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**PROPOSED RESIDENTIAL DEVELOPMENT ON LAND OFF BROADWAY,  
BARNSELY**

**TRAVEL PLAN FRAMEWORK**

**787 / April 2014**

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## **EXECUTIVE SUMMARY**

I have been appointed to prepare a Travel Plan Framework in support of the planning application for the development proposals for around 163 dwellings on the site of the former Kingstone School off Broadway in Barnsley, South Yorkshire.

A separate Transport Assessment has considered the traffic impact and transport sustainability provision associated with the proposed development. The assessment demonstrated that the development proposals should be acceptable for planning approval purposes.

Central Government and Local Authorities are placing 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 Framework is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.

The location of the site close to frequent and good quality bus routes and only a short walk from substantial residential and commercial areas and significant employment opportunities provides an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

# **1 OBJECTIVES**

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

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

- To influence travel behaviour of residents and their visitors;
- Reduce the number of single-occupancy car trips;
- 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.

## **2 DEVELOPMENT PROPOSALS**

### **2.1 Project Description**

- 2.1.1 The developer seeks permission to develop the former site of Kingstone School to provide around 163 dwellings served from a new access junction with Broadway.
- 2.1.2 The proposed development layout can be found in Appendix C. This shows the road layout, parking provision, footpath network and delivery and servicing arrangements for the proposed use.
- 2.1.3 Secure sheltered cycle parking is also proposed for the residential development generally within the garages provided. The servicing requirements for the proposed development can be adequately catered for.

### **3 TRAVEL PLANS**

#### **3.1 Introduction to Travel Plans**

3.1.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and their visitors to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their work, for recreation and shopping.

3.1.2 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking or possibly provide high speed broadband to allow working from home to cut business travel / journeys to work. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents and their visitors.

#### **3.2 The Benefits of a Travel Plan**

3.2.1 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 business and stress to drivers.

3.2.2 It is necessary to look at the way 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 bus use in preference to single occupancy car use. The TP should encourage residents and their visitors to reconsider how they make regular journeys.

3.2.3 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 potentially reducing the demand for parking spaces.

3.2.4 Table 1 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         | √                    | √                      |
| Reduced accidents          | √                    | √                      |
| Time savings               | √                    | √                      |
| Improved quality of life   | √                    | √                      |
| Reduced stress             | √                    |                        |
| Improved local air quality |                      | √                      |
| Reduced noise              |                      | √                      |

**Table 1 The Benefits of the Travel Plan**

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

### 3.3 Transport Policy

3.3.1 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. This policy therefore sets out the framework for this Travel Plan and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

#### National Planning Policy Framework – Promoting Sustainable Transport

3.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

3.3.3 Paragraph 35 of the NPPF states that "developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

3.3.4 Paragraph 36 of the NPPF goes on to say that "*a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*"

### Local Transport Plan

- 3.3.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan which covers the period up to 2026. Local transport policy is set out in the Council's Local Development Framework and Core Strategy. The saved policies within that document identify the need to consider public transport, pedestrian and cycling access to new developments.

## **4 ACCESSIBILITY**

### **4.1 Introduction**

4.1.1 The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Appendix C shows the footpath and cycleway network within the vicinity of the site.

4.1.2 The applicant is highly committed to providing a development that is accessible to all residents. One of the key elements of the proposals is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure improvements to achieve this objective and secure, safe and the convenient links to the existing network are provided in the following paragraphs.

### **4.2 Site Location / Local Facilities**

4.2.1 The site lies to the west of and has two vehicular accesses onto the adjacent A6133 Broadway and is roughly rectangular in shape. The A6133 Broadway forms the eastern boundary to the site with playing fields to the south and west and residential development to the north.

4.2.2 The A6133 Broadway is a main distributor road that connects the A628 Dodworth Road to areas to the south side of Barnsley and then eastwards towards Doncaster. To the north of the site it is predominantly residential in nature directly serving a number of residential properties and residential streets and is laid out as a single carriageway. To the south it forms a short length of dual carriageway through the traffic signal controlled junction with Keresforth Hill Road and to just beyond the staggered signal controlled junction with Racecommon Road and Keresforth Hall Road.

4.2.3 The site is currently vacant but was previously occupied by Kingstone School. The site is located about 1500m to the west of the centre of Barnsley Normanton and 1000m south east of Junction 37 of the M1. The site location is shown in Appendix A.

- 4.2.4 Within the vicinity of the site frontage Broadway has footways to either side the one immediately adjacent being shared with cyclists. The road benefits from a system of street lighting to a suitable standard and is subject to a 40mph speed limit which drops to 30mph just north of the junction with Keresforth Hill Road.
- 4.2.5 The site is conveniently located close local services and amenities. There are also several schools within this catchment.
- 4.2.6 The site is located within easy reach of the bus services available on Broadway. Further details of the bus services available from the local fare stages are shown below. Both of these stops have poles and timetable cases and the southbound stop has a shelter. The nearest railway station from the application site is Barnsley Railway Station, which is located approximately 1800m to the east of the application site.

### **4.3 Pedestrians**

- 4.3.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 4.3.2 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.
- 4.3.3 PPG13 stated 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 2km'*. The pedestrian catchment in Appendix B includes the centre of Barnsley and Dodworth and the local services and amenities within them including numerous retail outlets, banks, supermarkets, a post office, pharmacies, and the railway station. Barnsley Town Centre also provides excellent employment potential, given the large number of commercial properties located within walking distance of the site. There are also several schools within this catchment.

- 4.3.4 As such it can be seen that the site is well placed in relation to the public footpath network. This provides residents with the opportunity to access the various local amenities in the surrounding area on foot and similarly the opportunity for residents' visitors to make their journey to the site on foot.
- 4.3.5 The internal road layout within the site reflects the aspirations of Manual for Streets. Shared surfacing, road hierarchy, internal footpath links, landscaping and road geometry have all been included within the design to provide an improved environment for pedestrians and cycles.
- 4.3.6 Footways within the vicinity of the site are to a good standard in terms of width, construction and street lighting typical of the urban environment. Signal controlled crossing facilities will be incorporated in to the design of the new junction with Broadway. With the additional on-site pedestrian facilities it is concluded that safe and convenient access to the site is readily available for pedestrians.

## **4.4 Cycling**

- 4.4.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.
- 4.4.2 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.
- 4.4.3 With regards to cycling, PPG 13: Transport stated that "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". The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Barnsley, Staincross, Monk Bretton, Worsbrough and Birdwell.

## **4.5 Public Transport**

- 4.5.1 The site is well located in terms of access to public transport for residents and visitors. There are bus stops located on Broadway within 400m of the centre of the site. Both of these stops have poles and timetable cases and the southbound stop has a shelter. These stops are used by the circular services of the 43 / 43A and 44 / 44A which run from Barnsley Interchange via Pogmoor (and the hospital) to Broadway and back to the Interchange and vice versa. The combination of these services provides 3 buses per hour during the day in either direction Monday to Saturday with an hourly service in the evening and half hourly on Sundays.
- 4.5.2 These bus services also travel to the nearest railway station at Barnsley Interchange. The bus services are therefore considered to be of a high standard and will provide a suitable alternative to the private car in line with current Government guidelines.
- 4.5.3 The nearest railway station from the application site is Barnsley Railway Station, which is located approximately 1800m to the east of the application site. The station is on the Hallam Line which has an hourly frequency of service (two hourly on Sunday) between Leeds, Castleford, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield. The addition of the services on the Penistone Line (hourly from Huddersfield to Sheffield) improves the frequency between Barnsley and Sheffield to about one train every 10 to 20 minutes during the day.
- 4.5.4 As can be identified from the train routes and services summarised above there are excellent train links with services every hour to the local cities of Leeds, Wakefield and Sheffield.
- 4.5.5 In summary, the site is in a very sustainable location being within close proximity of the nearest bus stops and within acceptable walking distance of the many local services and amenities. Barnsley Town Centre and railway station are also within walking distance. There are also several schools within this catchment. Within cycling distance of the site there is the whole of Barnsley, Staincross, Monk Bretton, Worsbrough and Birdwell and the excellent employment potential there. Therefore the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

## **4.6 Private Car**

- 4.6.1 The nature of the proposed use is such that it is inevitable that some residents and their visitors will make their journey by private car.
  
- 4.6.2 The site has the capacity to provide for those journeys by private car that are necessary and unavoidable. Parking is to be provided in accordance with LPA guidelines to cater for anticipated demands.

## 5 TRANSPORT IMPACT

### 5.1 Travel Questionnaire

To provide a focused 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 travel questionnaire is included at Appendix D.

### 5.2 Traffic Impact

5.2.1 The table below gives the predicted trips for the weekday AM and PM peak periods (taken from the transport assessment for 190 units as a worst case allowing scope in design and building mix):

|              | Trips   |         |
|--------------|---------|---------|
|              | AM Peak | PM Peak |
| Cycles       | 4       | 5       |
| Veh Occs     | 155     | 157     |
| Pedestrians  | 41      | 24      |
| Public Trans | 6       | 4       |
| People       | 205     | 189     |

**Table 3: Proposed Use Peak Hour Flows**

5.2.2 The table below gives the predicted traffic flows resulting from the present development proposals (taken from the transport assessment for 150 units as a worst case allowing scope in design and building mix).

| AM Peak |        |       | PM Peak |        |       |
|---------|--------|-------|---------|--------|-------|
| Arrive  | Depart | Total | Arrive  | Depart | Total |
| 30      | 79     | 109   | 74      | 43     | 117   |

**Table 4 – Predicted Traffic Flows**

5.2.3 Whilst the above traffic is new to the network the transport assessment determined that there would be no capacity or road safety problems created at any junctions on the local road network.

## **6 TRAVEL PLAN INITIATIVES**

6.1.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.1.2 The following paragraphs will first detail the physical infra-structure measures that will be implemented in this development proposal. Details of the management 'soft' measures that will be used are then provided.

### **6.2 Infrastructure Improvements**

#### Proposed Improvements to Increase Pedestrian Usage

6.2.1 The site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along pedestrian routes within the site.

#### Proposed Improvements to Increase Cycle Usage

6.2.2 Safe and convenient access through the site for cyclists will be provided.

6.2.3 On-site secure cycle parking facilities will be provided for use by residents.

### **6.3 'Soft' Measures**

6.3.1 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal travel plans, internet sites and accessible information.

6.3.2 Travel information and initiatives will be promoted to all residents. This will be achieved via the Travel Information Welcome Pack and thereafter by producing posters and leaflets, newsletters, the internet and communication sessions. This activity will need to be coordinated properly by a nominated individual or company.

Travel Plan Co-ordinator (TPC)

- 6.3.3 To deliver the 'soft' measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the marketing of the sales of the residential units and will continue for up to a minimum of five 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 travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.
- 6.3.4 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the development site.
- 6.3.5 One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing suite for the development and 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.
- 6.3.6 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Walking

- 6.3.7 The health, environmental and financial benefits of walking will be promoted to residents and visitors.
- 6.3.8 Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of residents to relay any concerns about the local footpath network, accessibility and personal safety issues. The TPC will also promote walk buddying.

- 6.3.9 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 and thereafter through leaflets, newsletters, the internet and communication sessions. Reference to the walking journey planner will also be provided in promotional and marketing material ([www.walkit.com](http://www.walkit.com)).

#### Measures to Promote and Facilitate Cycling

- 6.3.10 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. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives. Consideration shall also be given to the provision of a 'spares and tools' box to assist with on-site repairs if necessary (whilst the marketing / sales suite is on site).

- 6.3.11 Information on local cycle network 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 and thereafter through leaflets, newsletters, the internet and communication sessions. Details of DfT / BMBC cycling promotion and assistance initiatives will also be disseminated via these methods.

#### Measures to Promote Public Transport

- 6.3.12 The TPC will liaise with South Yorkshire PTE 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 the dissemination of this information and to promote the use of these services via promotional and marketing material, the Travel Information Welcome Pack and thereafter through leaflets, newsletters, the internet and communication sessions.

- 6.3.13 The TPC will make arrangements to demonstrate to residents and visitors (if requested) how to access online real-time bus information and Journey Planner on SYPTE's website and also the "your next bus" service from SYPTE, by mobile phone. Visitors will also be made aware of all relevant on-line websites administered by public transport operators.

### Measures to Reduce Car Use

- 6.3.14 Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of people travelling to work by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available over the internet or within communal areas of apartments.
- 6.3.15 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 promotional and marketing material with specific reference to operating companies.

### Measures for Residents

- 6.3.16 On first occupation of each residential unit, the residents will be provided with a Travel Information Welcome Pack. Details of the on-site facilities will be provided in the Pack which if residents are fully aware of, will assist with a reduction in travel demand.
- 6.3.17 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 location of nearby bus stops
  - cycle path network maps for the local area and beyond
  - local bicycle users groups and cycle shops
  - local footpath network
  - car parking arrangements
  - car sharing and car club schemes
  - local taxi services
  - local amenities including access options

## 7 TARGETS

7.1.1 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).

7.1.2 A commitment to specific targets is difficult to achieve at this stage, however indicative targets have been identified to monitor the effects of the Travel Plan.

7.1.3 An examination of the 2011 Census shows that the area has a higher than the District average (26.9%) in terms of the percentage households with no access to a motor car (39.4%).

7.1.4 However it is more likely the occupiers of the development will be car owners than the area average although this will be balanced by the site's excellent location in relation to frequent bus services and proximity to facilities. It is not considered possible to identify a true base level of travel behaviour until the development is 40% occupied and the travel questionnaire survey has been undertaken. An indicative framework for the initial targets is however provided below.

| 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     | 11%       | 0.3%   | 0.3%   | 0.3%   | 12.5%      |
| Health and Wellbeing | Cycling & walking          | 8%        | 1%     | 1%     | 1%     | 13%        |

**Table 5: Initial Travel Plan Targets**

## **8 RESPONSIBILITY/OWNERSHIP**

- 8.1.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority. The developer will appoint a TPC prior to the marketing of the development and this role will be maintained whilst the site is being marketed / developed and for a minimum of five years.
- 8.1.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Team, the local community and other interested parties for the continuing progression of the Travel Plan.
- 8.1.3 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 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
- 8.1.4 The TPC will be provided with a budget of £1000 per annum 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 and discussing targets with the local authority and relaying this information to all residents involved. The TPC will agree at the onset with the council how the outcomes will be reviewed.

## **9 IMPLEMENTATION**

- 9.1.1 The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of any of the units.
- 9.1.2 The TPC will be appointed prior to the marketing of the development. The TPC will carry out a questionnaire survey of residents travel characteristics once 40% of the dwellings have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will also be used to inform the residents of the new sites aims and objectives regarding the Travel Plan and sustainable travel.
- 9.1.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the residents. The results of this survey and the refined targets will be submitted to the Council for approval.
- 9.1.4 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 a resident, if requested.
- 9.1.5 The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.
- 9.1.6 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, 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.

9.1.7 A suggested framework for the Actions is however provided in the table below and will be monitored and updated as the Travel Plan progresses.

| ACTION   | DELIVERY PERIOD   |
|--|---|
| Infrastructure Provision (cycle, pedestrian, highway improvements) | Post planning permission, prior to first occupation               |
| Appointment of TPC   | Prior to the marketing of the sales of the residential units      |
| Travel Questionnaire   | On 40% occupation (yearly thereafter)                             |
| 'Soft' Measures / Promotional Material                             | Prior to first occupation   |
| Monitor and Review   | Annually  |
| Action Plan  | Prepared at start of year and then implemented during that period |

**Table 6: Action Plan Framework**

## **10 MONITORING AND REVIEW**

### **10.1 Monitoring**

- 10.1.1 An objective of this Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.
- 10.1.2 The TPC will form a contact point for communication with the Local Authority. Findings from authority discussions and reviews will be communicated to residents and visitors via leaflets, newsletters, the internet and communication sessions. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.
- 10.1.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the sample questionnaire contained within Appendix D. A written analysis of the results of the survey will be provided to the Local Authority within one month of completion. The survey results will be used to identify the targets mentioned in section 7. The results of the monitoring will be fed back to the Travel Plan Officer.
- 10.1.4 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.

# Appendix A

Location plan



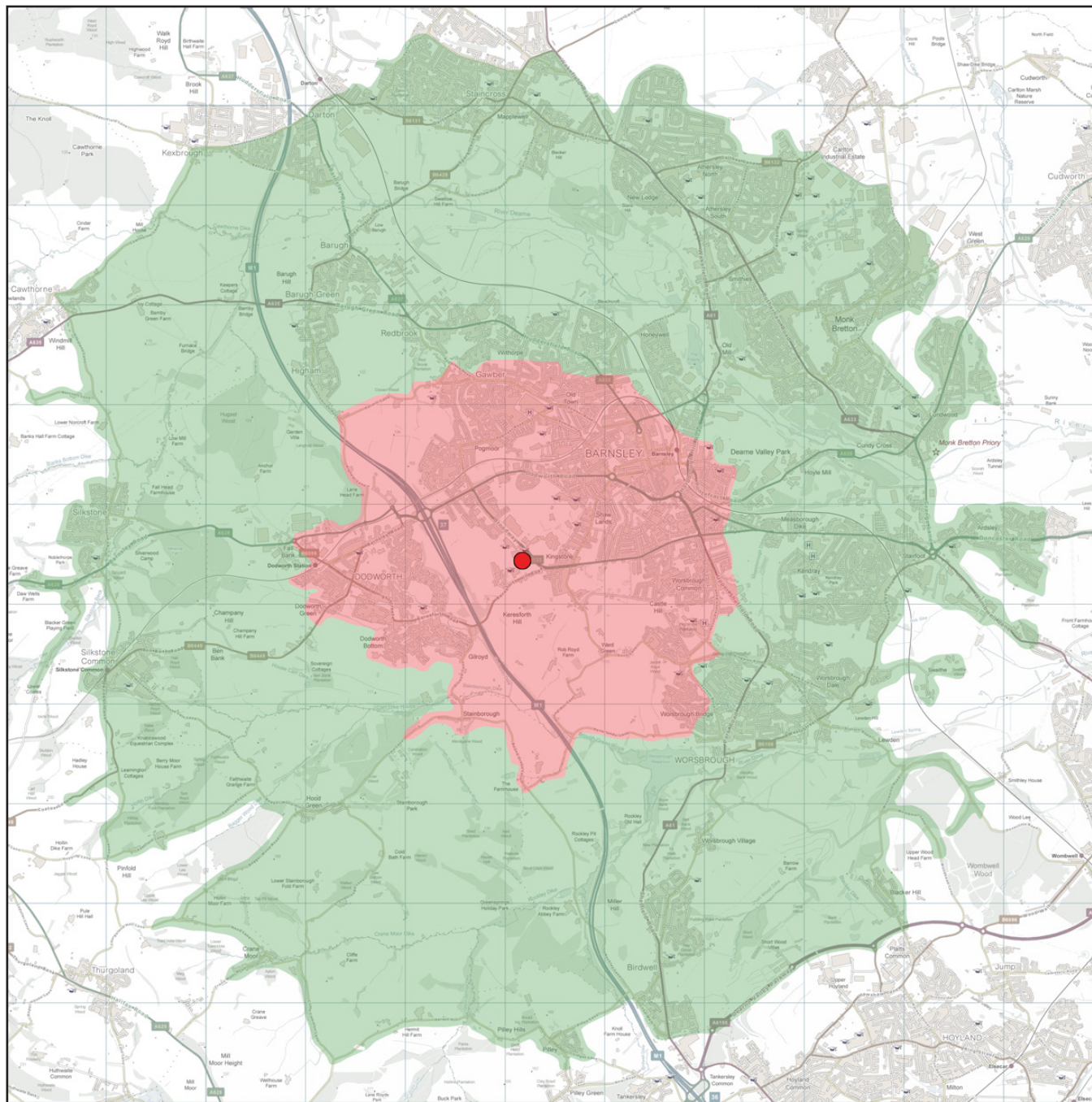
- SITE LOCATION
- BUS STOP

FIGURE 1  
SITE LOCATION PLAN



# Appendix B

## Pedestrian and Cycle Catchment



- SITE LOCATION
- 2KM WALK CATCHMENT
- 5KM CYCLE CATCHMENT

**FIGURE 2**  
**CYCLE / PEDESTRIAN**  
**CATCHMENT AREA**



# Appendix C

Proposed Layout Plan



# Appendix D

## Travel Questionnaire

# Residents Travel Questionnaire

Taylor Wimpey Yorkshire Ltd is developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

## Section A: About Yourself

1 *What is your age?*

- |          |                          |
|----------|--------------------------|
| Under 55 | <input type="checkbox"/> |
| 55-65    | <input type="checkbox"/> |
| Over 65  | <input type="checkbox"/> |

2 *What is your employment status?*

- |                       |                          |
|-----------------------|--------------------------|
| Full time employment  | <input type="checkbox"/> |
| Part time employment  | <input type="checkbox"/> |
| Not working / retired | <input type="checkbox"/> |

## Section B: About Your Travel Patterns

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

- |                        |                          |                   |                          |
|------------------------|--------------------------|-------------------|--------------------------|
| Walk                   | <input type="checkbox"/> | Car (alone)       | <input type="checkbox"/> |
| Cycle                  | <input type="checkbox"/> | Car (with others) | <input type="checkbox"/> |
| Bus                    | <input type="checkbox"/> | Motorcycle        | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | _____             |                          |

4 *What are your main reasons for using a car? (tick up to three boxes)*

- |                                |                          |                         |                          |
|--------------------------------|--------------------------|-------------------------|--------------------------|
| Time savings                   | <input type="checkbox"/> | Personal safety         | <input type="checkbox"/> |
| Cost savings                   | <input type="checkbox"/> | Health reasons          | <input type="checkbox"/> |
| Car needed during day          | <input type="checkbox"/> | Convenience/flexibility | <input type="checkbox"/> |
| Public transport not available | <input type="checkbox"/> | No alternative          | <input type="checkbox"/> |
| Other uses to/from work        | <input type="checkbox"/> |                         |                          |
| Other (please specify)         | <input type="checkbox"/> | _____                   |                          |

5 *If you didn't use the car today, what were your main reasons?*

- |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|
| No car available         | <input type="checkbox"/> | Time saving              | <input type="checkbox"/> |
| Cheaper alternative      | <input type="checkbox"/> | Health / fitness reasons | <input type="checkbox"/> |
| Avoid traffic congestion | <input type="checkbox"/> |                          |                          |
| Other (please specify)   | <input type="checkbox"/> | _____                    |                          |