



Residential Development, Cudworth Parkway, Cudworth Travel Plan

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Paragon Highways
Peach House West, The Walled Garden,
Nostell Estate

Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Travel Plan in relation to a residential development off the A628 Cudworth Parkway, Cudworth in the district of Barnsley. Figure 1.1 shows the site location in relation to the local and regional highway network.

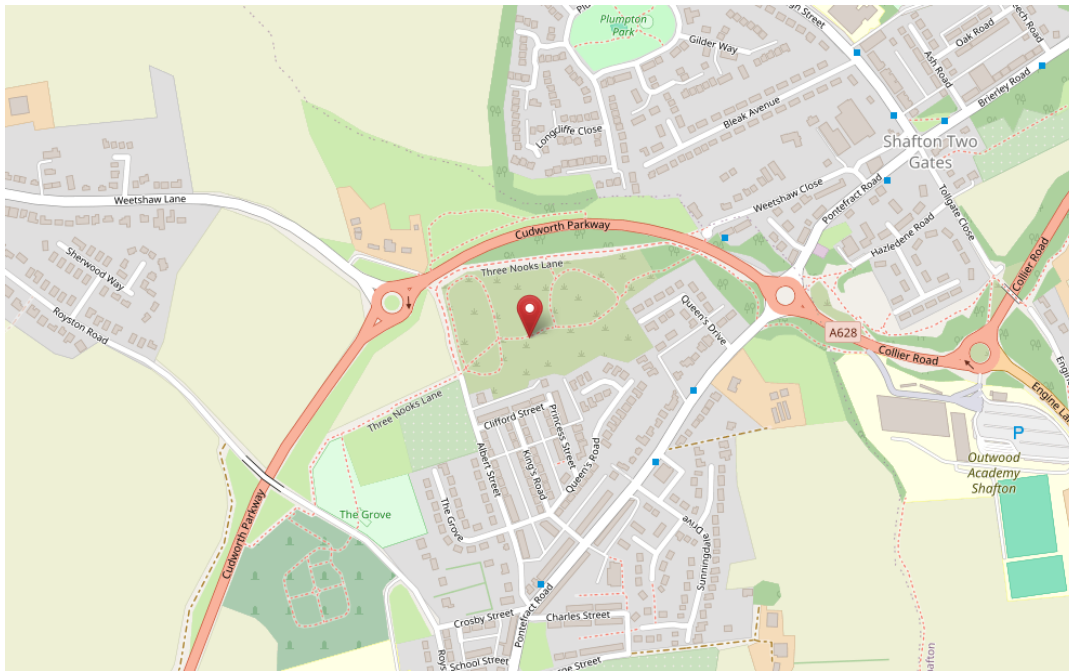


Figure 1 Site Location Plan

- 1.2 The proposals are to develop the site for residential use, providing approximately 144 new dwellings comprising a mix of detached, semi-detached, and terraced properties. The dwellings will offer a range of 2, 3, and 4 bedrooms and will be served by a typical road hierarchy accessed from the existing roundabout at the A628 Cudworth Parkway/Weetshaw Lane junction.
- 1.3 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage, particularly single occupancy car trips, and increase the use of public transport, walking and cycling.

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- 1.4 The location of the site is close to bus services, local shops and essential services in and around Cudworth and neighbouring Shafton, which provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

2.0 Objectives

2.1 This Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. This Travel Plan is focussed on the future occupiers of the proposed development. The specific measures will help to provide a focussed and effective Travel Plan to encourage users to vary or change from their reliance on private car travel.

2.2 There are several objectives both at local and national level which the implementation of the Travel Plan is intended to help fulfil. These include:

- To influence the behaviour of residents and visitors
- Reduce the number of single occupancy car trips.
- Promote car sharing.
- Promote ownership of low emission vehicles
- Include within the design for the charging of plug-in vehicles in safe and convenient locations.
- To reduce the need for unnecessary journeys by residents and their visitors
- Reduction in travel distances
- To help improve the health of residents; and
- Accommodating those journeys that need to be made by car.

3.0 Development Proposals

Proposed Development

- 3.1 The proposals are to develop the site for residential purposes. At the time of writing, it is proposed to deliver approximately 144 new dwellings.
- 3.2 The development will comprise a mix of detached, semi-detached, and terraced properties. The internal layout will follow a clear street hierarchy, consisting of traditional estate roads, shared surface streets, and private shared driveways. The design will accord with Barnsley Council's adoptable standards and the South Yorkshire Residential Design Guide (2011).
- 3.3 The proposed site layout is included at Appendix C.

Access and Parking Provision

- 3.4 Vehicular access to the site will be taken from the existing roundabout at the A628 Cudworth Parkway/Weetshaw Lane junction. A new arm will be created on the roundabout to serve as the main access road into the development.
- 3.5 The new arm will be located to the southeast of the roundabout and designed in accordance with the Design Manual for Roads and Bridges (DMRB). An ARCADY capacity assessment has been undertaken, the findings of which are presented in Section 5.0.
- 3.6 The junction design incorporates a pedestrian refuge island with illuminated bollards and a beacon. Tactile paving will be provided on both approaches and within the refuge. The 2.0m wide footways proposed within the site will connect directly to the existing footway network on Cudworth Parkway.
- 3.7 The internal layout comprises traditional estate roads with a 5.5m wide carriageway and 2.0m wide footways on both sides. Shared surface streets will include hard margins and visitor parking in accordance with Barnsley Council's guidance. The design speed for estate roads is 20mph, achieved through raised junctions and vertical deflections (speed tables), consistent with the South Yorkshire Residential Design Guide. Shared surface streets will have a design speed of 15mph, achieved through alignment and layout.
- 3.8 Visibility splays at internal junctions have been assessed. A minimum of 2.4m x 43m is provided from junctions onto the main spine road, and 2.4m x 25m from

shared surface streets. All visibility splays are contained within the proposed highway boundary and meet current design guidance.

- 3.9 Car parking provision will comply with Barnsley Council's SPD: Parking (adopted November 2019), providing at least one space for dwellings with 1–2 bedrooms and two spaces for dwellings with 3 or more bedrooms.
- 3.10 Visitor parking will be provided on shared surface streets, generally at a ratio of one space per four dwellings, in line with SPD requirements. Some flexibility is allowed within the SPD and has been applied where appropriate.
- 3.11 Each dwelling will be equipped with an electric vehicle charging (EVC) point. For properties with garages, the EVC point will be installed internally. For those without garages, charging facilities will be provided in a practical location with convenient access to the dwelling's parking space.

Pedestrian and Cycle Provision

- 3.12 The proposed footway network within the site will connect into the existing provision on Cudworth Parkway. The existing Three Nooks Lane cycle route will tie into a shared surface arrangement at the northern site boundary, enabling cyclists to utilise the internal road network before re-joining Three Nooks Lane via a separate shared surface connection to the south.
- 3.13 A number of pedestrian connections are proposed to integrate the development with the surrounding area. The proposals also include enhancements to Public Right of Way No. 69 (bridleway), which will be integrated with the internal site layout via a path running along the northern boundary. This route will connect to the internal footway network at multiple locations, whilst also providing a direct link to the existing footway along Cudworth Parkway. This link is intended to provide a convenient route for local journeys, particularly for school children travelling to the nearby Outwood Academy.
- 3.14 Whilst the bridleway route offers a relatively direct connection to the school, it is anticipated that pedestrian movements from the development will be distributed across the wider network of links. In particular, alternative routes connecting to Cudworth via Three Nooks Lane/Albert Street and through the internal site layout will provide more direct access to local facilities, including shops and services, and are therefore expected to attract a significant proportion of pedestrian trips.

3.15

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- 3.16 As such, the bridleway connection to Cudworth Parkway forms one of a number of complementary pedestrian routes, ensuring permeability of the site whilst avoiding an over reliance on any single access point.
- 3.17 It should be noted that there is no vehicle or pedestrian link onto Queens Drive.
- 3.18 The internal road and pedestrian/cycle routes mentioned above will be lit and surfaced to appropriate standards, ensuring that routes remain safe and attractive for all users throughout the day and year.
- 3.19 Secure cycle parking will be provided in accordance with Barnsley Council's SPD. Where garages are provided, internal cycle storage will be available. Where garages are not provided, alternative provision (such as a shed or similar structure within the rear garden) will be included. In addition, a secure ground anchor or cycle storage bolt will be provided.

Servicing

- 3.20 The site layout accommodates turning movements for fire appliances and large refuse vehicles, in accordance with the South Yorkshire Residential Design Guide. The proposed layout therefore adequately caters for the servicing requirements of the development.

4.0 Travel Plans

- 4.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and potentially their visitors to choose an alternative to single occupancy car use, and to reduce the need to travel in connection with their work or for recreation, shopping and leisure purposes.
- 4.2 The TP should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle facilities, restraining car parking or providing high speed broadband to facilitate working from home to assist with business travel and commuting. The purpose is to make the more sustainable transport modes safe and practical, and therefore more attractive to residents.

The Benefits of a Travel Plan

- 4.3 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.
- 4.4 It is necessary to look at the ways residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or public transport use in preference to single occupancy car use. The TP should encourage residents to reconsider how they make regular journeys.
- 4.5 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by reducing the demand for parking spaces, including visitor provision.
- 4.6 The table below summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

Benefit	Residents / Visitors	Community / Environment
Cost savings	✓	
Healthier lifestyle	✓	
Improved site access	✓	✓
Reduced congestion	✓	✓
Time savings	✓	✓
Improved quality of life	✓	✓
Reduced stress		✓
Improved local air quality		✓
Reduced noise		✓

Figure 2 The Benefits of a Travel Plan

- 4.7 TPs produce indirect but significant benefits, such as improving the punctuality of people attending work. Residents who walk or cycle to and from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to residents, their visitors and the local community.

Transport Policy

- 4.8 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Policy

National Planning Policy Framework – Promoting Sustainable Transport

- 4.9 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2024.
- 4.10 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide sufficient housing and other development in a sustainable manner.

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- 4.11 Paragraph 109 of Chapter 9 suggests that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- Making transport considerations an important part of early engagement with local communities;
 - Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
 - Understanding and addressing the potential impacts of development on transport networks;
 - Realising opportunities from existing or proposed transport infrastructure and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
 - Identifying and pursuing opportunities to promote walking, cycling and public transport use; and
 - Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for environmental gains.
- 4.12 The proposals include a layout that complies with the policy, with suitable street hierarchy, pedestrian and cycle provision along with suitable parking for potential residents and their visitors. The site access points, and external road junctions have been appraised so that the impacts at these junctions can be considered. The proposals also include public transport improvements, pedestrian and cycle link improvements.
- 4.13 Paragraph 115 within Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking into account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through vision-led approach.

4.14 Paragraphs 116 and 117 of Chapter 9 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.15 The proposals are considered to be compliant with the above, the internal design follows typical hierarchy of consideration, providing good quality pedestrian and cycle links and connections to the wider network. The internal design and connections will meet the Council's adoptable standards in terms of layout and levels. EV charging infrastructure will be provided within the site for residents in accordance with current local policy. The internal layout allows for emergency vehicles and waste collection vehicles to enter and exit the site in a forward gear.

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- 4.16 Paragraph 118 of Chapter 9 of the NPPF also states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 4.17 A Transport Assessment has been produced and accompanies this Travel Plan.
- 4.18 The development aligns with the NPPF by addressing transport considerations from the earliest stages of planning. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling, and public transport, are identified and pursued.

Local Transport Plan

- 4.19 The Sheffield City Region Transport Strategy sets out the transport priorities for the region up to 2040. The Transport Strategy seeks to:
- To improve connection for residents and businesses to economic opportunity
 - Provide a cleaner and greener Sheffield City Region
 - provide a safe, reliable and accessible transport network
- 4.20 The Strategy seeks to strengthen the region's economy and provide sufficient housing to support economic and population growth. Also, the following will have to be considered as part of the Strategy:
- Improving the transport network connectivity and providing greater capacity are vital in enabling growth.
 - Travel choices, enabling the public to make the most sustainable choices about when and how they travel need to be improved.
 - Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely.
 - Enhancements to improve the overall network to make it more fit for journeys in the future.

Local Policy

4.21 Barnsley Council's Local Plan was adopted January 2019. Chapter 12 deals with Transport and provides relevant policy.

4.22 Policy T3 deals with new development and sustainable travel. The policy states: -

New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

4.23 Policy T4 deals with new development and transport safety. The policy states: -

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

If a development is not suitably served by the existing highway or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

DfT Circular 01/2022

4.24 Government guidance within this policy paper provides the policies with regard to strategic road network (SRN) and the delivery of sustainable development.

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- 4.25 Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss at the earliest opportunity.
- 4.26 This policy paper advises that a Transport Assessment must consider the existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact the same section (link or junction) as the proposed development. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of the proposed development.
- 4.27 The information provided within this report complies with the requirements of Circular 01/22 and would include junction performance assessments on the SRN if the anticipated volume of development traffic would require it. There are no junctions with the SRN that are impacted by the development, and this is confirmed by National Highways.
- 4.28 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips.

5.0 Accessibility

Introduction

- 5.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Figure 1.1 shows the local highway network within the vicinity of the site.
- 5.2 The applicant is highly committed to providing a development that is accessible to all residents and visitors. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure improvements to achieve this objective and provide secure, safe and convenient links to the existing network are provided in the following paragraphs.

Site Location / Local Facilities

- 5.3 The site is located towards the northern border of Cudworth and the southern border of Shafton, approximately 1.5km to the village centre of Cudworth and 1.0km to the village centre of Shafton. The site has been allocated for housing as part of Barnsley's Local Plan (HS36).
- 5.4 The application site is a large open area of greenfield land, bounded by Cudworth Parkway A628 to the north and west, with residential dwellings to the east and south. Outwood Academy Shafton is located 700 metres to the east of the proposals, whilst industrial parks are located to the southeast along Engine Lane offering job opportunities, as well as shops and services within nearby Cudworth and Shafton centres for commercial and recreational purposes. Dorothy Hyman Sports Centre is located approximately 2.2km to the south providing leisure facilities. Hemsworth bus station is located approximately 5.5km to the northeast of the proposed development within a 20 minute cycle distance.
- 5.5 The proposed development will gain access from the existing roundabout located at the A628 Cudworth Parkway/ Weetshaw Lane junction.

Active Travel (Walking and Cycling)

- 5.6 To assess the requirements of Active Travel England the checklist to assess the ten active travel assessment criteria have been considered.

5.7 The site is situated in easy reach of the nearby services and amenities within Cudworth and Shafton for employment, retail and leisure opportunities. Outwood Academy Shafton is located 700 metres to the east of the proposals, whilst industrial parks are located to the southeast along Engine Lane offering job opportunities.

5.8 Footway provision is available from Cudworth Parkway, the majority of the proposed dwellings will be within 800 metres along footways of a range of facilities including to the Outwood Academy Shafton and also the local services in Shafton including hot and cold food outlets and convenience stores. The local facilities and amenities within Cudworth can be reached to the south via Three Nooks Lane and Albert Street. Cudworth contains schools, a supermarket, primary health car facilities, and many local shops and businesses.

The proposals also include enhancements to Public Right of Way No. 69 (bridleway), which will be integrated with the internal site layout via a path running along the northern boundary. This route will connect to the internal footway network at multiple locations, whilst also providing a direct link to the existing footway along Cudworth Parkway. This link is intended to provide a convenient route for local journeys, particularly for school children travelling to the nearby Outwood Academy.

5.9 The walking catchment can be found below at Figure 3 and covers a 20-minute walking distance from the proposed development site.

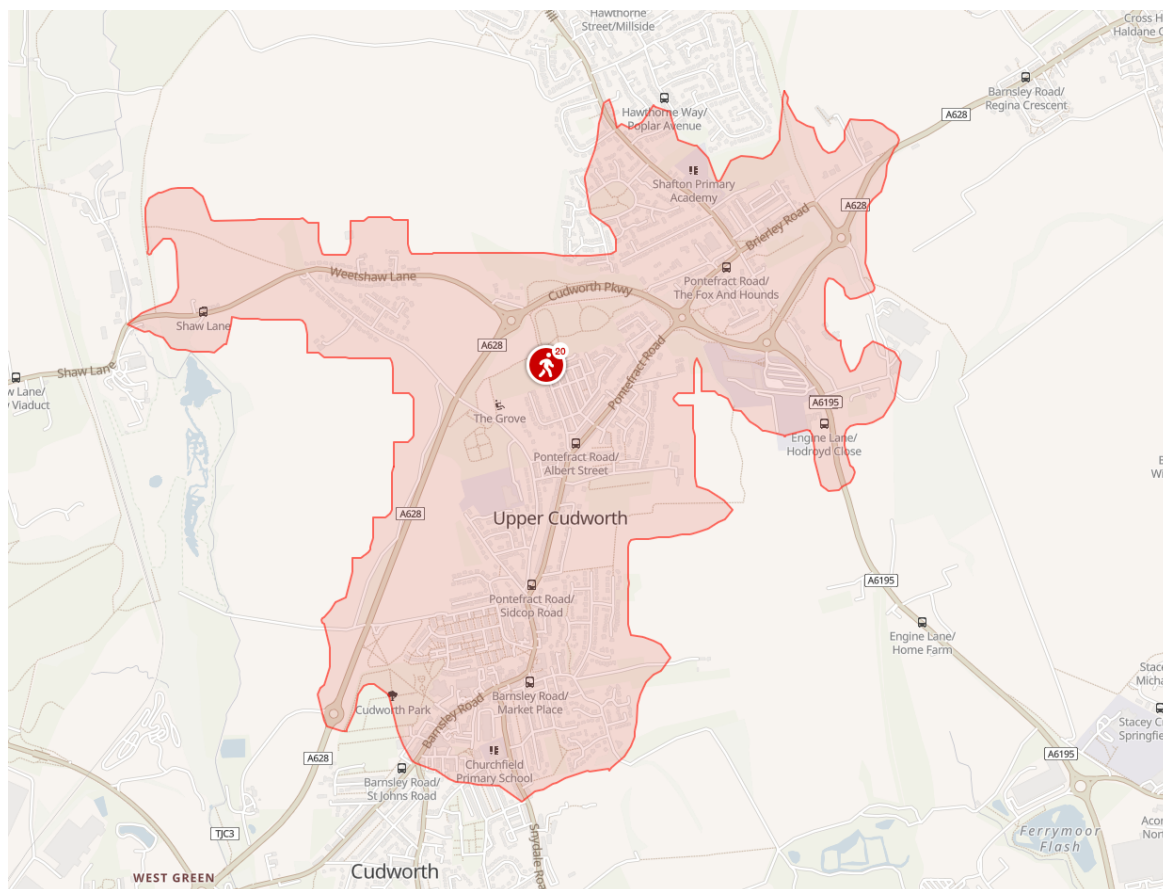


Figure 3 Walking Isochrone

- 5.10 Cycle connections exist adjacent to the site in the form of bridleways via Three Nook Lane, and also the shared cycleway/ footway provided on Cudworth Parkway providing a route along the A628 and providing further access towards Barnsley Town Centre, Carlton Industrial Estate and Monk Bretton. The Transpennine Trail can be reached at Shaw Lane to the west of the site or via West Green Way to the southwest utilising the shared cycleway/ footway. This section of Transpennine Trail is largely traffic free and provides further links to Wombwell, Worsbrough, and Barnsley Town Centre.
- 5.11 Within 20 minute cycling distance of the site there are the residential areas of Lundwood, Monk Bretton, Athersley, Carlton, Royston, South Hiendley, Hemsworth, Brierley and Grimethorpe in addition to the whole of Cudworth. There are extensive employment areas located off the A6195 to the west of Grimethorpe, those located within Carlton Industrial Estate, and those located on the A61 Wakefield Road at Smithies.
- 5.12 Figure 4 identifies the destinations which can be reached during a 20-minute cycle journey from the proposed development site.

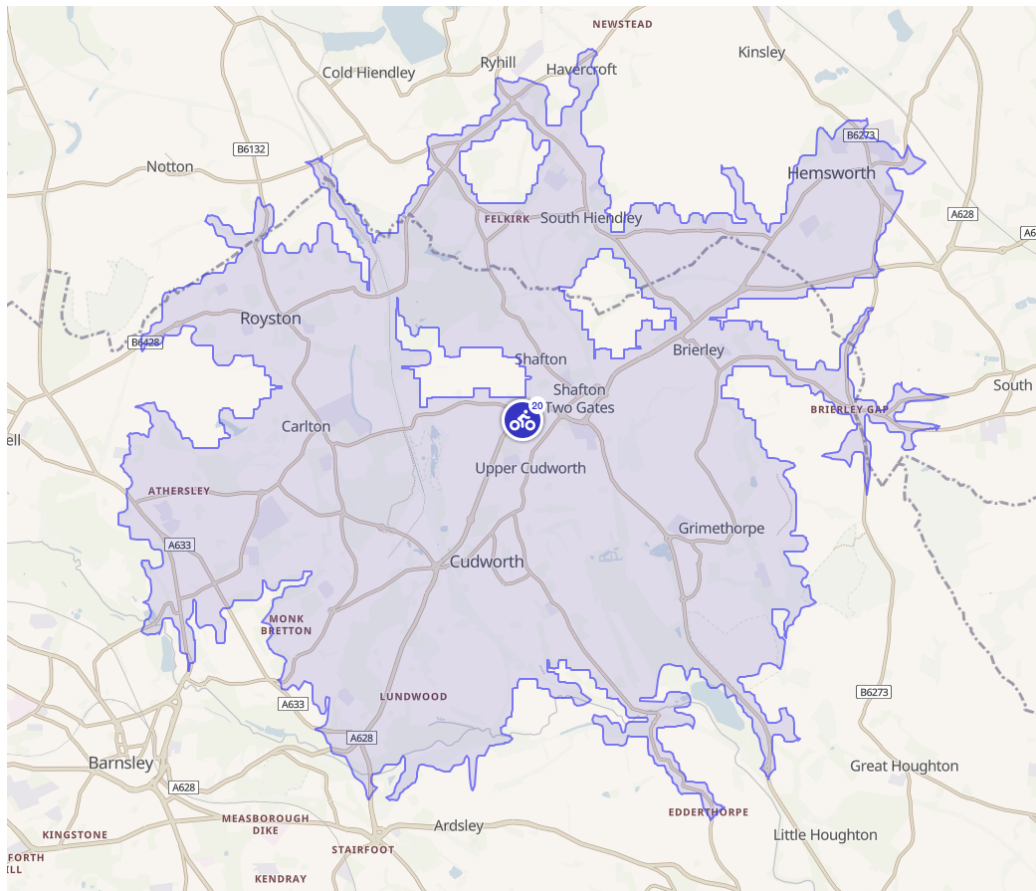


Figure 4 *Cycling Isochrone*

- 5.13 The proposals include cycle parking either within the proposed garages or within garden sheds/ storage areas.
- 5.14 The proposals include links to Three Nook Lane and the wider bridleway network.

Public Transport

- 5.15 The bus stop located closest to the proposed development site is located on Pontefract Road to the south of the application site. This bus stop contains a bus layby with bus stop clearway markings, passenger shelter, and timetable information. It can be reached using Three Nook Lane and Albert Street to the south and is located around 360m from the centre of the site. The development proposed suitable internal pedestrian facilities to link to bus stops.
- 5.16 The table at Figure 4 summarises the services which utilise these local fare stages.

Number	Route	Typical Frequency		
		Mon – Fri	Sat	Sun & Late Evening
27/ 27A/ 27B	Barnsley – Shafton – Brierley – Grimethorpe – Darfield - Wombwell	60 mins	60 mins	120 mins
28	Barnsley- Cudworth – Shafton – Grimethorpe – Brierley – Hemsworth - Pontefract	60 mins	60 mins	60 mins
38/ 39	Barnsley – Grimethorpe – Cudworth – Shafton – Brierley – Hemsworth - Pontefract	60 mins	60 mins	-
198	Barnsley – Shafton – Newstead – Hemsworth	60 mins	60 mins	-

Figure 5 Bus Services

- 5.17 As can be identified from the table at Figure 4, there are bus services that provide links to the large towns of Barnsley and Pontefract with 4 services per hour to Barnsley and 2 services per hour to Pontefract. The settlements of Shafton, Brierley, Grimethorpe, Wombwell, and Hemsworth are also served via the nearest bus stops. Barnsley Interchange provides convenient access to the railway network.
- 5.18 Given the excellent bus services available within 400m of the site, and that the bus stop infrastructure is of high quality, no improvements to the bus network to serve the development are considered to be justified.
- 5.19 Barnsley railway station can be accessed using the bus services listed above, and provides regular services to Leeds, Sheffield, Meadowhall, Huddersfield, Nottingham and Lincoln Central.
- 5.20 The site is in a very sustainable location due to its proximity to local fare stages with frequent high quality links to local service centre areas including employment, leisure and essential services. The site is within walking distance of the services and amenities within Cudworth and Shafton and within cycling distance of large employment areas such as Carlton Industrial Estate.

6.0 Transport Impact

Travel Questionnaire

- 6.1 To provide a focussed Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of residents' travel characteristics when they move to the site. A copy of a sample questionnaire is included at Appendix B.

Traffic Impact

- 6.2 The traffic impact of the development has been considered as part of the Transport Assessment.
- 6.3 The Transport Assessment shall confirm that the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

7.0 Travel Plan Initiatives

- 7.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices.
- 7.2 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the 'soft' management measures that will be used are then provided.

Infrastructure Improvements

Proposed Infrastructure to Increase Pedestrian Usage

- 7.3 The site layout will provide safe and convenient access for pedestrians to link to the footways in the immediate area. Appropriate levels of lighting will be provided along pedestrian routes within the site.
- 7.4 The proposals include pedestrian connectivity works including footways which tie into the existing provision along Cudworth Parkway along with a pedestrian refuge island inclusive of tactile paving on the new arm of the Weetshaw Lane roundabout.

Proposed Improvements to Increase Cycle Usage

- 7.5 The proposed footway network within the site will connect into the existing provision on Cudworth Parkway. The existing Three Nooks Lane cycle route will tie into a shared surface arrangement at the northern site boundary, enabling cyclists to utilise the internal road network before re-joining Three Nooks Lane via a separate shared surface connection to the south.
- 7.6 The internal road and pedestrian/cycle routes will be lit to appropriate standards, ensuring that routes remain safe and attractive for all users throughout the day and year.
- 7.7 Secure cycle parking will be provided in accordance with Barnsley Council's SPD. Where garages are provided, internal cycle storage will be available. Where garages are not provided, alternative provision (such as a shed or similar structure within the rear garden) will be included. In addition, a secure ground anchor or cycle storage bolt will be provided.

'Soft' Measures

- 7.8 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as personalised travel plans, travel information packs and a dedicated website.
- 7.9 Travel information and initiatives will be promoted to all residents. This will be achievable via the Travel Information Welcome Pack. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Coordinator (TPC)

- 7.10 To deliver the 'soft' measures it will be necessary for a Travel Plan Coordinator to be appointed to implement the measures. This appointment will be made at least 3 months prior to the marketing of the units on site and will continue for a minimum of 12 months after full (95%) occupation of the site and a minimum period of 5 years. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for all travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of Barnsley Council.
- 7.11 The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan Officer, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site.
- 7.12 One of the first tasks of the TPC on their appointment will be to ensure their contact details are included in the marketing suite for the development, within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 7.13 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

- 7.14 The health, environmental and financial benefits of walking will be promoted to residents and visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of residents to relay any concerns about the local

footway network, accessibility and personal safety issues. The TPC will also promote walk buddying if requested.

- 7.15 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Reference to a walking planner website will also be provided within the Travel Information Welcome Pack.

Measures to Promote and Facilitate Cycling

- 7.16 The TPC will promote cycling to work, particularly for those residents who work within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. If viable, a Bike User Group (BUG) and forum will be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area wide initiatives.
- 7.17 Information on local cycle routes will be made available to residents and visitors. This information will be included on maps to be produced and made available through the Travel Information Welcome Pack. Details of the Department for Transport / local Council cycling promotion and assistance initiatives will also be disseminated via these methods.

Measures to Promote Public Transport

- 7.18 The TPC will liaise with Barnsley Council and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for disseminating this information and to promote the use of these services via promotional and marketing material, and the Travel Information Welcome Pack.
- 7.19 The TPC will make arrangements to demonstrate to residents, if requested, how to access real-time bus information and how to use the journey planner on the Travel South Yorkshire website. Visitors will also be made aware of the relevant websites administered by public transport operators.

Measures to Reduce Car Use

- 7.20 Car sharing is a good means of reducing single occupancy car use. It represents a relatively convenient form of travel and significant potential exists to reduce the

total private mileage of people travelling to and from the site by implementing and publicising a formal scheme. This can be established by setting up a database of users via the internet.

- 7.21 It is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the Travel Information Welcome Pack with specific reference to operating companies such as www.liftshare.com.
- 7.22 The developer is committed to providing charging infrastructure for electric vehicles to ensure that if car journeys are necessary then they have the opportunity to be made by electric vehicles.

Measures to Residents

- 7.23 Upon the appointment of the TPC, residents will be provided with a Travel Information Welcome Pack. Details of the onsite facilities will be provided in the Pack which, if residents are fully aware of, will assist with a reduction in travel demand.
- 7.24 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:
- The Travel Plan, its objectives and the role of the TPC
 - Local public transport facilities, including maps, timetables and the location of nearby bus stops
 - Public rights of way / cycle path network maps for the local area and beyond
 - Local bicycle user groups and cycle shops
 - Local footpath network
 - Car sharing scheme / local taxi service

Summary of Initiatives

- 7.25 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the local footways and footpaths. Appropriate levels of lighting will be

provided along routes within the site. Links to the local highway network to provide access for pedestrians and cyclists are also included.

- 7.26 A Travel Plan Coordinator (TPC) will be appointed for this development and will be put in place at least 3 months prior to the marketing of the site and will continue for a minimum of 5 years in total. The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan Officer, including the monitoring and reporting via the annual travel surveys. They will also act as the main point of contact for all organisations outside the development.
- 7.27 The TPC will promote walking, cycling and the use of public transport. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack. Initiatives such as a bike buddy scheme will be promoted and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area wide initiatives.
- 7.28 Should the targets outlined in Section 8 not be met upon completion of the development, it is suggested that the TPC role be extended by 12 months until the actual agreed targets are achieved. During this period, additional onsite modal surveys and data collection will be made and information obtained from residents to be forwarded to the Council's Travel Plan Officer for discussion and agreement.

8.0 Targets

- 8.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART – specific, measurable, achievable, realistic and timed.
- 8.2 A commitment to specific targets is difficult to achieve at this stage. It is not considered possible to identify a true base level of travel behaviour until the development is 60% occupied and the travel survey has been undertaken. However, indicative targets have been identified to monitor the effects of the Travel Plan, with an overall goal of reducing single occupancy car use by 10% over the 5 year monitoring period.

Objective	Target	Base Year	Year 1	Year 3	Year 5	End Target
Private car use	Single occupancy car trips	63%	-2%	-2%	-2%	53%
	Car sharers	7%	0.5%	0.5%	0.5%	9.5%
Accessibility	Public transport users	10%	0.3%	0.3%	0.3%	11.5%
Health and wellbeing	Cycle and walking	8%	1%	1%	1%	13%

Figure 6 Initial Travel Plan Targets

9.0 Responsibility / Ownership

- 9.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report. The developer will appoint a TPC, and this will be maintained whilst the site is being developed / marketed and shall maintain this role for at least 5 years.
- 9.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer, the local communities and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.
- 9.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for the delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the Local Authority.
- 9.4 The TPC will be provided with a budget to fund the provision of travel information, marketing and promotional activities, etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results, discussing targets with the Local Authority and relaying this information to all involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed. The developer has confirmed that adequate funding will be available.

10.0 Implementation

- 10.1 The infrastructure provision outlined above will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to the full occupation of the development.
- 10.2 The TPC will carry out a questionnaire survey of residents' travel characteristics once 60% of the dwellings have been occupied. Whilst the primary reason for the surveys is to gather information on travel behaviour and to refine the initial targets, it will also be used to inform residents of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 10.3 The survey will provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of this survey and the refined targets will be submitted to the Council for approval.
- 10.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for residents, if requested.
- 10.5 The Travel Plan will be continually marketed through the provision and updating of travel information and the dedicated website. This will be the responsibility of the TPC.
- 10.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town Without My Car and World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 10.7 A suggested Framework for the actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

Action Plan	Delivery Period
Infrastructure provision (cycle, pedestrian, highways improvements)	Post-planning permission, prior to first occupation
Appointment of TPC	3 months prior to marketing
Travel questionnaire	Upon 60% occupation, yearly thereafter
'Soft' measures / promotional material	Prior to first occupation
Monitor and review	Annually
Action plan	Prepared at the start of the year, then implemented during that period

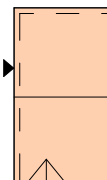
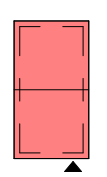
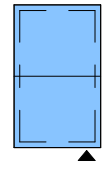
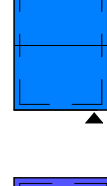
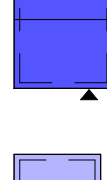
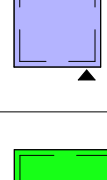
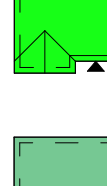
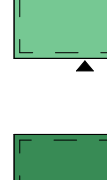
Figure 7 Action Plan Framework

11.0 Monitoring and Review

- 11.1 An objective of this Travel Plan is that there will be an ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be viewed in consultation with the Council's Travel Plan Officer.
- 11.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will then be communicated to residents via leaflets and newsletters. The TPC will liaise with the Travel Plan Officer of the Council to agree the surveys to be undertaken and the monitoring and reporting procedure.
- 11.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The surveys will be based upon the sample travel questionnaire found at Appendix A. A written analysis of the results of the survey will be provided to the Local Authority within 1 month of completion. The survey results will be used to identify the targets mentioned in Section 8. The results of the monitoring will be fed back to the Travel Plan Officer.
- 11.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.
- 11.5 At this stage, it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum, it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

Appendix A

Proposed Site Layout

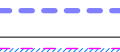
BEDS	HOUSE TYPES		BARNSELEY % TARGET	UNITS PROVIDED	
2 BEDS	BROOK 4no		2B3P Bungalow 73m ² (Single Floor) SYRDOG, NDSS, M4(3/2)b Wheelchair accessible	(37%)	52 NO. (36.1%)
	WILLOW 4no		2B3P Bungalow 71m ² (Single Floor) SYRDOG, NDSS, M4(3/2)b Wheelchair accessible		
	EMBER 44no		2B4P 70m ² SYRDOG, M4(2)		
3 BEDS	CARLTON 40no		3B4P 86m ² SYRDOG, M4(1) Ensuite	(47.5%)	67 NO. (46.5%)
	MIDLAND 8no		3B4P 84m ² SYRDOG, NDSS, M4(2)		
	MONCKKTON 17no		3B5P 96m ² SYRDOG, NDSS, M4(2), Ensuite, + Detached Garage		
	FERRYMOOR 2no		3B5P 90m ² SYRDOG, M4(1).		
4 BEDS	STONELEIGH 17no		4B5P 101m ² SYRDOG, M4(2) + Garage (Detached)	(15.5%)	25 NO. (17.4%)
	GRANGE 4no		4B6P 113m ² SYRDOG, NDSS, M4(2) & M4(3) adaptable + Garage (integrated)		
	HAWTHORN 4no		4B5P 110m ² SYRDOG, NDSS, M4(1)		
TOTAL HOUSES = 144					

SITE AREA CALCULATION		
GROSS SITE AREA	54,941m ²	5.49Ha
NET DEVELOPABLE AREA	50,523m ²	5.05Ha

P.O.S		
REQUIREMENT = 15%	TARGET = 7,578m ²	ACTUAL = 5,806m ²
10% minimum open space provision sourced from SPD Open Space Provision on New Housing Developments (Adopted May 2019)		

PARKING SPACES		
REQUIREMENT	2 BED	= 1 SPACE (52)
	3 BEDS+*	= 2 SPACES (184)
	1 VISITOR SPACE PER 4 DWELLINGS (36)	
	TOTAL	= 272
CURRENT PROVISION	PRIVATE VISITOR	= 244
		= 28
	TOTAL	= 272
		NOTE: Calculation does not include the S2 Garage spaces provided. M4(2)(2b) plots have additional private spaces for car provision access

AFFORDABLE HOUSING		
REQUIREMENT = 10%	TARGET = 14	ACTUAL= 14

KEY	
	SITE BOUNDARY
	AFFORDABLE HOUSING
	POS
	QUARRY
	PROPOSED ATTENUATION LOCATION
	Private / Visitor Parking
	Residential Street (5.5m wide with 2m Footpath to both sides)
	Level Surface Street (5.5m wide with 0.6m verge)
	Pedestrian pathways. (not including general footpaths)

	King Post Retaining Wall
	Reinforced Earthworks Retaining Wall
	Reinforced Masonry Retaining Wall

REQUIREMENT = 10%	TARGET = 14	ACTUAL = 14
-------------------	-------------	-------------



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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

All works on this drawing will be carried out by a competent contractor, working to an approved method statement.

NOTES:

For more detailed information on proposed site levels and topography please refer to civil engineers site plans and sections by Bright Young Consulting.

Existing ground levels based on the topographical survey by Haycock+Todd, job no. S10563.

Any change in external levels greater than 0.6m to have edge protection.

For more information on surface water attenuation and site drainage, please refer to the Civil Engineering drawings by Bright Young Consulting Limited.

For more information on proposed boundary treatments to plots,
please refer to drawing **A23104-SASA-Z0-Z0-DR-A-91163**

For clarification of the area allocated for Public Open Space, please refer to drawing **A23104-SASA-Z0-Z0-DR-A-91165**

For clarification of Private Amenity Space provision and separating distances to neighbouring properties, please refer to drawings **A23104-SASA-Z0-Z0-DR-A-91161** and **A23104-SASA-Z0-Z0-DR-A-91162**.

All drawings to be read in conjunction with the Design and Access Statement document **A23104-SASA-XX-XX-RP-A-00201**

J	2026-05-13	Planning Issue	CC
I	2026-05-08	Red Line Update	CC
H	2026-05-06	Planning Issue	CC
G	2026-04-17	Updated to include engineers retaining walls and attenuation proposals.	CC
F	2026-03-26	Coordination Updates	CC
E	2026-02-26	Plots 20-31 updated to add turning head, rear driveways and visitor parking.	CC
D	2026-02-13	House type 3D added, minor updates to verges and parking.	CC
C	2026-02-03	Updates in response to Pre app design feedback	CC
B	2025-08-19	Minor Annotation updates	CC

Status: **S0** RIBA Stage: **2**



T: +44 (0)113 841 0224
info@southgate-sarabia.co.uk

Registered no. 11814917

www.southgate-sarabia.co.uk

Client: _____



Job: Cudworth Parkway Housing

Title: **Proposed Site Plan**

Date: 2025-07-31

Drawn: EF

[illegible]

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Appendix B

Sample Travel Questionnaire



1. What time do you usually start and finish work? (Please indicate whether it is AM or PM)

Start time AM/PM
Finish time AM/PM

If you work any additional shifts (e.g weekends) please indicate the start / finish times and days of these below.

.....
.....
.....

2. How do you usually travel to work?

Car driver on your own	
Car share with other staff	
Car staff with non-staff members	
Motorbike	
Walk	
Bus	
Train	
Bicycle	
Other – please specify below	

.....

3. If you travel to work by car, what are the main reasons? Please mark a '1' for the highest priority and '2' for the second highest priority. Please choose a maximum of 2 options.

Car is essential to the job	
Dropping off / collecting children	
Guaranteed / flexible journey	
Health reasons	
Personal security	
Lack of alternative (no bus route, etc)	
Cost of travelling by other methods	
Don't like using public transport	
Other (Please specify below)	

.....

4. Which of the following changes would most encourage you to car share? Please choose a maximum of 2 options. If you already car-share, which options would you most like to see implemented?

Help finding a car-share partner	
Free taxi home in the event of an emergency	
Assistance getting home if let down by car-share partner	
Reserved parking for car-sharers	
Would not be willing to car-share	
Other (Please specify below)	

.....

5. Which of the following changes would most encourage you to use public transport for your journey to and from work? Please choose a maximum of 2 options. If you already use public transport, which options would you most like to see implemented?

More accessible bus routes	
More frequent services	
Discounted tickets / travel passes available through work	
More conveniently located bus stops	
Better connections with bus / train stations	
Easier timetable / route information	
Would not be willing to travel by public transport	
Other (Please specify below)	

.....

6. Which of the following changes would most encourage you to cycle to and from work? Choose a maximum of 2 options. If you already cycle to work, which options would you most like to see implemented?

The provision of safe, well-lit cycle paths	
Improvements to existing cycle paths	
More information about local cycle paths	
Improved cycle parking	
Improved changing facilities and lockers at work	
Having a shower at work	
Would not be willing to cycle to work	
Other (Please specify below)	

.....

7. Which of the following changes would most encourage you to walk to work? Choose a maximum of 2 options. If you already walk to work, which options would you most like to see implemented?

Better lighting and security	
Safer crossings / pedestrian priority on the journey to work	
Having a shower at work	
Would not be willing to walk to work	
Other (Please specify below)	

.....

8. Do you have any other comments you wish to make about your journey to and from work?

.....

9. Do you have a disability that affects your travel arrangements? If yes, please provide details below.

.....

