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North Gawber Colliery, Mapplewell
Framework Travel Plan

Harworth Estates
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Introduction

1 Introduction

1.1 Introduction

AECOM has been commissioned by Harworth Estates, a division of UK COAL Plc, to prepare a Framework Travel Plan for a residential development in Mapplewell, north of Barnsley. This report sets out the means by which Harworth Estates (and ultimately the eventual residents within the site) will seek to reduce the impact of travel related to the development by assisting those residents to travel more sustainability to and from the site itself.

1.2 Development Proposal

The proposed development site is located approximately 2 miles to the north of Barnsley Town Centre. The site is bordered by Spark Lane to the north-west and Carr Green Lane to the south-east. The location is as shown in **Figure 1**.

The proposal is for a total of 429 residential dwellings of all types. The preliminary masterplan is detailed on the architects plan contained in **Appendix A**, whilst **Table 1** below provides a schedule of the accommodation being proposed.

Table 1 - Residential Unit Mix

Apartments	Number of Units	Proportion (%)
2 bed retirement bungalow	29	7%
1 bed studio / apartment / coach house	65	15%
2 bed apartment / townhouse / semi-detached house	100	23%
3 bed townhouse / semi-detached / detached	125	29%
4 bed townhouse / detached	100	23%
5 bed detached	10	3%
Total	**429**	**100%**

The development proposal encompasses 17.50 hectares of land;

- Football Pitch and Amenities – 1.50 hectares;
- Sheltered Housing – 1.13 hectares;
- Ecological Amenity Area – 2.95 hectares;
- Central Open Space Area – 1.41 hectares;
- Other Amenity Areas (including pylons) – 0.53 hectares; and
- Residential Land (including landscaping) – 9.98 hectares.

Parking will be provided in accordance with local parking standards.

Proposed site accesses will be taken via Carr Green Lane and Spark Lane in the form of simple priority-controlled junctions. It is assumed that most of the traffic arriving and departing the site will come from the east of the development, and will therefore arrive via the Blacker Road / Mapplewell Drive junction. The proposed access onto Carr Green Lane is a simple priority junction. The proposed layout is shown in **Figure 2**.

The proposed access off Spark Lane would cater for traffic emanating from the South and West and provides a ghost-island right-turn priority-controlled junction off Spark Lane, as shown in **Figure 3**.

1.3 The Need for a Travel Plan

A Travel Plan is the generic term for a package of measures designed to reduce the number and the length of private car trips generated by a development and to, in turn, promote the use of more sustainable modes of transport. This can be done in a number of ways, including measures such as maximising accessibility to public transport and promoting car sharing. Such measures should also be supported by a range of soft measures, aimed at raising awareness

and encouraging sustainable travel. A Travel Plan is, therefore, an important tool for residential developments used to create and deliver an accessible community.

This Framework Travel Plan for the Mapplewell development is also a requirement of the planning process and as such will be agreed with the local authority prior to implementation.

1.4 Benefits of a Travel Plan

A Travel Plan is an increasingly important tool to deliver sustainable development ideas. Each Travel Plan is tailored to the specific needs and issues of the site being developed and its end users. Once developed, the Travel Plan will incorporate and reflect both the travel behaviour and requirements of the residents of the development, allowing them to access a range of associated benefits.

Raising the awareness of public transport facilities could lead to reduced journey times where congestion currently causes delay. Similarly encouraging car sharing can offer a social networking opportunity and help foster better community links.

1.5 Developer Commitment

The developer of the site recognises the importance of reducing the transport-related impacts of the proposed residential development at Mapplewell and the need to provide for a range of sustainable travel options as a realistic alternative to car use.

To this end the developers are committed to implementing a number of measures that are detailed in **Secition 5** of the report, and monitoring and reviewing the process contained within this Framework Travel Plan. This will provide residents at the development with suitable facilities and the information they require in order that they may make sustainable travel choices.

1.6 Report Structure

Following this introductory Section, the remainder of the report is set out as follows.

- **Section 2** provides details of the national, regional and local policy which relate to how the Mapplewell Travel Plan will be developed;
- **Section 3** identifies the existing conditions on site and the provisions available for sustainable travel;
- **Section 4** sets out the initial objectives of the Travel Plan, these will be reviewed as appropriate and progress towards the objectives monitored;
- **Section 5** provides a definitive package of initiatives designed to reduce reliance on the private car and encourage the use of more sustainable alternatives;
- **Section 6** sets out the initial quantitative and qualitative targets of the Travel Plan and details an implementation plan;
- **Section 7** provides details of a strategy for monitoring and reviewing the implementation / on-going development of the travel plan, and;
- **Section 8** offers a summary of the document.

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Policy Review

2 Policy Review

2.1 Introduction

This section addresses the national and local transport policies that have been considered in preparing this Framework Travel Plan.

The Government has acknowledged that problems of traffic congestion and pollution need to be tackled at both a strategic and local level. Travel Plans encourage the reduction in the need to travel, so cutting congestion has a better impact on the environment and in turn can encourage healthier forms of transport to be used. Inevitably this means reducing the role of the car without reducing accessibility, and reducing the number of single occupancy car journeys.

2.2 National Policy

2.2.1 Transport White Paper - 1998

In July 1998 the Government published its Integrated Transport White Paper 'A New Deal for Transport: Better for Everyone'. The White Paper marked an important strengthening of the transport aspects of the planning system. It also contained proposals for the then new and revised Planning Policy Guidance Notes, in particular Planning Policy Guidance Note 13 (PPG13).

The White Paper promotes developments that enable the choice of transport access to be maximised. With regards to pedestrians, the White Paper recommends priority is given to walking by allocating more road space to pedestrians by provision of wider footways, providing more direct and convenient routes for walking and providing more pedestrian crossings at locations where people want to cross.

The White Paper also re-endorses the National Cycling Strategy, which was published in 1996. This strategy encouraged Local Authorities to establish local targets for increased cycle use. The national targets were to double the level of cycling between 1996 and 2002 (from 2% to 4%) and a further doubling again by the year 2012 (to 8%)..

The White Paper also envisages measures to provide for public transport. This is likely to include bus shelters and timetable information, funding bus priority measures on the surrounding road network, and providing or supporting bus services to and from the site for customers and staff.

The White Paper seeks to improve public transport facilities so that they,

'become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on cars'

The development of this Framework Travel Plan supports the ideas outlined within the White Paper. It sets out the measures to be adopted to encourage a change in modal shift away from the private motor vehicle. The measures are set out in **Section 5** of this report.

2.2.2 Planning Policy Guidance Note 13 – Transport

PPG13 'Transport' published in March 2001 takes on board the new strategic transport framework launched in the 1998 White Paper. The proposed development has been designed to conform to PPG13, having particular regard to two of the central objectives in the guidance, these being to integrate planning and transport to:

- Promote more sustainable transport choices; and
- Reduce the need to travel, especially by car.

The guidance states that, *"new developments should help to create places that connect with each other in a sustainable manner, providing the right conditions to encourage walking, cycling and the use of public transport."*

This Framework Travel Plan includes a range of measures which aim to encourage travel to the site by sustainable transport modes.

2.2.3 *Planning Policy Statement 1 (PPA 1), 2005*

PPS1 'Delivering Sustainable Development' sets the overarching policy context for the delivery of sustainable developments. With specific reference to transport, the guidance seeks to:

- Provide improved access for all to jobs, health, housing, shops, leisure and community facilities, and open space; and
- Reduce the need to travel and manage the patterns of urban growth to maximise the use of public transport.

The proposed development is considered to be well located with respect to its proximity to the nearby Staincross and Darton residential areas. This gives scope to improve access by sustainable transport means in order for residents to reach local amenities.

2.2.4 *Planning Policy Statement 3 – Housing*

Planning Policy Statement 3 (PPS3) sets out the national planning policy framework for delivering the Government's housing objectives. The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a home, which they can afford, in a community where they want to live.

At the heart of this is creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.

In support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of *community facilities with good access to jobs, key services and infrastructure.*

It states that the location of proposed housing development should maximise accessibility to existing local community facilities, infrastructure, services, including public transport, and that a design-led approach be taken to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.

2.2.5 *The Smarter Choices Agenda*

A further document, 'Smarter Choices: Changing the Way We Travel' (DfT) was published alongside the 2004 White Paper. This illustrates the significant impact of a number of specific initiatives, including Personalised Travel Planning and effective marketing of public transport information on personal travel choices.

The document recognises that better use of public transport can help reduce congestion and tackle social exclusion. Furthermore, it describes a long term aspiration to increase walking and cycling in order to reduce car use, improve air quality and increase levels of physical activity.

The preparation of the final detailed Travel Plan will in itself, complement the objectives of the 2004 White Paper, promoting real travel choice to residents.

2.3 Local Policy

2.3.1 *Local Development Framework*

Due to the changes in the planning system Barnsley Metropolitan Borough Council (BMBC) is currently producing a Local Development Framework (LDF). The LDF will consist of the following documents and will replace the Unitary Development Plan (UDP) as the development plan for Barnsley.

- Core Strategy (Overall strategic and spatial planning framework);
- Policies;
- Housing and Employment sites;
- Town Centre Area Action Plan;
- Transport Proposals and Education Sites; and
- Supplementary Planning Documents.

The aim of the spatial strategy is to distribute new housing in the most beneficial and sustainable way. Mapplewell, which is located in the district of Darton, is considered as a main town and service centre and the aim of the LDF is to:

- Support and develop good shops and services;
- Improve housing; and

- Providing better public-transport access to Barnsley Town Centre and other settlements

The LDF will achieve this by:

- Providing a medium level of new housing development on sustainable sites;
- Improving public transport links with Barnsley town centre; and
- Supporting Mapplewell district centre and Darton local centre by focusing retail, service and community facilities in the centres.

The proposed development on the former North Gawber Colliery off Carr Green Lane is one of the sites specifically set aside for housing development to meet the requirements as set out in the Barnsley Core Strategy.

2.4 **Summary**

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

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Existing Conditions

3 Existing Conditions

3.1 Introduction

A site audit was undertaken to ascertain the existing facilities for sustainable travel in the vicinity of the site, and the standard of these facilities. Having an understanding of existing provision is crucial in determining those measures within the eventual Travel Plan that are likely to be of greatest benefit in terms of maximising sustainable travel.

3.2 Access by Private Car

As outlined in **Section 1**, the proposed site accesses will be taken via Carr Green Lane and Spark Lane priority-controlled junctions.

The Carr Green Lane junction is anticipated to cater mainly for traffic to and from the east on Blacker Road. Whilst the Spark Lane site access would cater for traffic emanating from the South and West and provides a ghost-island right-turn priority-controlled junction off Spark Lane. Proposed layouts of the junctions are shown in **Figure 2** and **Figure 3**.

3.3 Pedestrian Accessibility

The internal layout of the development will put the permeability of pedestrians at the forefront of design. Priority will be given to the movement of pedestrians and cyclists over motor vehicles. The location of the proposed Mapplewell development has the potential for access by foot, the preliminary masterplan, contained in **Appendix A**, illustrates the proposed pedestrian links within the proposed development as well as links to the wider Mapplewell area.

Table 2 below is extracted from the Guidelines for Providing Journeys on Foot by the Institution of Highways and Transportation (IHT) and suggests acceptable walking distances for different types of journeys.

Table 1 – Suggested Acceptable Walking Distances

Criteria	Commuting/ School	Elsewhere (Other than town centres)
Desirable	500m	400m
Acceptable	1000m	800m
Preferred Maximum	2000m	1200m

Source: Institute of Highways and Transportation (Providing for Journeys on Foot)

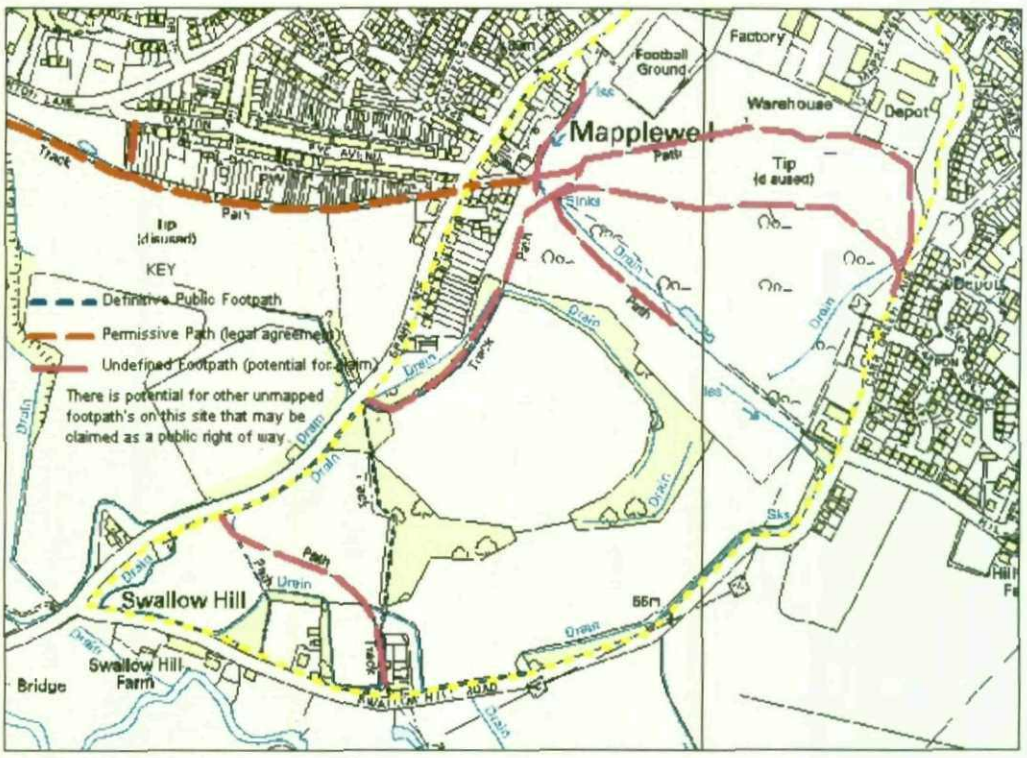
An acceptable walking distance to work is generally considered to be 2km, PPG13 states that:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips particularly under 2 kilometres".

Figure 4 shows the 2km walking isochrone, indicating the potential catchment area for walking trips. A number of residential, employment, leisure and education opportunities are present within a 2km catchment of the site. As illustrated, the development site has an excellent walking catchment.

Public rights of way information for the Mapplewell site was obtained from Barnsley Metropolitan Borough Council; **Map 1** below shows the known public rights of way in the vicinity of the site. As **Map 1** suggests, there maybe undefined footpaths within the proposed development area. Further discussions are therefore proposed post submission to consult with Barnsley Metropolitan Borough Council and local residents.

Map 1 - Public Rights of Way



3.4 **Cycling Accessibility**

An acceptable cycle distance is considered to be up to 5km. PPG13 states:

"Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

Figure 5 shows a 5km isochrone around the site, indicating the potential catchment area for cycling trips. This indicates that the most of Barnsley area is within cycling distance of the site. Similarly, the local cycle network provides direct access to various local amenities around Mapplewell which includes both the Darton train station (2km) and Barnsley train station (5km), offering the potential to bike-and-ride.

Cycling will therefore represent a genuine alternative mode of transport for a considerable number of residential properties within the proposed development to cycle to work and local amentities.

3.5 **Public Transport Accessibility**

3.5.1 *Buses*

Guidance published by the IHT *'Planning for Public Transport in Developments'* (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, approximately equating to a five minute walk.

'Destinations for bus passengers should be either side of the route in a corridor whose width involves walks of up to about 400m to the bus stop…'

Figure 6 indicates all the bus stops in the vicinity of the Mapplewell development, with 400m buffers illustrating the proportion of the proposed development which is within a 5 minute walk of public transport.

The proposed development benefits from good accessibility by public transport with bus stops located on Blacker Road in both directions, immediately north of the site and these lie within 350 metres of the heart of the development site, i.e. well within recommended maximum walking distances as illustrated in **Figure 6**.

Figure 7 illustrates the bus routes that would serve the development. The Stagecoach Yorkshire service 1 (Barnsley - Staincross - Mapplewell) and the Tates service 18 (Barnsley - Staincross circular). It is recognised though that the Service 1 is near capacity at peak times.

The service currently uses small 'hopper' type vehicles that it are required to navigate narrow streets.

In addition, there are four school services operated by Stagecoach that run in the area once a day. They are the 420 and 488 which serves Blacker Road and service Nos. 485 and 490 which serve both Blacker Road and Spark Lane.

The routes and frequencies of the 1 and the 18 services are summarised in **Table 3** below.

Table 3 - Summary of Bus Services on Blacker Road & Spark Lane

Bus Service	Route	Service Frequency		
		Monday – Saturday		Sunday
		Day	Evening	
1	Barnsley – Mapplewell - Staincross	10 mins	30 mins	30 mins
18	Barnsley – Barugh Green - Staincross	60 mins	-	-

3.5.2 *Trains*

The nearest train station is Darton Railway station which is approximately 2km from the proposed development site; The routes of the bus services on Blacker Road run close to the station where there is a bus stop near the station. The station also provides free car parking spaces for 10 vehicles.

A further station is located in Barnsley which is within approximately 5km and this station provides 40 parking spaces along with cycling facilities. This is considered within the 5km acceptable cycling distance.

Both stations are served by the Hallam service between Leeds and Sheffield with the following route: *Leeds - Woodlesford - Castleford - Wakefield Kirkgate - Darton - Barnsley - Meadowhall – Sheffield.*

The routes and frequencies of services from these stations are summarised in **Table 4** below.

Table 4 - Summary of Train Services

Origin Station	Northern Operator Service Route	Service Frequency		
		Monday - Saturday		Sunday
		Day	Evening	
Barnsley	Leeds - Castleford	30 mins	30 mins	60 mins
Barnsley / Darton	Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield	60 mins	60 mins	120 mins
Barnsley	Leeds - Wakefield Kirkgate - Barnsley - Sheffield (Express service)	60 mins	-	120 mins

3.6 **Summary**

Existing facilities within the immediate proximity of the Mapplewell site are considered to be acceptable. Dedicated pedestrians links from the site to the wider are proposed within the Masterplan, facilitating trips on foot and by bike to and from the site. Similarly, approximately 80% of the development is within a 5 minute walk of public transport. For trips further afield there are two train stations within 5km of the site.

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Travel Plan Objectives

4 Travel Plan Objectives

4.1 Introduction

This Section sets out the preliminary objectives associated with the implementation of the residential Travel Plan at Mapplewell. It should be noted, that while the objectives described below are currently applicable to the residential site, it is important that they are continually reviewed and amended as necessary, in accordance with changing needs of residents of the site as well as changing national and local policy.

4.2 Objectives

The objectives of the Mapplewell Travel Plan have been designed to be site specific whilst reflecting the requirements of PPG13, and are summarised as follows:

- To maximise public transport accessibility to / within the development for all journey purposes and to raise awareness of the benefits of using public transport over private car use;
- Provide realistic transport alternatives to minimise single occupancy car use amongst residents and, in turn, cut congestion;
- To provide a safe cycle and pedestrian friendly environment within the development;
- To provide residents with up to date information on the services available to them, so as to allow them to make the most informed and sustainable travel choices; and
- To maximise the travel awareness of residents both prior and post purchase.

The objectives of the Travel Plan will be reflected in the package of measures that will be implemented by the developer to encourage the use of sustainable modes of travel as seen in the above objectives. In turn, this will be updated as the needs of the occupants become more evident.

Consultation with residents (including the collection of survey data) will be used to update and review both quantitative targets for modal shift and qualitative goals for influencing changes in travel behaviour. It is not proposed to set full modal targets at present given that, the needs of residents are, as yet, unknown.

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Travel Plan Initiatives

5 Travel Plan Initiatives

5.1 Introduction

This section of the Framework Travel Plan contains a package of measures which will be implemented in order that sustainable travel options are in place at the site from the outset.

The needs for travel and making journeys from a residential site need to be considered in more detail as they are different to that of an employment or retail site. This is because residents have different and multiple destinations throughout different times of the day, rather than just focusing on leaving home and travelling to work.

With this in mind, a number of initiatives have been identified below.

The initiatives reflect AECOM's previous experience with respect to Travel Plans, along with national government guidance, from the Department for Transport (DfT) with respect to encouraging sustainable travel.

The aim of such initiatives is to maximise the accessibility of the proposed development site by alternative modes to the private car. The initiatives will benefit residents of the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (as compared with single occupancy car use);
- Health benefits for the residents through increased levels of walking and cycling and a healthier environment due to fewer vehicular emissions in the immediate vicinity of the site; and
- A pedestrian / cycle friendly environment.

5.2 Travel Plan Management

To be successful, a Travel Plan needs to have the support of the developer.

It is important to convey to all residents the reasons for implementing the Travel Plan and the benefits that can occur for everyone. Unlike employment or retail based sites, there is no single company or institution at a residential site that is able to provide continuity and a common point of interest for all residents at the site. Therefore, the Travel Plan for the North Gawber, Mapplewell development needs to put in place a strategy for ongoing management of the Travel Plan.

To oversee the running of the Travel Plan, a Travel Plan Coordinator would need to be appointed to act as a single point of contact for all queries relating to the Travel Plan and be someone who could centrally coordinate the Travel Plan initiatives.

Initiative 1 – A site-specific Travel Plan Coordinator will be appointed and funded by the developer(s) six months prior to first occupation of the site and for 5 years after the first occupation of dwellings to oversee the development and implementation of the North Gawber, Mapplewell Travel Plan.

The Coordinator would work with the residents on site for 5 years. Thereafter one of the residents could be allocated to take on the responsibilities of the Travel Plan Coordinator. There is no obligation on the part of the residents to undertake the role, however, the Travel Plan Coordinator will use their best endeavours to establish a residents committee in order to continue the Coordinator role after the period of developer funding has finished. If a resident can't be found to take on the responsibility, discussions could be held with Barnsley Metropolitan Borough Council as to whether the Council Travel Plan Coordinator would be able to take on the role.

Guidance suggests that a Travel Plan Coordinator should be in place prior to first occupation. This is to ensure that all the measures are in place for residents. Similarly, guidance suggests that the Travel Plan Coordinator should undertake the implementation, monitoring and review of

the Travel Plan to ensure the success of the Travel Plan. As outlined above, the Travel Plan Coordinator will be in place to undertake all of the above.

The Coordinator will liaise with external bodies, including the local authority and local public transport operators, to negotiate incentives for residents to travel to / from the site more sustainably.

Initiative 2 – A residents committee will be set up to take on the responsibility of the Travel Plan Coordinator after the funding period has finished.

5.3 **Marketing and Promotion**

Experience has shown that the most successful Travel Plans are those that enjoy good lines of communication between all stakeholders in the provision of transport. The availability of information related to walking and cycling routes and public transport provision is particularly important to raise awareness of the alternative modes available.

Promotion of the Travel Plan should aim to persuade all the residents of the site, the personal benefits that the implementation of the Travel Plan will bring about. They should be made aware of the travel options available to them.

From the outset, sustainable travel will be promoted to all new residents within the development. The following describes the marketing tools and initiatives that will be used to convey the commitment of the developer to providing alternative travel choices.

Initiative 3 - The Travel Plan and the reasons for implementing it will be promoted through the sales office, in order to ensure that prospective residents are provided with information on the alternatives to car travel before they establish car-based travel habits.

A sustainable travel information pack will be provided to all residents who complete the purchase of a property. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

Initiative 4 - All residents will be provided with a 'sustainable travel information pack', which will include public transport, walking and cycling routes between their homes and surrounding amenities.

Furthermore, the proposed Travel Plan Coordinator for North Gawber, Mapplewell site will provide assistance, on an individual basis, to those residents who wish to obtain information relating to alternative modes of travel for their journey to a specific off-site location.

Initiative 5 - All residents will be offered assistance by the Travel Plan Coordinator in determining sustainable travel options for their chosen journey.

The agreed Travel Plan will include a marketing and communication strategy, to be agreed with the local authority – this will aim to identify the most appropriate medium for disseminating Travel Plan information to the residents.

5.3.1 *Initiatives to Promote Car-Sharing*

It is likely that a proportion of residents will work at employment locations in close proximity to one another. They would, therefore, be making trips to / from a common destination in the morning and evening and thus there is potential for these individuals to share their car journey with a fellow resident. Furthermore, 'school run' trips, along with any other journeys identified as being frequently undertaken by a number of residents, could also be incorporated into such a scheme.

The following provides an overview of the measures that will be introduced to assist those wishing to car share and ways in which car sharing, for all types of journey, will be promoted.

Residents will be encouraged to sign up to South Yorkshire Car Share Scheme, which is available via the Barnsley Metropolitan Borough Council's own web pages.

Initiative 6 - Residents will be provided with information on www.carsharesouthyorkshire.com car share scheme.

5.3.2 *Initiatives to reduce private car travel*

There are a number of car club providers in the United Kingdom, such as City Car Club and Option C. The Travel Plan Coordinator will liaise with the car club providers and Travel plan champions to determine the potential to locate a car club within the development.

The benefit of a car club is that the provider will take the responsibility for providing the cars, coordinating the access / booking, maintenance, promotion and marketing of the scheme. Car clubs provide a means to reduce parking ratio provision in new developments. Each car club car typically replaces 6 private cars as residents convert from owning a first or sometimes second car.

Initiative 7 - The Travel Plan Coordinator will investigate the potential to host a Car Club at the North Gawber, Mapplewell Site.

The basic idea of a car club is that people can have access to a car in their neighbourhood without having to buy or maintain their own vehicle. Residents typically pay an annual membership fee to an operator (around £100-£200) who provides and maintains a range of vehicles in the immediate area.

Members then pay by the hour and mile when they use a vehicle. Bookings can be made at very short notice. The combined costs of membership and use are intended to be cheaper than personal car ownership for drivers who do not have a high mileage rate. In this way, car clubs can make it feasible for households to forego a second car, if not a first one, and encourage people to choose an alternative.

The Car Club will be promoted to residents as a realistic alternative to car ownership. This could be through offering residents two hours free when they become a member of the scheme.

Initiative 8 - The Travel Plan Coordinator will promote Car Club at the North Gawber, Mapplewell Site to residents.

5.3.3 *Initiatives to Promote Public Transport*

As mentioned previously, the majority of the site is within a five minute walk from a bus stop although, it is recognised that the existing bus service is at capacity in the morning and evening peaks. The developer is committed to negotiations with the Local Authority, bus operators and SYPTE to establish if improvements to the existing service are feasible.

Initiative 9 – The developer will enter into negotiations with public transport operators to address areas of accessibility to bus use.

Aside from the aforementioned site-wide initiatives to encourage public transport usage at the development site, in order to further promote public transport use, all households would be given the opportunity to take up a free 1-week public transport ticket per household as part of the sustainable travel information pack. This initiative aims to demonstrate the relative ease with which residents can travel to their chosen destination by public transport, such that at the end of the 1-month period residents will continue to do so.

Initiative 10 – All households will be given the opportunity to take up a free 1-week public transport pass as part of the sustainable travel information pack.

Information on costs, timetables and services, which could be used by residents, will also be provided within the pack.

5.3.4 *Initiatives to Promote Walking*

Walking and cycling are the most sustainable modes of travel, the only costs associated with the modes relate to the initial equipment purchase costs.

Information on the cost savings, including a car cost calculator, will be made available for residents, as well as details of the health benefits to encourage residents to consider walking and cycling as a realistic, sustainable and healthy mode of travel. Information on walking and cycling routes and facilities within the area will also be provided to residents. This information will form part of the sustainable travel pack.

Initiative 11 – The health and cost benefits of walking and cycling will be promoted to all residents.

Often concerns over personal safety can deter people from going places on foot. Providing all residents with personal security alarms can alleviate safety concerns and encourage pedestrian trips in preference to the private car.

Initiative 12 – On request personal Security alarms will be distributed to all households on the residential site

It is important that high quality and safe pedestrian routes are provided within the development, taking account of common desire lines, to ensure the potential for encouraging walk trips is maximised. The pedestrian routes, such as the links to Pye Lane and Carr Green Lane (MPJ Design Associates Ltd Preliminary Masterplan) will be well-lit and sited so as to ensure natural observation, in order to encourage personal security. Internal pedestrian facilities will be designed to link into the external footway network.

Initiative 13 – Lit, high quality pedestrian routes will be provided within the development. These will be designed to take account of common pedestrian desire lines and to be well linked to the external pedestrian network.

The provision of good quality walking facilities is intended to aid the potential for cross-modal journeys, particularly those incorporating public transport. The development will ensure that links to the closest bus stops are direct and thus attractive.

5.3.5 *Initiatives to Promote Cycling*

The sustainable travel pack should include information on cycle routes between the residential area and common destinations, including surrounding employment locations and local amenities.

The following are initiatives that the Travel Plan Coordinator will seek to implement at the Mapplewell site to encourage cycling amongst residents. It is widely acknowledged that people are more likely to change the way they travel to coincide with major life events, such as starting a new job or moving house. Therefore, the Travel Plan Coordinator should exploit this potential and ensure that all residents are fully aware of all cycle facilities available to them.

Initiative 14 – The Travel Plan Coordinator will keep residents informed of any local cycle rides, leisure routes of organised rides

Initiative 15 – The Travel Plan Coordinator will promote the Sustrans website to residents, which contains information of cycle routes and events in the local area

Initiative 16 – The Travel Plan Coordinator will seek to negotiate discounts for residents at a local cycle shop.

5.4 Summary

This Section of the Framework Travel Plan proposes measures for encouraging sustainable travel and maximising the accessibility of surrounding amenities for all residents at the North Gawber, Mapplewell development site.

Measures to improve public transport links to the site, will serve to improve the relative attractiveness of alternative modes to the private car for journeys to the site. Improvements to the footways and cycle infrastructure also encourage more sustainable modes of travel.

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Travel Plan Targets

6 Travel Plan Targets

6.1 Introduction

Travel Plan targets will be set to allow the progress of the Travel Plan towards the objectives, set out in **Section 4**, to be measured. Targets will be specific, measurable, achievable, realistic and time constrained (SMART).

6.2 Quantitative Targets

The primary purpose of the Travel Plan is to minimise the traffic impact of the development proposals, through promoting and incentivising more sustainable modes. The Plan will aim to maximise the level of residents who cycle, walk or use other sustainable means to travel and to reduce the number of single occupancy car journeys.

In order to quantify the aims and outcomes of the Travel Plan initiatives, definitive objectives and targets have been formulated from the outset. Objectives (identified in **Section 4**) centre on a requirement to reduce the need to travel as a whole and increase the use of alternative modes of transport, wherever possible at both a strategic and local level.

Given the measures outlined in the preceding section (and reflecting advice from the DfT on the impact of Travel Plans), it is considered reasonable to identify a target reduction in single occupancy car trips of 5% from the gross trip generation identified within the Transport Assessment within 5 years.

Table 5 below outlines the gross trip generation for the development as predicted by the Transport Assessment in the AM and PM peak periods.

Table 5 – Trip Generation from Transport Assessment

		Trip Rates					
		AM (08:00-09:00)			PM (17:00 – 18:00)		
		In	Out	Total	In	Out	Total
Number of Dwellings	429	54	178	232	182	92	274

Table 6 below outlines the trip generation modified to reflect the impact of the Travel Plan:

Table 6 – Initial Travel Plan Targets (Peak Periods)

Trips	2014 Target					
	AM (08:00-09:00)			PM (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Gross Trip Generation	54	178	232	182	92	274
Trip Generation with Travel Plan	51	169	220	173	87	260
Difference	**3**	**9**	**12**	**9**	**5**	**14**

As indicated, the above target is considered reasonable, given the package of measures outlined earlier in the report.

Given that the phasing of the development is currently undetermined, progress towards targets between the opening and design year will be reviewed annually in the context of the level of

dwellings occupied. This will be related back to the anticipated traffic generation (using the trip rates within the accompanying Transport Assessment) for that level of development.

If progress towards the targets is behind schedule (i.e. the number of recorded trips exceeds the target trip generation associated with the number of dwellings occupied), the Travel Plan Coordinator (with the support of the developer and in liaison with the Local Authority) will review the measures in place with a view to identifying additional measures, which can be implemented to bring about the targeted modal shift.

Where the 5% reduction is demonstrated to have been achieved ahead of the identified timeframe, targets for modal shift will be reviewed and discussed with the Local Authority.

Similarly, following the collection of a set of comprehensive baseline data the quantitative targets above can be reviewed and will be set for journeys of all purpose. These targets will also incorporate any Local Authority experience of the effectiveness of specific Travel Plan measures in bringing about a modal shift towards more sustainable modes of travel.

The targets for public transport will take account any potential improvements to bus services that are being negotiated, and the incentives to encourage the use of these services.

The target for walking and cycling will reflect the location of the proposed development in relation to surrounding facilities, as well as the improvements to footpaths and footways identified as part of this development.

6.3 Qualitative Targets

In addition to the quantitative mode share targets detailed above, a number of qualitative goals will be set as a consequence of the package of measures outlined in **Section 5**. **Table 7** provides a summary of these indicative goals with designated responsibility and timescales for implementation.

Table 7 – Qualitative Goals

Goal	Implementation	Timescale
Appoint a Travel Plan Coordinator (TPC) for the development.	The Developer	Six months prior to residents occupying the development.
Set up a residents committee.	TPC / Occupants	Within 6 months of occupation of the development
Develop "Sustainable Travel information Pack".	The Developer / TPC	Prior to residents occupying the development.
Undertake a baseline Travel Survey.	TPC	As specified in **Section 7**
Analyse Travel Survey Data and produce annual monitoring report.	TPC	Report to be produced within 3 months of surveys being undertaken, with the results reported to the Local Authority.
Encourage residents to use public transport through the provision of a free 1-week pass.	The Developer	When residents move to the development site.
Promote the Local Authority's Car Share Scheme	Local Authority / TPC	On occupation of each element of the development.

6.4 Implementation

The measures identified can be categorised as short, medium and long-term. The timescale for implementation of each measure will be reflective of this, and formally agreed with the local authority. The Travel Plan Coordinator will prepare an implementation Strategy for submission to the local authority.

Short-term measures are those aimed at raising awareness and measures that can be easily implemented within a short timescale, generally they will not involve liaison with external bodies. These include, for example:

Table 8 – Short Term Measures

Measure	Funding	Responsibility
Identify a Travel Plan Coordinator	Developer will fund the role for six months prior to first occupation and for 5 years after the first occupation of the site	Developer
Produce a new starter information pack	This will be produced by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator
Promotion of the health benefits of sustainable modes	This will be undertaken by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator
Provide information regarding walk / cycle routes to local amenities	This will be provided by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator
Supply all residents with accessible public transport information	This will be provided by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator
Meetings at a minimum of every 6 months for the Residents Committee	This will be provided by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator

Medium term measures are those that may involve negotiations with external parties. These include:

Table 9 – Medium Term Measures

Measure	Funding	Responsibility
Arrange cycle service checks for residents at a local bicycle retailer	This will be provided by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator
Liaise with local public transport operators to negotiate discounted bulk purchases of tickets	This will be undertaken by the Travel Plan Coordinator covered by the Developers Travel Plan Coordinator Budget	Travel Plan Coordinator

Other measures are considered to be those that could be implemented in the long term. These include measures involving protracted negotiations with external bodies. These could include:

Table 10 – Long Term Measures

Measure	Responsibility
Liaise with the local authority and Local Police Safety Officer to identify off-site pedestrian and cycle improvements if / when required	Travel Plan Coordinator
Liaise with bus operators to determine service enhancements / diversions if required	Travel Plan Coordinator

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Monitoring

7 Monitoring

7.1 Introduction

This section of the report provides a strategy to monitor and review the progress of the Travel Plan, with respect to the quantitative and qualitative mode share targets and overarching aims and objectives.

7.2 Monitoring & Review

The impact of the Travel Plan needs to be monitored in order to ensure that the aims and objectives are being met and to quantify their impact. Where the implementation of the Travel Plan is secured by way of a planning condition, monitoring will also demonstrate the fulfilment of the developer's obligations under the planning consent.

One year after the site is first occupied, resident travel surveys will be undertaken to establish an accurate baseline situation. The monitoring of the Travel Plan will then be undertaken annually thereafter. Where progress towards targets is slow, the monitoring process allows this to be easily identified and it may be possible to determine particularly effective / ineffective measures, and thereby identify remedial action to get the Travel Plan back on track.

The monitoring of the Travel Plan will be the responsibility of the Mapplewell Travel Plan Coordinator, with support of the developer.

In addition to resident's surveys, the uptake of specific initiatives (e.g. vouchers for cycle services, public transport passes) will also be useful in ensuring effective monitoring. In addition, external sources of information may be called upon. These might include bus patronage figures from operators.

In order to verify the maximum traffic generation targets, traffic count data will also be collected, with manual classified counts being undertaken at a similar time each year (in a neutral month)

The Travel Plan Coordinators role will include liaising internally with residents, as well as externally with outside parties (e.g. public transport operators) in the monitoring process.

The results of the annual data collection exercise will be collated by the Travel Plan Coordinator and incorporated into a monitoring report. Once compiled the Travel Plan monitoring report will be compiled and distributed by the Travel Plan Coordinator to the Travel Plan Officer at the Local Authority and the residents – detailing the results of the monitoring and the resultant review of the Travel Plan.

The monitoring report will include the following:

- Details of the methodology used in undertaking the surveys;
- Uptake of initiatives, including cycle service, public transport passes;
- Bus patronage figures (to be obtained from operators)
- Details of response rates and a summary of findings;
- A review of the findings of the surveys in the context of the objectives and targets; and
- An action plan, together with updated targets and objectives for the forthcoming year.

7.3 Summary

The monitoring of the progress of the Travel Plan towards the targets and objectives will allow the Travel Plan Coordinator to determine which of the initiatives have been most successful, and those that have not been as effective. This will allow a way forward for the next period of the Travel Plan to be set, and permit prioritisation of funding towards initiatives that are most likely to be successful in the future.

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Summary

8 Summary

8.1 Summary

This Travel Plan has been prepared for the Mapplewell development. It has been put together in light of the existing conditions on site and AECOM's experience of Travel Planning.

As part of this Travel Plan, national, regional and local government policies, which relate to sustainable travel, have been reviewed and this Travel Plan has been designed to complement the information contained in these documents. This includes the development of a package of measures and objectives and targets, which are suited to the proposed development.

Any progress made in relation to the measures within this Travel Plan will be continuously monitored and measured against a set of quantitative and qualitative targets, the basis of which have been identified within this document.

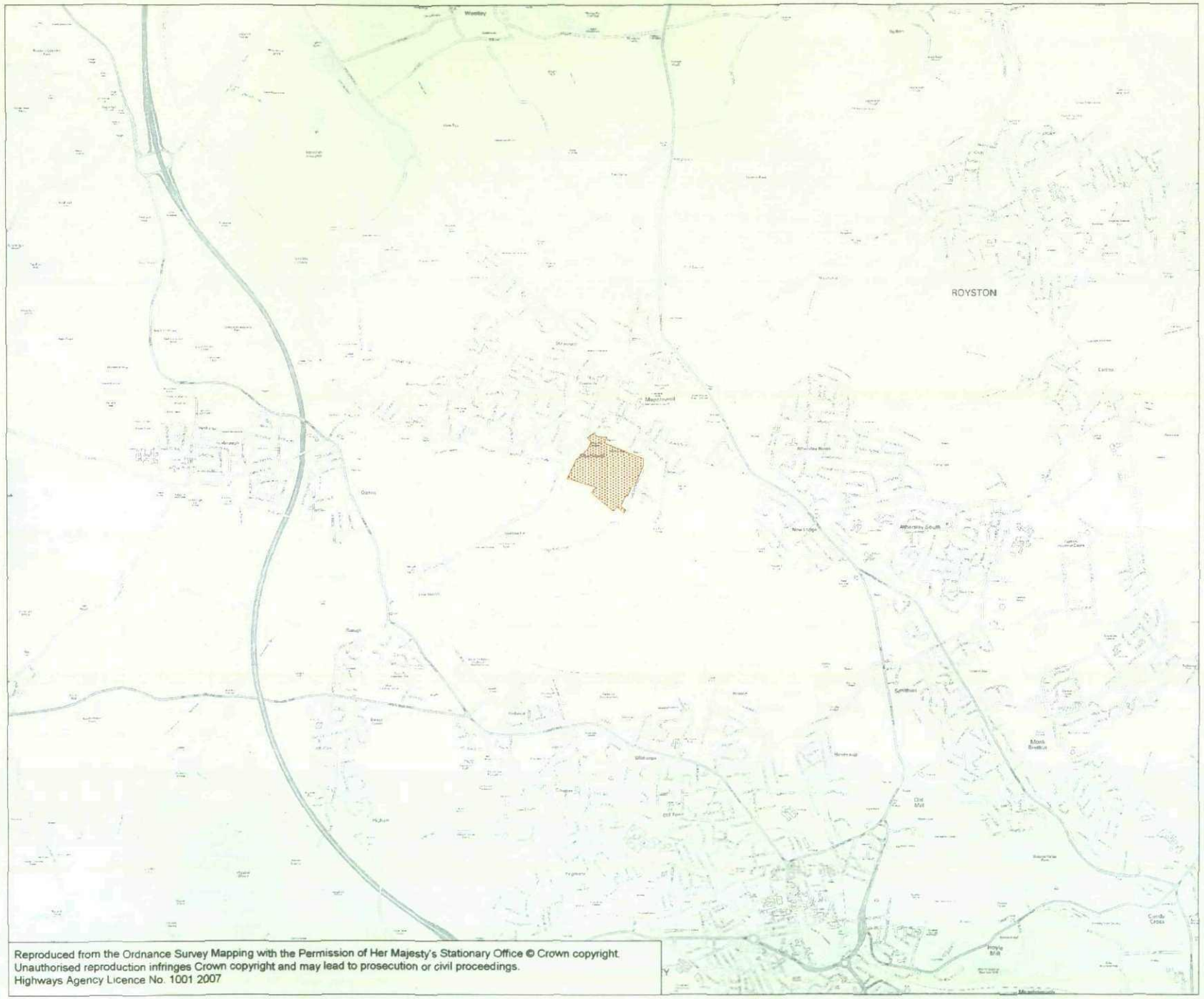
The package of measures contained herein, has been specifically developed to ensure that existing facilities and infrastructure, which are already in place, are promoted. Similarly, the potential to develop new sustainable links to, and within, the development in order to achieve a modal shift away from single occupancy car use to more sustainable modes of travel, is identified.

8.2 Conclusions

The Travel Plan has the potential to deliver real improvements in accessibility for the future residents of the development. Given that the Travel Plan has been developed in liaison with the Barnsley Metropolitan Borough Council, it is considered to provide an appropriate package of measures that will assist in addressing the issues raised by the Council.

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Figures



Site Location

Client

Harworth Estates

Project:
North Gawber, Mapplewell
Travel Plan

Title:
Site Location

Design:	CLO	Drawn:	CLO
Checked:	ST	Scale:	NS
Approved:	TD	Date:	29.09.09

AECOM
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Tel: 0113 391 6800
Fax: 0113 391 6899
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Dwg: Figure 1

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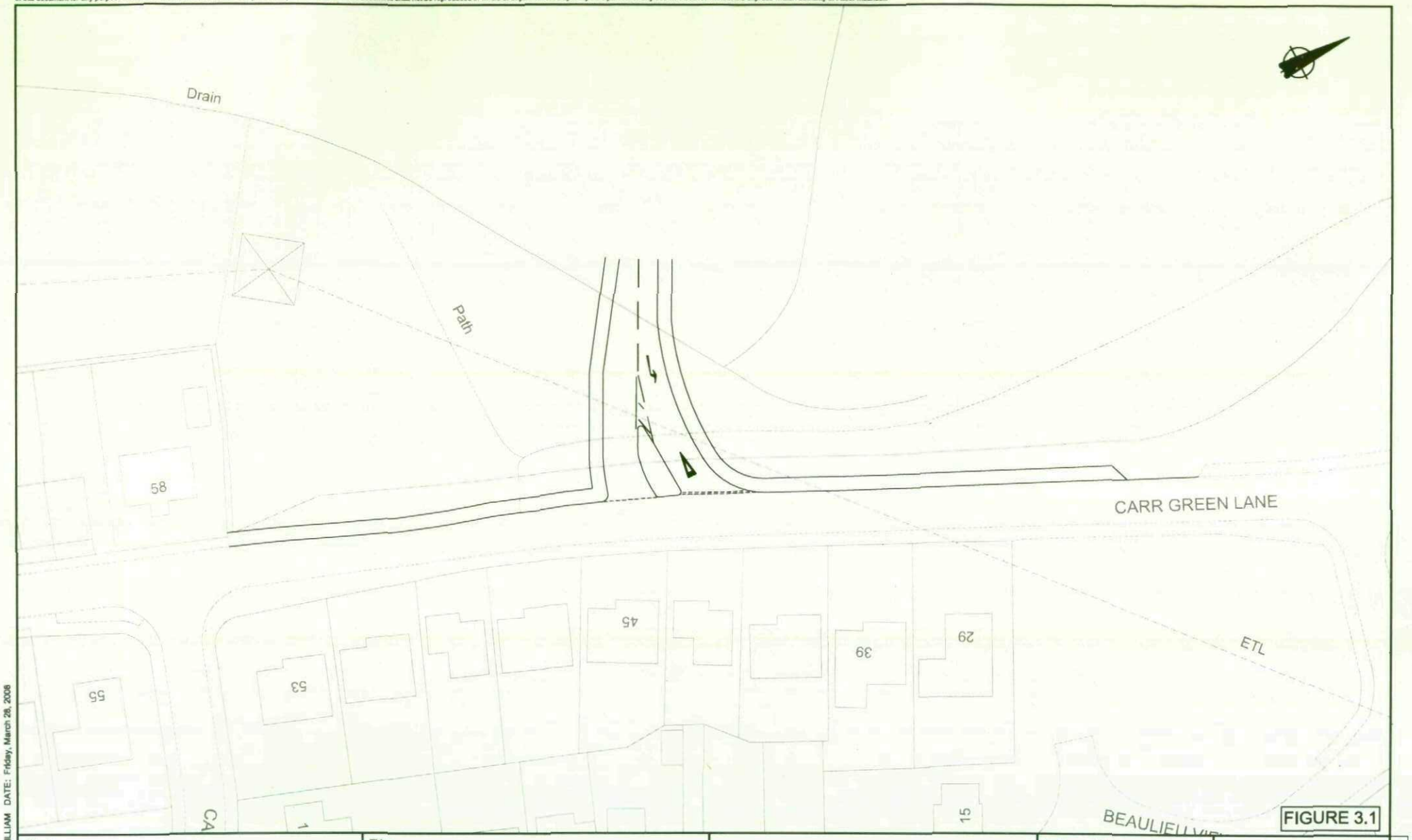


FIGURE 3.1

Client: Harworth Estates	Title: Figure 2 - Proposed Carr Green Junction Layout	AECOM	Design: RF	CAD: WJ
Project: NORTH GAWBER COLLIERY, MAPPLEWELL		5th Floor, 2 City Walk, LEEDS, LS11 9AR	Chk'd: DC	App'd: DC
		Tel: +44 (0) 113 391 6800 Fax: +44 (0) 113 391 6899 www.fabermaunsell.com	Date: 29.01.08	Scale: 1:500
			No. 54633-P5 - Sheet 2	Rev: –

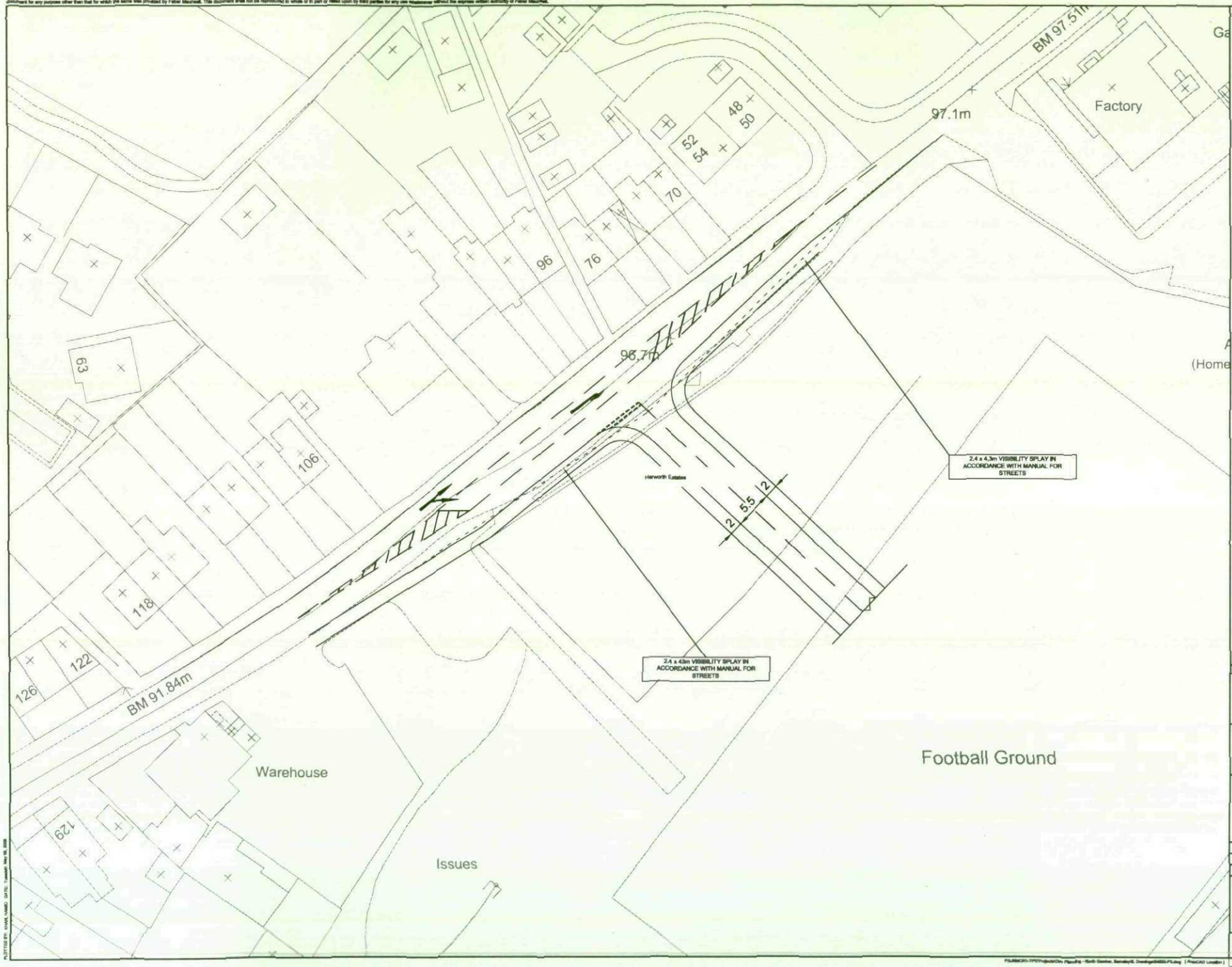
cm

A3

PLOTTED BY: LAMB, WILLIAM DATE: Friday, March 28, 2008

P:\UKLDS2-TP\PROJECTS\54633TLED North Gawber, Barnsley\06_Drawings\01_FM_Drawings\04_Development_Planning\03_Layout\54633-P5.dwg [AutoCAD Location]

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NOTES:

LAYOUTS ARE INDICATIVE AND SUBJECT TO CAPACITY ASSESSMENTS AND DETAILED DESIGN

Rev	Date	Detail	Made	Chkd	Appd

Client: Harworth Estates

Project: NORTH GAMBER COLLIERY, MAPPLEWELL

Title: FIGURE 3 - PROPOSED SPARK LANE JUNCTION LAYOUT

Design: RF		CAD: DM	
Chkd: RF		Appd: DC	
Date: 17.01.2008		Scale: 1:250 @ A1, 1:500 @ A3	

ACCOM

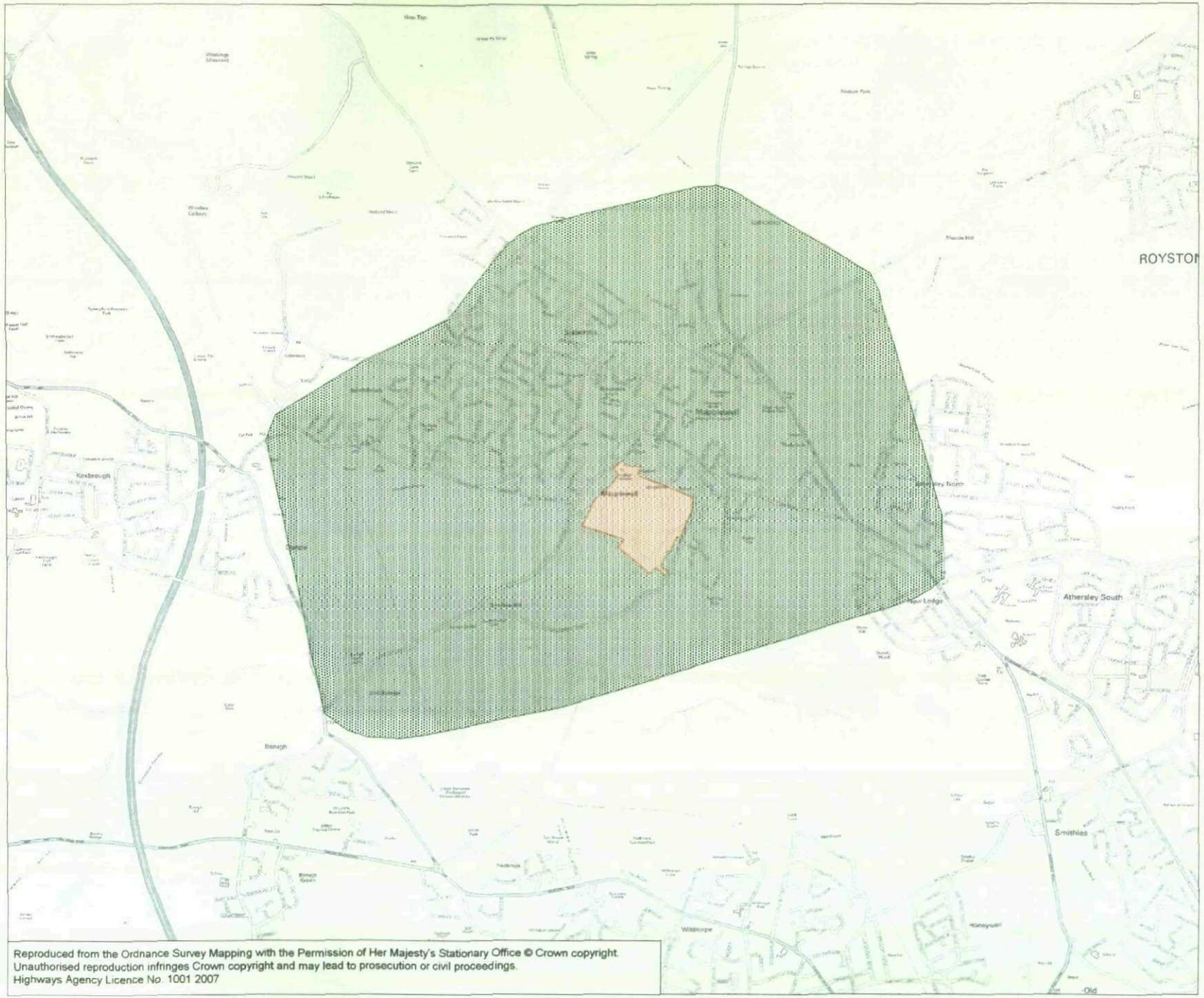
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Rev: —

A1



Site Location

2km Isochrone

Client

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North Gawber, Mapplewell
Travel Plan

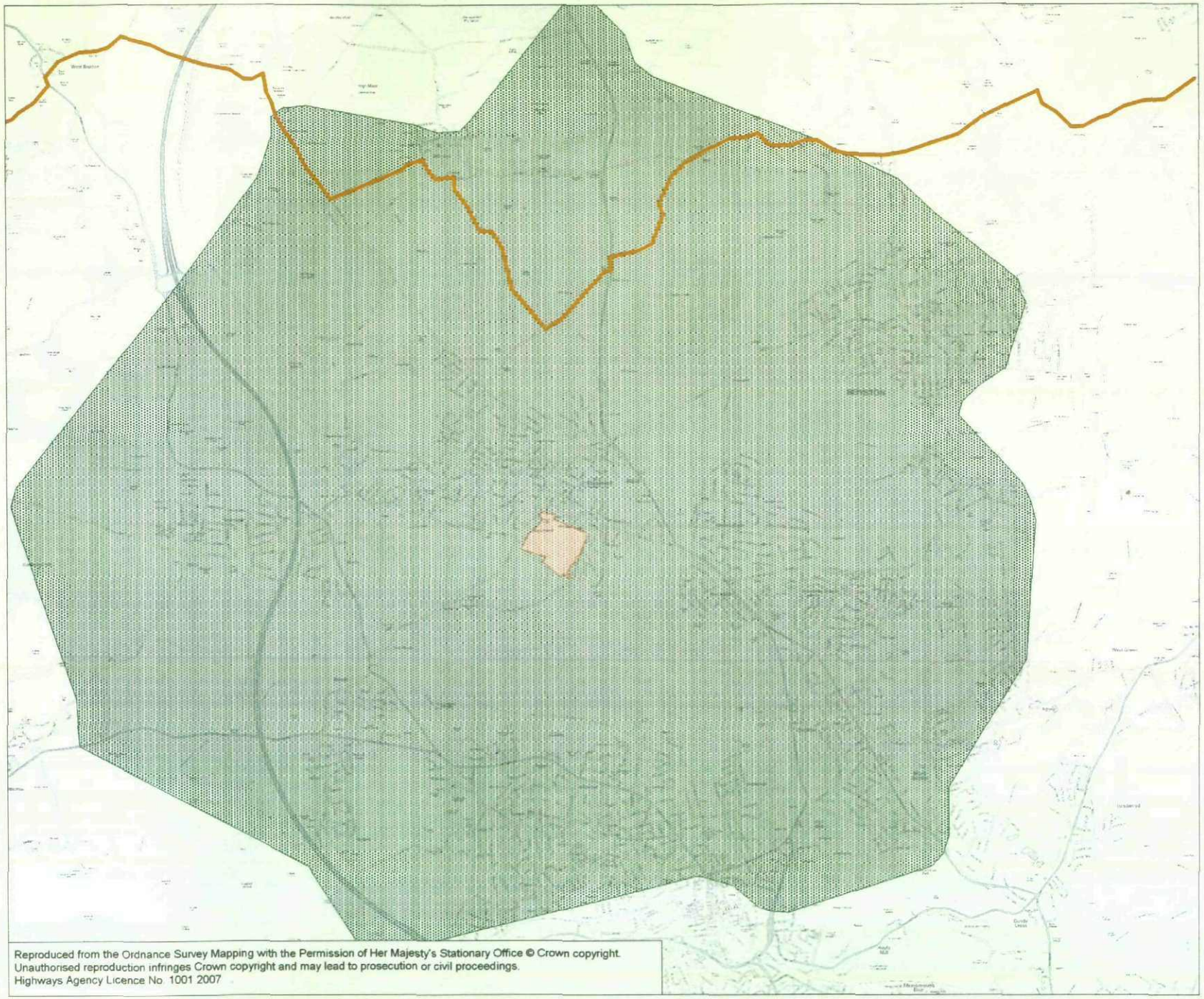
Title:
2km Walking Isochrone

Design:	CLO	Drawn:	CLO
Checked:	ST	Scale:	NS
Approved:	TD	Date:	29.09.09

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Site Location

5km Cycling Isochrone

On Road Cycle Routes

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Client

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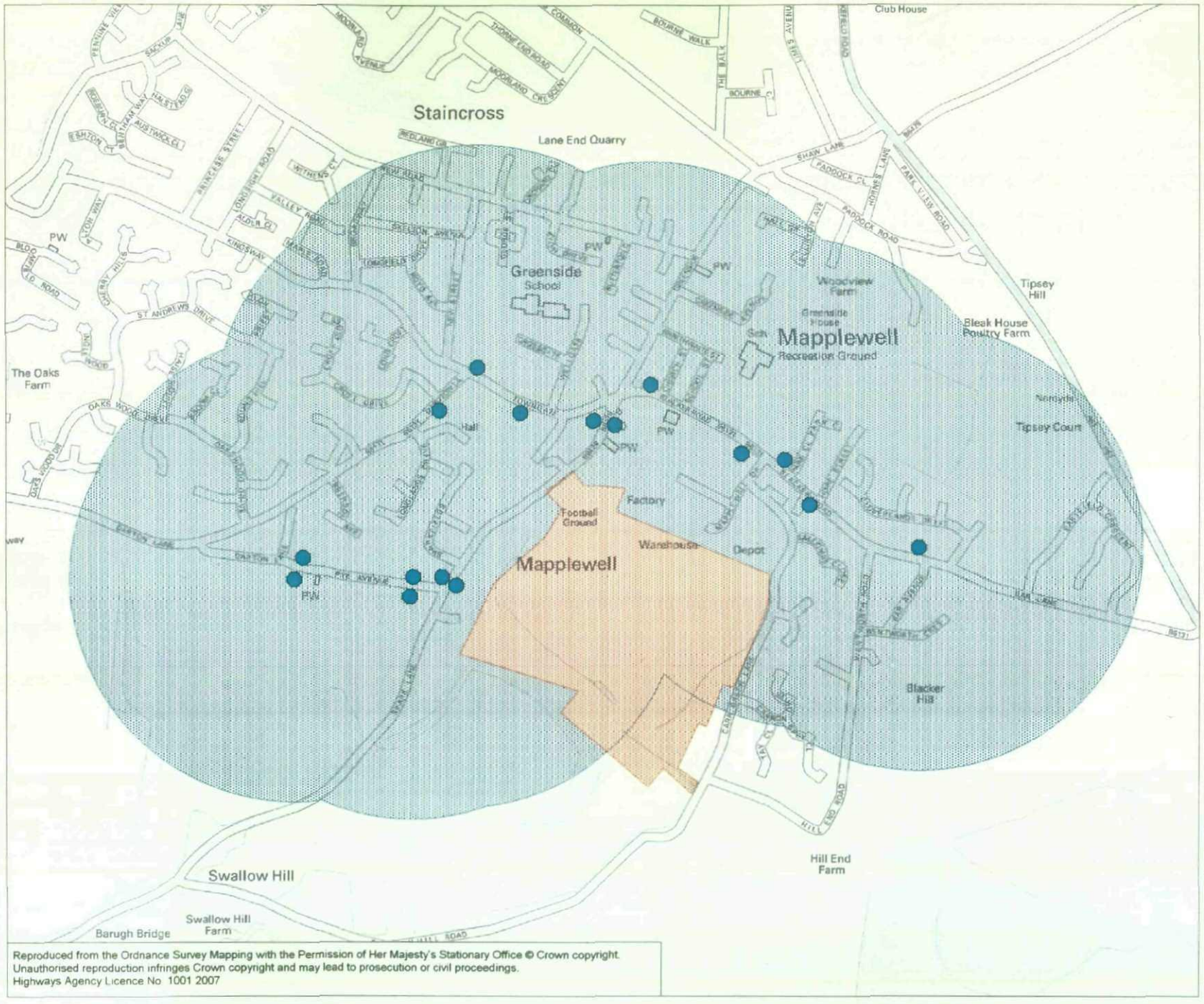
Project:
North Gawber, Mapplewell
Travel Plan

Title:
5km Cyclinglsochrone
and Cycle Routes

Design:	CLO	Drawn:	CLO
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Client

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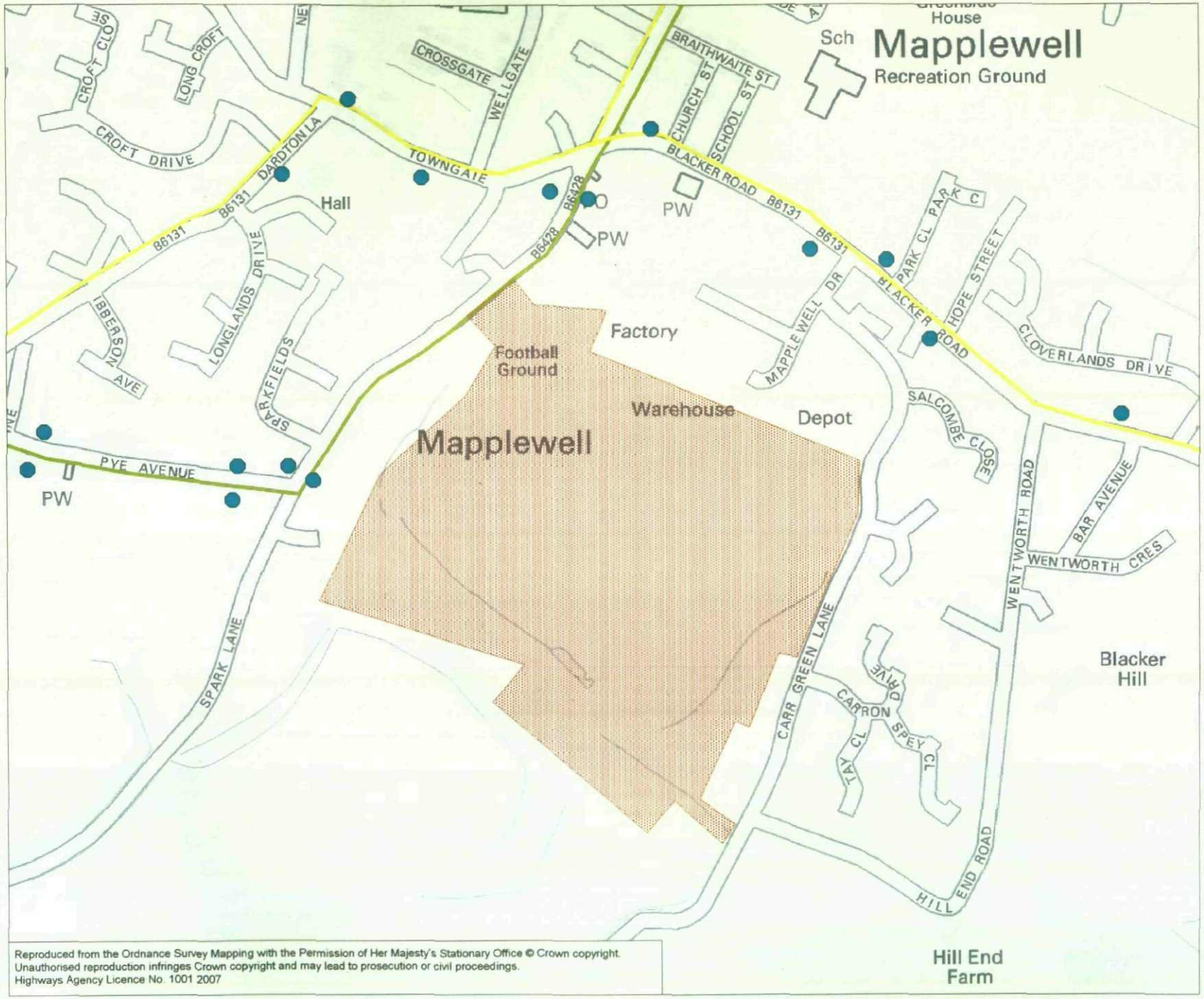
Project:
North Gawber, Mapplewell
Travel Plan

Title:
Bus Stop Locations

Design:	CLO	Drawn:	CLO
Checked:	ST	Scale:	NS
Approved:	TD	Date:	29.09.09

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Client
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Project:
North Gawber, Mapplewell Travel Plan

Title:
Bus Routes

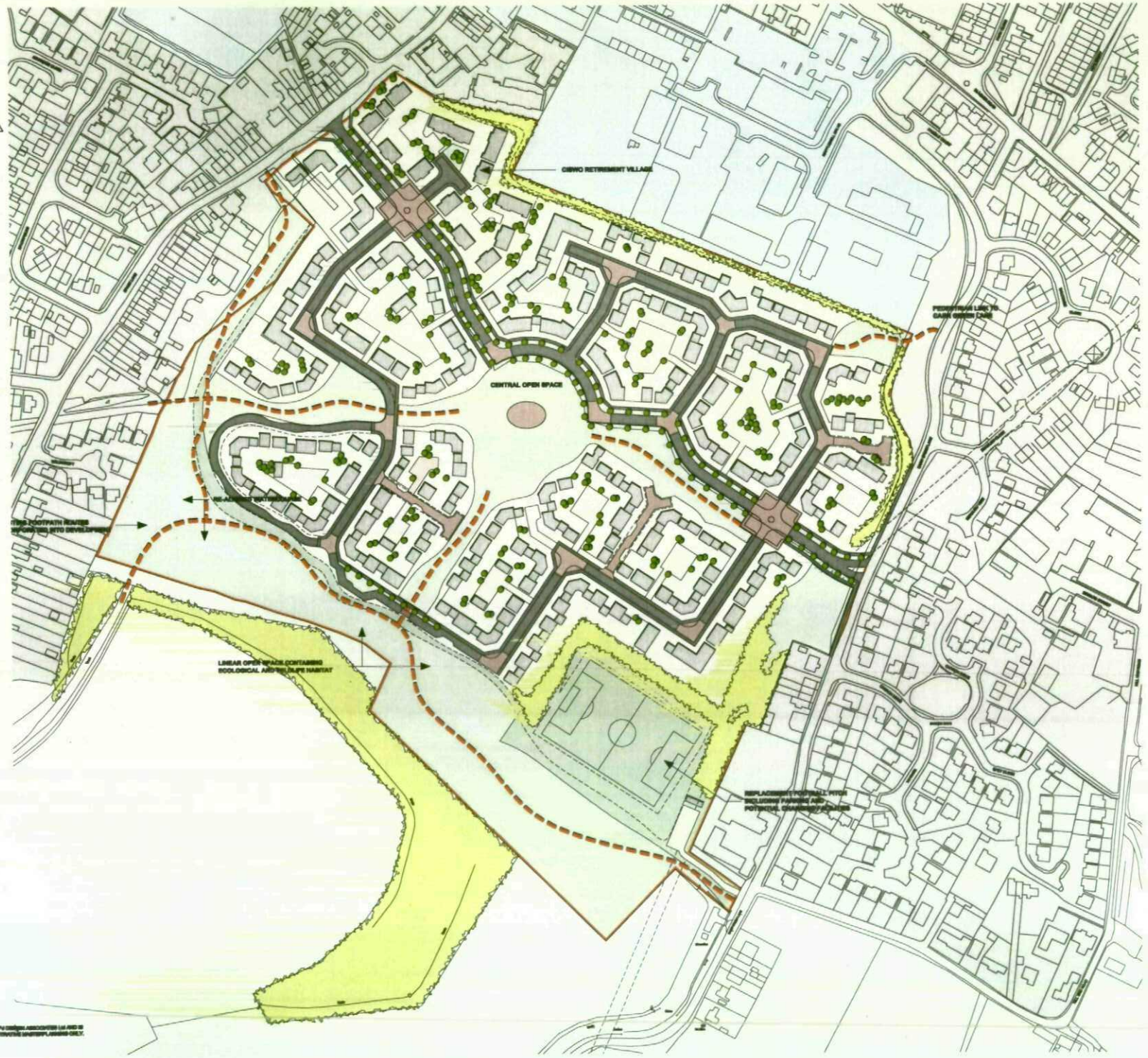
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Appendix A – Preliminary Masterplan



Key

- PROPOSED RESIDENTIAL
- CISWO RETIREMENT VILLAGE
- PUBLIC OPEN SPACE
- ECOLOGICAL AMENITY AREA
- COMMUNITY FOOTBALL FACILITY
- PRIMARY ROUTE THROUGH SITE
- PEDESTRIAN ROUTES THROUGH SITE
- EXISTING BUILT-UP ENVIRONMENT
- EXISTING EMPLOYMENT

TOTAL SITE AREA	17.6 h
UK Coal LAND HOLDING	16.7 h
CISWO LAND HOLDING	1.89 h
DEVELOPMENT USAGE	
NEW FOOTBALL FACILITIES	1.89 h
RETIREMENT VILLAGE	1.15 h
ECOLOGICAL AMENITY AREA	3.89 h
CENTRAL/LINEAR OPEN SPACE	1.41 h
OTHER AMENITY AREAS Incl. o/h lines	0.92 h
RESIDENTIAL AREA	6.8 h

Harworth Estates
A division of UK COAL PLC

Job: residential development proposals
Former North Gawber Colliery

Title: Preliminary Masterplan

Drawn: MEJ | Date: Aug 09

Scale: 1/1000 | Dwg No:

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