of the trip generation and modal split for the proposed residential development.
- 5.1.3 In the TA, the TRICS database was interrogated to find suitable data to assist in projecting the expected baseline travel scenario of the proposed residential development. The TRICS sites utilised to predict the traffic generation of the proposed development also contained multi-modal information, therefore the person trip generation of the site has been predicted based on the person trip rates derived from the comparable TRICS sites.
- 5.1.4 Using the TRICS-based modal split, Table 2 presents the projected modal split for the proposed development site.

Table 2: Projected Modal Split

Person Trips	Modal Split
Vehicle Drivers	58.2%
Vehicle Passengers	18.1%
Vehicle Occupants	76.3%
Pedestrians	19.5%
Cyclists	2.3%
Public Transport Users	2.0%
TOTAL	100%

* The total may not represent the sum of its parts due to rounding

- 5.1.5 It is noted that 'vehicle driver' includes all vehicle trip generating modes, including car drivers, taxi trips and Powered Two-Wheelers (PTW).

5.2 Baseline Travel Scenario

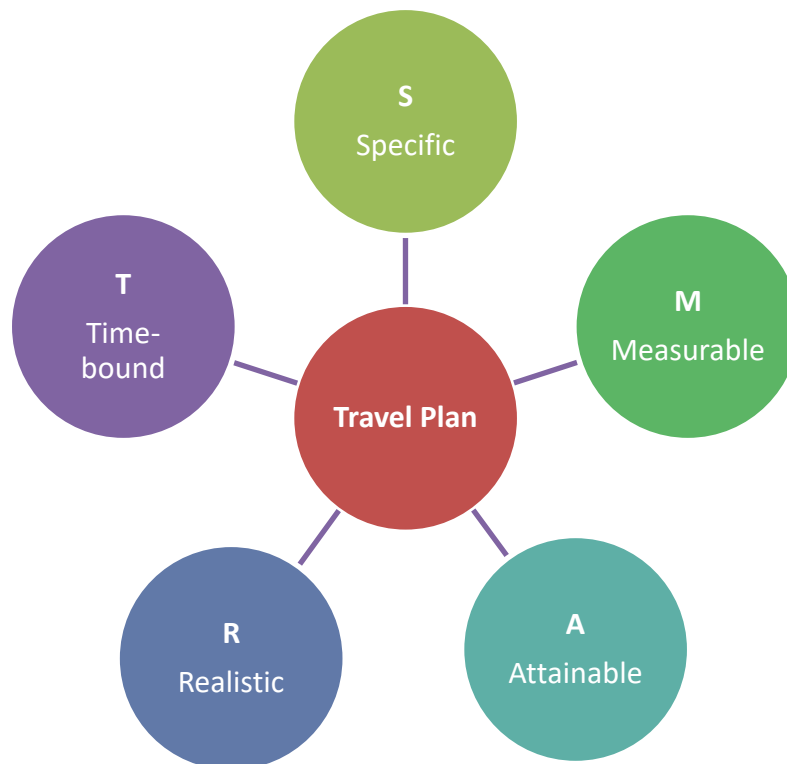
- 5.2.1 For the purposes of this Travel Plan, it is assumed that the person trip generation projected in Section 5.1 reflects the baseline travel scenario at the proposed development site upon occupation of the full site. Therefore, the baseline travel situation for the site relative to the overall aim of this Travel Plan (see Section 4.1) is predicted to be:

58.2% of trips are made by vehicle drivers

5.3 Targets

- 5.3.1 The key emphasis of Travel Plans is to minimise the number of vehicle trips generated by a development, particularly those made by single occupants. This is most commonly done by setting appropriate targets. In setting Travel Plan targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the target of this Travel Plan should be SMART:

Figure 10: SMART Travel Plan Components



- 5.3.2 Travel Plan targets have been set for a five-year period and are a means of monitoring progress and aim to be challenging, but achievable. The targets are based on the assumed baseline situation (see Section 5.2) and are to be achieved within the timeframes set out below:

Year 0 (baseline) – No more than 58.2% trips to be made by vehicle drivers

Year 1 - No more than 57% of trips to be made by vehicle drivers

Year 2 - No more than 56% of trips to be made by vehicle drivers

Year 3 - No more than 55% of trips to be made by vehicle drivers

Year 4 - No more than 54% of trips to be made by vehicle drivers

Year 5 - No more than 53% of trips to be made by vehicle drivers

- 5.3.3 The performance of the proposed development against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first travel survey should be undertaken within 12 months of occupation of the proposed development and should the results reveal a significantly different modal split from that assumed within Section 5.2, then the above targets should be revised as appropriate. It is noted that all the dwellings of the proposed development are unlikely to be built and occupied 12 months after first occupation, however the target can still be applied on a pro-rata basis to a partially occupied site.

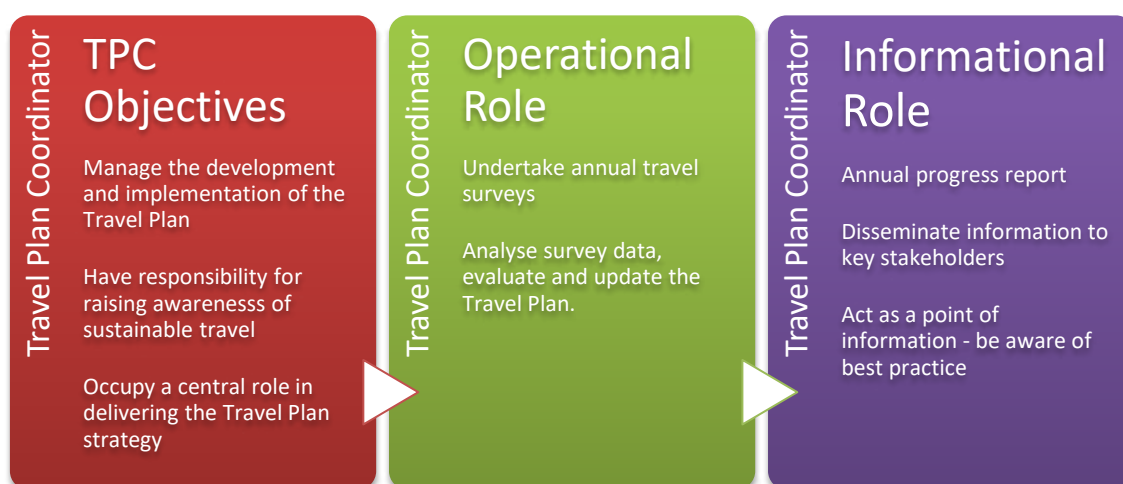
6. ROLES & RESPONSIBILITIES

- 6.1.1 It is recognised that the ownership and management of the site may change across the various planning, construction and operational stages of the development. The responsibility for implementing this Travel Plan lies with the owner of the overall development, therefore the responsibility for this Travel Plan may change hands with the ownership of the site.
- 6.1.2 At this planning stage, the Applicant acts as the owner of the development and is therefore responsible for the implementation of this Travel Plan, until such time as the ownership of the development is passed on.
- 6.1.3 The site owner will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of a Travel Plan Coordinator (TPC). It will be the role of the TPC to utilise the funding provided by the site owner to deliver the Travel Plan measures, as detailed in Section 7. The funding stream associated with each of the Travel Plan measures is outlined within Section 7.2.

6.2 Travel Plan Coordinator (TPC)

- 6.2.1 As outlined within the Residential Travel Plan Pyramid (see Section 2.3), a key part of a successful Travel Plan is the appointment of a Travel Plan Coordinator (TPC) and the clear delineation of their roles and responsibilities. The DfT's 'Making Residential Travel Plans Work' outlines that a TPC "plays a crucial role in developing the plan and working with residents and developers to ensure that the plan meets their needs for access and evolves over time" (DfT, 2007a).
- 6.2.2 The Applicant will appoint a TPC at the site at least 3 months prior to first occupation of the development. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The suggested objectives and roles of the TPC are illustrated within Figure 11.

Figure 11: TPC Objectives and Roles



6.3 Key Stakeholders

- 6.3.1 For the Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as residents, the developer and the TPC, other key stakeholders include the local highway authority (BMBC) and local public transport providers.
- 6.3.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing TPC support for the production of the 'Welcome Travel Pack' (WTP) which is to be issued to all residents upon occupation of their dwelling (see Section 7.7 for further details on the WTP).
- 6.3.3 Rather than the developer providing a WTP on their own, any WTP is likely to be more effective if it has input from knowledgeable key stakeholders. Given the wider health and environmental agendas, BMBC officers are likely to be able to assist in the production of the pack by providing/producing walking/cycling maps. Similarly, bus operators are likely to see benefits in ensuring that new residents are aware of the availability of local public transport services.
- 6.3.4 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant contacts in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent WTP information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

7. ACTION PLAN

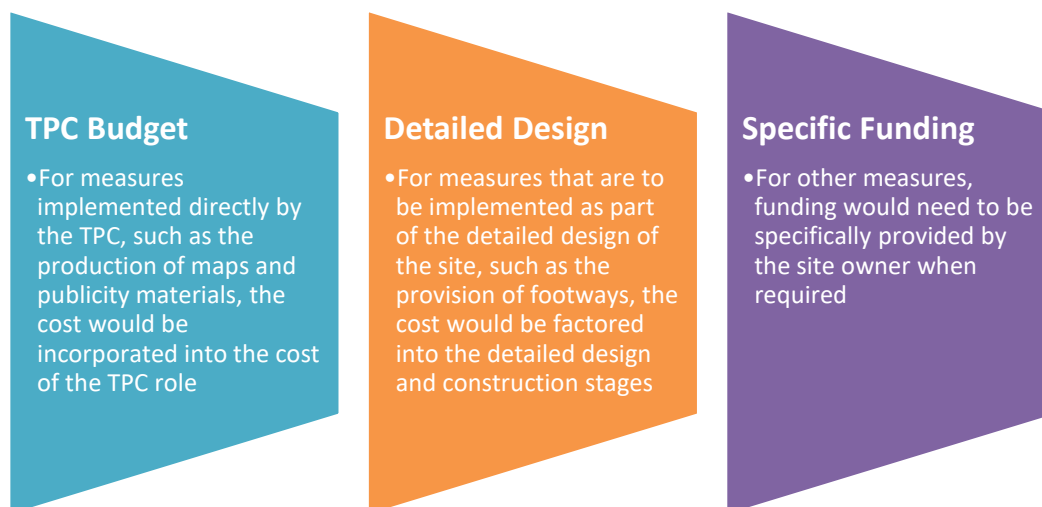
7.1 Introduction

- 7.1.1 This section outlines the Travel Plan measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The Travel Plan contains measures to increase travel choices and reduce reliance on single occupancy car travel.
- 7.1.2 The monitoring of the Travel Plan will allow travel patterns to be determined and the actual modal split to be identified. This will enable measures to be determined and specifically targeted at site residents.
- 7.1.3 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 users of the site.
- 7.1.4 The early stages of the Travel Plan development and implementation covers the detailed design process, construction period, initial occupation of the site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

- 7.2.1 As outlined in Section 6, the measures outlined in this Travel Plan are to be funded by the Applicant, with the TPC responsible for implementing the measures. However, not all of the Travel Plan measures would require separate funding; the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the Travel Plan measures can be funded are outlined below:

Figure 12: Funding Streams for Measures



7.3 Measures to Promote Walking

- 7.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. There is potential for travel to be made to and from the proposed development site on foot, particularly for journeys to/from local amenities. Table 3 outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 3: Measures to Encourage Walking

Measures	Timescale	Funding
Ensure that the pedestrian routes within the development are safe, convenient, accessible and well lit, providing good internal permeability and access to all dwellings and open spaces.	During detailed site design	Detailed Design
Design the development in accordance with a 'pedestrian first' policy with good lighting, dropped kerbs and a road layout that maintains a low vehicle speed environment.	During detailed site design	Detailed Design
Distribute a map showing key pedestrian features within the local network. This will form part of a WTP for residents, to include a table of walking/cycling distances and travel times to local amenities.	Upon each resident's site occupation	TPC Budget
Publicity materials regarding the health and financial benefits of walking to be made available to residents as part of the WTP.	Upon each resident's site occupation	TPC Budget
Liaise with local schools in order to encourage the establishment/extension of a 'walking bus' to/from the development.	12-24 months following first occupation	TPC Budget

7.4 Measures to Promote Cycling

- 7.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 4 outlines the measures that will be implemented to help promote cycling to/from the site.

Table 4: Measures to Encourage Cycling

Measures	Timescale	Funding
Promote the benefits of, and provide information on the established 'Cycle to Work' salary sacrifice scheme that residents should be able to access via places of employment.	Upon each resident's site occupation and ongoing.	TPC Budget
Publicity materials regarding the health and financial benefits of cycling to be made available to residents as part of the WTP.	Upon each resident's site occupation	TPC Budget
Distribute copies of relevant cycle maps to all residents. Related information with regard to local cycle shops and local cycle groups should also be distributed. This will form part of the WTP.	Upon each resident's site occupation	TPC Budget
Inform residents of local BMBC and national initiatives aimed at increasing cycling levels.	Upon each resident's site occupation	TPC Budget
Investigate the possibility of establishing a Bicycle User Group (BUG) or working group equivalent and implement if there is sufficient interest. This could tie into existing local cycle groups.	0-12 months following first occupation	TPC Budget

7.5 Measures to Promote Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised in Table 5.

Table 5: Measures to Encourage Public Transport Use

Measures	Timescale	Funding
Disseminate public transport information to all residents. To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, taxi firm numbers and wider publicity will all be provided to residents. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be reviewed and updated when required.	Upon each resident's site occupation	TPC Budget
Meet local bus operators regarding the potential for re-routing or providing additional bus services to better accommodate the residents of the site and the surrounding area. This could be done in light of responses from the first annual travel survey.	12-24 months following site occupation	TPC Budget

7.6 Measures to Promote Car Sharing

7.6.1 The TPC should encourage site users to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO₂ per year by sharing their daily journey. There is the facility to calculate tailored potential CO₂ and cost savings. Measures that will be implemented to encourage car sharing among residents are summarised within Table 6.

Table 6: Measures to Encourage Car Sharing

Measures	Timescale	Funding
Promote the use of on-line car share databases such as www.liftshare.com and www.blablacar.co.uk , aimed at assisting people in finding car share partners for commuting journeys.	Upon each resident's site occupation	TPC Budget
Make residents aware of the environmental (and financial) benefits of car sharing.	Upon each resident's site occupation	TPC Budget
Investigate the possibility of setting up a resident car share database at the site, subject to demand.	12-24 months following site occupation	TPC Budget

7.7 Welcome Travel Pack

- 7.7.1 Raising awareness of the existing sustainable transport options available to residents of the proposed site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all residents are fully aware of the choices available to them.
- 7.7.2 An effective time to change an individual's travel behaviour is at a transition point in their lives, such as when moving home. Therefore, it is proposed that all residents would receive a WTP upon first occupation of the site, or if possible prior to their relocation (i.e. at exchange of contracts). The WTP should also be placed on display within the site's sales office.
- 7.7.3 The pack is to be prepared and disseminated by the TPC with assistance from BMBC and local public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed contents of the WTP are outlined within Figure 13:

Figure 13: Proposed Welcome Travel Pack Contents

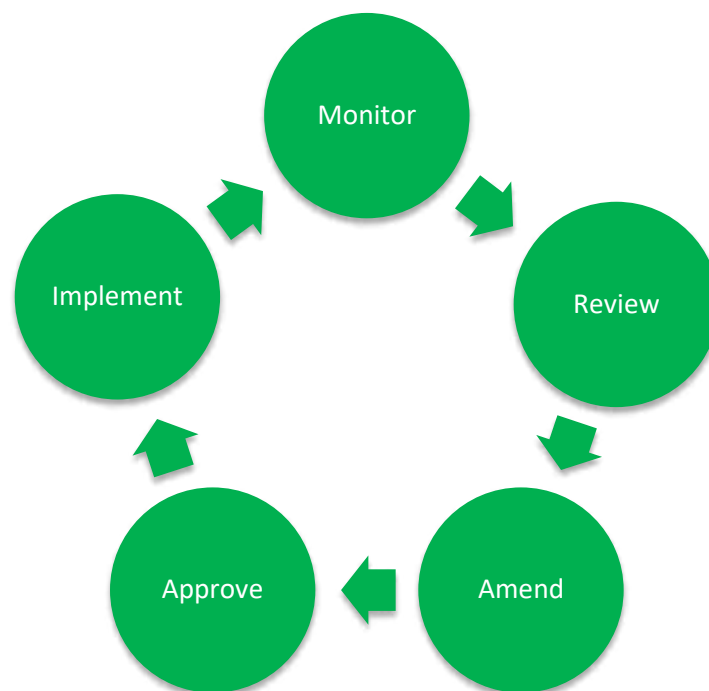


8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

- 8.1.1 In order to measure the effectiveness of any Travel Plan it is important that an appropriate monitoring and evaluation strategy is employed. This Travel Plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of residents at the site. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 14.

Figure 14: Monitoring & Evaluation Process

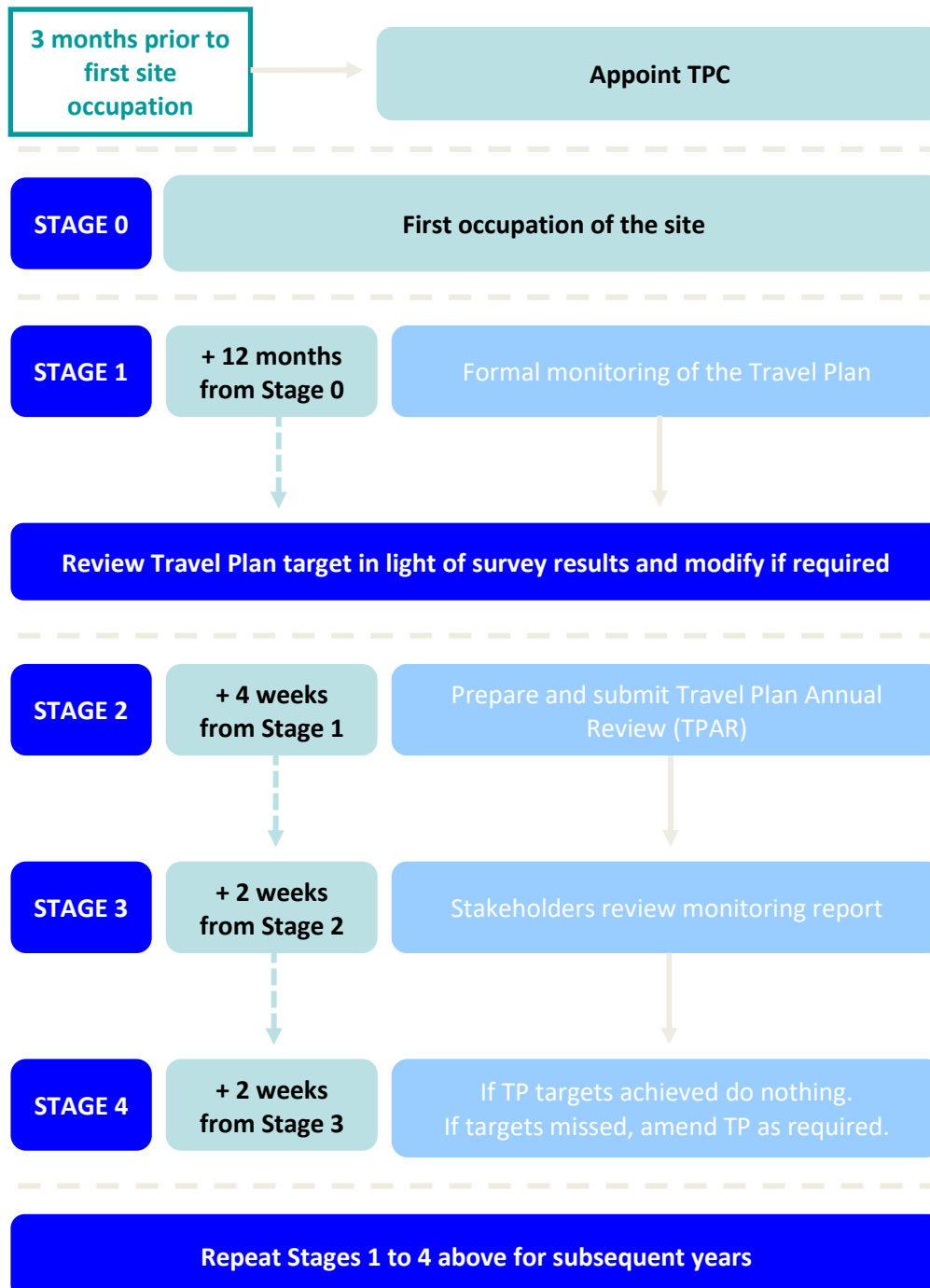


- 8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets has been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to the Travel Plan. Any intervention measures (see Section 8.7) should be approved by all key stakeholders and implemented as appropriate.

8.2 Monitoring & Evaluation Strategy

8.2.1 The proposed monitoring and evaluation strategy is illustrated in Figure 15 followed by the relevant explanatory text.

Figure 15: Monitoring & Evaluation Strategy



8.3 Stage 0 – First Site Occupation

- 8.3.1 A number of the measures and actions of the Travel Plan are to be implemented prior to occupation of the site; however, Stage 0 provides a starting point for the formal monitoring and evaluating process. It is recognised that occupation of the development is likely to occur gradually over time; therefore, this Travel Plan is to be monitored from the occupation of the first dwelling.

8.4 Stage 1 – Formal Monitoring

- 8.4.1 Implementation of the Travel Plan must be monitored and reviewed if the intended benefits are to be secured. Formal monitoring of the Travel Plan and its targets is to start 12 months after first occupation. This will involve undertaking a questionnaire based surveys.
- 8.4.2 This would ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of residents for the Travel Plan and increases their awareness of sustainable travel issues. The TPC will organise the survey and prior to undertaking the surveys it may be beneficial to seek agreement with BMBC on a standardised travel survey questionnaire for the site.
- 8.4.3 As a minimum, a travel survey questionnaire should look to establish the mode of transport usually used by residents. As the survey could be used to justify alterations to the Travel Plan targets, it is essential that the reasoning behind mode choice (particularly car drivers) is established. This can be done by a series of 'why' questions which assess why residents are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that a travel questionnaire could look to establish, such as:
- Usual mode of transport used and reasons for current mode choice;
 - Other modes of transport used;
 - Number of times per week (on average) residents travel to/from the site and distance travelled;
 - Perceived barriers and incentives to a modal switch towards sustainable travel;
 - Receptiveness to a modal switch towards sustainable travel and receptiveness to potential Travel Plan measures;
 - Awareness of Travel Plan, initiatives, measures and travel options;
 - General opinions and views on site travel issues; and
 - Any special travel circumstances (e.g. mobility issues).
- 8.4.4 If necessary, 12 hour (07:00-19:00) daily person trip generation surveys could also be undertaken at the development site access points to supplement the questionnaire data.

8.5 Stage 2 – Travel Plan Annual Review (TPAR)

- 8.5.1 The results of the formal monitoring surveys will culminate in the production of a Travel Plan Annual Review (TPAR) report that can be used to assess the performance of the Travel Plan. The report could also identify possible future Travel Plan actions at the site. The report will be prepared by the TPC on behalf of the Applicant and would be provided to BMBC. The TPAR is to be provided to key stakeholders within 4 weeks of completion of the annual monitoring surveys.

8.6 Stage 3 – Stakeholder Review

- 8.6.1 As part of the stakeholder review stage, BMBC are to provide the TPC with any comments on the submitted monitoring report. Revisions to the Travel Plan may follow once the development is constructed and occupied, the travel patterns are understood from data collected through the formal monitoring stage and the Travel Plan Annual Review is undertaken. Any amendments (if required) to the Travel Plan and the targets within it will be discussed at this stage.

8.7 Stage 4 – Intervention Strategy

- 8.7.1 If the annual review process identifies that the Travel Plan targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussion should take place between the TPC, the Applicant, BMBC and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. For example, if the targets require a 2% reduction in single-occupant car travel, then a reduction of only 0.5% or less could be considered to have missed the targets by a significant margin, although this definition would need to be discussed and agreed with BMBC in light of the site-specific circumstances and feedback from the annual monitoring exercise.
- 8.7.2 Potential additional measures include:
- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
 - More active marketing of the Travel Plan, incorporating a shift of focus; and
 - Offer of personalised journey planning services to residents.
- 8.7.3 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the site owner. The impact of the intervention measures will be monitored as part of future annual reviews.

8.8 Subsequent Years

- 8.8.1 Stages 1 to 4 of the above monitoring and evaluation strategy would be repeated for subsequent years. It is suggested that a monitoring and evaluation period of five years at the site should be suitable.
- 8.8.2 It is considered that the monitoring and evaluation strategy outlined above will allow the Travel Plan to be appropriately reviewed and modified to ensure the achievement and maintenance of the TP targets.

9. REFERENCES

- BMBC (Barnsley Metropolitan Borough Council), 2019a. Barnsley Local Plan - Adopted January 2019.
- BMBC, 2019b. Barnsley Local Plan – Online Policies Map [online:
<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/barnsleys-local-plan/>].
- BMBC, 2017a. BMBC Public Rights of Way Map [online: <https://www.barnsley.gov.uk/barnsley-maps/public-rights-of-way/>].
- BMBC, 2017b. BMBC National and Regional Cycle Routes Map [online:
<https://www.barnsley.gov.uk/services/roads-travel-and-parking/traffic-lights-road-signs-and-markings/cycle-lanes-and-routes/>].
- BMBC, 2016. Barnsley Transport Strategy 2014-2033.
- BMBC, 2012. Supplementary Planning Document: Parking.
- BMBC, 2000. The Unitary Development Plan Volume 2: Community Areas.
- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DCLG (Department for Communities and Local Government), 2014. Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in Decision-Taking (ID: 42-06/03/2014) [online: <http://planningguidance.planningportal.gov.uk>].
- DfT (Department for Transport), 2008a. The Essential Guide to Travel Planning.
- DfT, 2008b, LTN 02/08 – Cycle Infrastructure Design
- DfT, 2007a. Making Residential Travel Plans Work.
- DfT, 2007b. Manual for Streets.
- DfT, 2007c. Guidance on Transport Assessment.
- DfT, 2005a. Transport Energy Best Practice: A Guide on Travel Plans for Developers.
- DfT, 2005b. Making Smarter Choices Work.
- DfT, 2002. Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.
- IHT (Institution of Highways and Transportation), 2000. Guidelines for Providing for Journeys on Foot.
- IHT, 1999. Guidelines for Public Transport in Development.
- LTP (Local Transport Projects Ltd), 2019. Proposed Residential Development, Land off St Helens Boulevard, Barnsley – Transport Assessment.
- MHCLG (Ministry of Housing, Communities & Local Government), 2019. National Planning Policy Framework.
- SYLTP (South Yorkshire Local Transport Plan Partnership), 2015. South Yorkshire Local Transport Plan 2011-2026.

Appendix I – Site Layout Plan

Notes:

This drawing design and concepts are copyright of STEN Architecture.

All Dimensions are to be verified on site before any work commences. If any discrepancies, errors are emissions are noted, these are to be report to STEN architecture immediately.

If any other drawings are reference within this layout, please refer to the specific detailed drawing for design, materials and specific working practices.

PLANNING LAYOUT KEY:

- Boundary treatments
- 1800mm high screen wall
 - 1800mm high timber fence
 - 1000mm high metal railings
 - Low trip fence
 - Private, non-adopted, block paving
 - Adopted Block paving
 - Bin collection point (bin collection day only)
 - Tree/vegetation to be retained.
 - Root protection Zone.
 - Tree/vegetation to be removed.
 - Indicative planting

Accommodation schedule							
Private							
Type	GIA (sqft)	GIA (sqm)	Arrangement	Requested	Total Units	GIA Total (sqft)	GIA Total (sqm)
Halstead End	65.1	60.52	End/Semi		9	5859	545
Halstead Mid	65.1	60.52	Mid		3	1953	182
Danbury End	832	77.31	End/Semi		12	9984	928
Caddington End	850	78.98	End/Semi		20	17000	1580
Caddington Mid	850	78.98	Mid		2	1700	158
Windsor End	869	80.71	End/Semi		5	4345	404
Windsor Det	869	80.71	Detached		4	3476	323
Warwick	869	80.71	Detached		1	869	81
Barnburgh End	1051	97.68	End/Semi		26	27326	2540
Rothway	1028	95.47	End/Semi		6	6168	573
Eaton	1279	118.81	Detached		4	5116	475
Cambridge	1251	116.25	Detached		1	1251	116
Grand total					93	85047	7903

D	Rumble strip removed and adoptable footpath adjacent plot ?? introduced.	TS	15.07.19
C	Raised tables/squares updated to clients comments.	TS	15.07.19
B	Paving to fronts of plots 23-32 & 71-86 amended to clients comments	TS	11.07.19
A	Layout updated to clients comments.	TS	09.07.19
REV:	DESCRIPTION:	BY:	DATE:

STEN
ARCHITECTURE

Suite 4, Unit 4,
Benton Office Park,
Bennett Avenue,
Horbury,
Wakfield,
WF4 6XA
Tel: 01924 669424

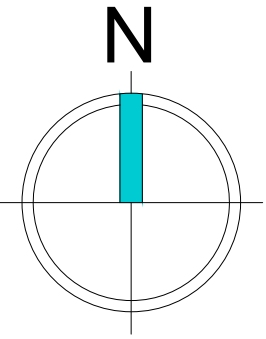
Web: www.sten-architecture.co.uk
Twitter: @STEN_arch
Facebook: [stenarchitectureuk](https://www.facebook.com/stenarchitectureuk)
LinkedIn: Sten Architecture

CLIENT:

SITE: Carlton Road
Carlton, Barnsley

TITLE: Planning layout

SCALE AT A1: 1:500	DATE: 03.07.19	DRAWN: TS	CHECKED: --
PROJECT NO: 1931	DRAWING NO: 1931.01	REVISION: D	



Scaled @ 1:500

0 10m 20m 50m