

PROPOSED RABBIT INGS REGENERATEION, ROYSTON, BARNESLEY,SOUTH YORKSHIRE

Framework Travel Plan

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CONTENTS

1.	INTRODUCTION	1
2.	EXISTING SITE AND DEVELOPMENT PROPOSALS	3
3.	POLICY CONTEXT	6
4.	SUSTAINABLE TRANSPORT	11
5.	TRAVEL PLAN ADMINISTRATION	15
6.	TARGETS / MONITORING	18
7.	SUMMARY	20

Tables

Table 1	Bus Services and Frequencies
Table 2	Modal Split: 2008 Recreation/Social Trips Attracted to the Royston Area
Table 3	Proposed Modal split Targets

Figures

Figure 1	Site Location Plan
Figure 2	Walking and Cycling Isochrones

Appendices

Appendix A	Indicative Masterplan
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1. INTRODUCTION

- 1.1.1 White Young Green (WYG) has been commissioned by a partnership comprising of the City of Wakefield Metropolitan District Council and Yorkshire Forward to prepare a Framework Travel Plan (TP) to support a planning application for the Rabbit Ings regeneration scheme, Royston, Barnsley, South Yorkshire. The regeneration proposals will include both informal and formal leisure and recreational facilities and car parking for 112 vehicles.
- 1.1.2 This report should be read in conjunction with the accompanying Transport Assessment (RT39273-01).
- 1.1.3 The Rabbit Ings site covers an area of approximately 65.9 hectares (ha), located to the east of the B6428 Lund Hill Lane. The site was formally used as a colliery spoil heap and drift mine along with redundant recreation ground. The Rabbit Ings site is located adjacent to open agricultural fields, which lie to the north, south and east of the site. The Monckton Coke and Chemical Works is also located to the west side of the B6428 Lund Hill Lane, whilst an existing industrial / manufacturing works is located on the east side of Lund Hill Road, forming a boundary with the Rabbit Ings site. A railway line runs north – south to the west of the proposed development site, beyond which the village of Royston is located. A site location plan is included as **Figure 1**.
- 1.1.4 The development proposals will provide for both formal and informal leisure and recreational activities.
- 1.1.5 Primary vehicular access for the formal sports pitches will be created along the B6248 Lund Hill Lane. The new site access junction will take the form of a priority controlled T-junction. A number of other access points will be provided to enable pedestrians, cyclists and maintenance vehicles to access the park at a variety of locations, increasing the permeability of the site.

1.1.6 This Travel Plan report considers measures that are to be included in the strategy for positively influencing visitor travel patterns to assist in the delivery of sustainable transport to the development. It should be emphasised that these potential measures are targeted at both supporting and encouraging people to use cars in a more sustainable manner and to promote other sustainable forms of travel, but it should be noted that a Travel Plan is not an anti-car policy.

1.1.7 The travel plan has the following broad aims:

- To encourage the use of alternative modes of transport to the private car and to better manage private car usage in order to reduce environmental impacts for all journeys to and from the site.
- To minimise the percentage of journeys to and from the development made by single occupancy car drivers, and maximise the proportion of trips to the site made by public transport, by car share, on foot and by cycle.
- Achieve the support of stakeholders for the Travel Plan, and set in place the foundations and culture for a sustainable transport policy for the site which will develop and grow in time.

2. EXISTING SITE AND DEVELOPMENT PROPOSALS

2.1 EXISTING SITE

2.1.1 The Rabbit Ings site is located to the east of the village of Royston and approximately 4.5 kilometres to the north-east of Barnsley. The development site covers an area of approximately 65.9 hectares (ha) and is located to the east of the B6428 Lund Hill Lane and to the west of Sandybridge Lane, as shown within **Figure 1**.

2.1.2 The majority of the site was formally used as a colliery spoil heap and drift mine but largely now lies vacant following its former use, although some unauthorised activities are undertaken on the land, such as off road motor biking and 4x4 use. The former sports pitches located within the south west section of the site are in poor condition and appears to be used infrequently.

2.2 DEVELOPMENT PROPOSALS

2.2.1 It is proposed to regenerate 65.9 ha Rabbit Ings site through reclamation, regrading, landscaping and ecological enhancement. The proposal will provide an open space area for informal recreational use and increase public access to the whole site. Formal recreational use is also proposed on the site in the form of two *mini football pitches, two senior pitches and associated two team changing facilities* for the pitches. An indicative masterplan is included as **Appendix A**.

2.2.2 Vehicular access to the proposed formal sports pitches will be gained via a new access from the B6428 Lund Hill Lane. The priority controlled T-junction will be created within the western corner of the site which will provide access to the on-site car park for sports pitch users. Pedestrian footways will also be created alongside the junction to provide pedestrian access at the same location. The proposed vehicular access point is shown by the indicative masterplan (**Appendix A**).

- 2.2.3 Alternative access points will be provided to the site along the B6428 Lund Hill Lane, located to the north of the main sport pitch vehicular access point, and along Sandybridge Road, on the eastern side of the site. These access points will primarily be for use by pedestrians and cyclists, however maintenance vehicles will also be able to gain access at some of these points. Lockable gates will be used to ensure that the alternative access points are not used by other vehicles.

2.3 PARKING

- 2.3.1 The proposed development will provide a total of 102 car parking spaces, 94 of which will be accessed via the proposed vehicular access junction along the B6428 Lund Hill Lane for users of the sports pitches, whilst 8 will be accessed via the retained access point to the north for informal recreation users. A total of 6 spaces will be reserved for mobility impaired people.
- 2.3.2 Barnsley Metropolitan Borough Council (BMBC) released Supplementary Planning Document 32 (SPG) in March 2005 to supplement the adopted Barnsley Unitary Development Plan. The SPG contains specific standards parking provision for new developments. However, no standards are provided within the SPG for the combined formal and informal recreation uses, such as the one proposed at the Rabbit Ings site. Following a car park accumulation exercise the peak period of car parking demand will occur during a Sunday in which a maximum of 109 vehicles are predicted to park at the proposed scheme. The provision of 102 car parking spaces is viewed as been adequate for the proposed development as the accompanying travel plan document will work towards reducing the number of vehicular trips generated at the site.
- 2.3.3 The SPG document states that 4% of all car parking space should be provided to mobility standards (minimum width 3.6 metres). The proposed scheme is proposing to provide 6 parking bays for the mobility impair which is in line with the guidance.
- 2.3.4 No cycle parking standards are provided within the SPG for a this type of regeneration. It is suggested that a minimum of 5 'Sheffield' type stands are

provided within the vicinity of the car park, providing enough space for 10 bicycles to be securely parked at any one time. Cycle usage will be monitored and further cycle parking facilities provided if deemed necessary.

- 2.3.5 The SPG states that the provision of Powered Two Wheelers (PTWs) 'should be provided on a scale of 1 space per 20 car parking spaces with an absolute minimum provision of one space'. On this basis the proposed scheme will require a total of 5 PTW spaces from the outset of the development, with usage monitored to ensure that that the number of spaces meets demand levels. The PTW spaces should be situated in a safe and secure location within the main car park.

3. POLICY CONTEXT

3.1 INTRODUCTION

- 3.1.1 The current policy for providing transport access is clearly moving away from one of providing significant new highway capacity. Instead, policies have been adopted and confirmed in PPG13 and the Transport White Paper that seek to encourage more sustainable modes than the private car. A travel plan provides a strategy for an organisation to reduce its transportation impacts and to influence the travel behaviour of its visitors. The adoption of travel plans is an important element of the governments integrated transport strategy outlined in the 1998 transport White Paper 'A New Deal for Transport: Better for Everyone' and the more recent PPG13 for Transport. The Travel Plan objectives for the Rabbit Ings site have therefore been defined taking account of national, regional and local policies.

3.2 TRANSPORT WHITE PAPER

- 3.2.1 *A New Deal for Transport: Better for Everyone*, the government's White Paper on the future of transport was published in July 1998 and confirmed Government commitment to a future of sustainable transport in the UK. The White Paper stresses that responsibility for reducing congestion, providing safer streets, improving air quality, giving real transport choice and raising the quality of life for all not only lies with the central government and local authorities but also with companies, employees and individuals. Achieving these goals means some people using their cars less often, more people walking, cycling and using public transport, and everybody thinking about their transport choices.

3.3 NATIONAL POLICY GUIDANCE

- 3.3.1 Planning Policy Guidance 13 (PPG13) sets out Government policy on planning issues and, in particular, sets out guidance on providing realistic alternatives to the private car and locating and designing the site to reduce the need to travel.

3.3.2 The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

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

3.3.3 This will help ensure that the planning system plays its part in the Government's strategy on sustainable development, including promoting social inclusion in both urban and rural areas and revitalising towns and cities as places to live and work.

3.3.4 One of the measures proposed in PPG13, to enable Local Authorities to take a more pro-active approach towards the implementation of planning policies on transport to achieve these objectives, is the requirement that planning applications are accompanied by a Travel Plan. PPG13 states Travel Plans deliver sustainable transport objectives by:

- Reductions in car usage (particularly single occupancy journeys);
- Increased use of walking, cycling and public transport;
- Reduced traffic speeds and improved safety, particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

3.4 SMARTER CHOICES

3.4.1 The publication of the "Smarter Choices – Changing the Way We Travel" report by the DfT in July 2004 further reinforced the stature of soft factors within the overall context of transport planning. These soft factors encompass workplace and school travel plans, as well as other initiatives such as car sharing schemes, car clubs, personalised journey planning, information and marketing.

3.5 BARNSELEY'S UNITARY DEVELOPMENT PLAN

3.5.1 The existing Barnsley Unitary Development Plan (UDP) was adopted in December 2000. The UDP was produced in accordance with national and regional policy in

order to provide a constant basis upon which to view planning applications within the area.

3.5.2 The Local Plan was due to run until 2007 and then be replaced by the Local Development Framework (LDF). However, the LDF is still under preparation, so in the mean time, and under direction from the secretary of state, many of the UDP policies will be saved.

3.5.3 From a transportation perspective the UDP sets out a number of objectives aimed at improving accessibility within the Barnsley area. These objectives include:

- To improve transport provision and services to areas of poor accessibility and job creation as an integral part of a coherent regeneration strategy.
- To improve and protect the environment.
- To improve the safety and efficiency of the transport network.
- To provide genuine choices of travel mode as alternatives to the private car by assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.
- To meet the needs of the physically and socially disadvantaged.

3.6 SOUTH YORKSHIRE LOCAL TRANSPORT PLAN

3.6.1 The South Yorkshire Local Transport Plan (LTP) 2006-2011 sets down the long term transport strategy for the sub-region together with a 5-year plan of schemes and initiatives to support it. The LTP will improve accessibility by:

- Bringing accessibility into the mainstream of partners' decision making on where and how services are provided, leveraging additional funds where possible;
- Providing local infrastructure and facilities improvements that improve access to the Key Routes network for communities in disadvantaged areas or improve access locally to goods and services;
- Developing collaboration with communities through the Local Strategic Partnerships (LSPs), Local Area Agreements (LAAs) and regeneration processes to address access issues and opportunities;

- Continuing to support rural bus services and pursuing innovative solutions with other transport suppliers and service delivery organisations (such as the county-wide implementation of the 'Wheels to Work' initiative);
- Engaging with partners' local planning processes to ensure new developments are planned with sustainable access principles at the outset;
- Supporting physical regeneration, incorporating access and transport to help deliver truly sustainable communities;
- Continuing to improve the facilities and services on our network for people with disabilities, but going beyond the requirements of the Disability Discrimination Act 2000 where possible.

3.6.2 The LTP has a number of action plans aimed at delivering the main objectives of the plan. These action plans develop strategies aimed at the following issues:

- The Role of Public Transport
- Walking, Cycling and 'Smarter Choices'
- Tackling Congestion
- Improving Accessibility
- Better Road Safety
- *Air Quality and Quality of Life Issues*

3.7 REGIONAL SPATIAL STRATEGY FOR THE YORKSHIRE AND HUMBER REGION

3.7.1 The current Regional Spatial Strategy (RSS) for the Yorkshire and Humber Region was issued in 2008. The RSS has been developed to guide development within the region until 2026, influencing the economy, housing development, transport network and the built and natural environment.

3.7.2 The RSS document, through its regional transport strategy, aims to:

- Reduce travel by both positive interventions, such as improved public transport, or by demand restraint, and promote modal shift from the car;
- Seek a consistent approach to parking strategies and improved public transport;

- Promote the movement of goods by water and rail and support increased use of its ports and waterways and improve surface access to them;
- Improve access to services in rural areas by improving transport provision; and
- Improve surface access to its airports by public transport.

3.8 SUMMARY

- 3.8.1 The proposed development is in line with the policy objectives set out within the various national, regional and local policy documentation. The development through the final TP document will help to provide a real transport choice for people visiting the site. TP initiatives will aim to reduce car travel associated with the site through the encouragement of more sustainable modes, such as walking, cycling and the use of public transport.
- 3.8.2 The availability of parking designated for mobility impaired persons at the proposed development will also help to encourage social inclusion and improve access for a broad range of society.

4. SUSTAINABLE TRANSPORT

4.1 PEDESTRIANS

- 4.1.1 The Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". PPG13 'A Guide to Better Practice' (2001) states that people are prepared to walk up to 2km. **Figure 2** displays a 2km isochrone from the proposed Rabbit Ings site, which includes Royston, to the west, and Shafton, to the east. Both locations contain a number of residential areas from which visitors would be likely to travel to the proposed formal and informal recreational uses at Rabbit Ings.
- 4.1.2 On the western side of the site, a pavement exists along the south side of the B6428 Lund Hill Lane providing a link between the proposed development site's main access point and Royston. Street lighting exists throughout the length of the footway. The footway is approximately 1 metre wide adjacent to the proposed site's vehicular access point.
- 4.1.3 On the eastern side of the site, a footway also exists on the western side of Sandybridge Lane, which runs down into the village of Shafton. The footway, approximately 1.2 metres wide adjacent the development site, will link into the proposed pedestrian access points on the eastern side of the site, providing a link between the site and the village.
- 4.1.4 Pedestrian access is also provided onto the site via a public footpath which enters the site from the agricultural land to the south. A public footpath also runs adjacent to the northern site boundary providing a link from Lund Hill Lane in the west to Sandybridge Lane in the east. A public footpath also passes through the south west part of the site from Lund Hill Lane to connect with the wider rights of way network. This latter footpath will need to be diverted in part around the proposed sports pitches.

- 4.1.5 The Institute of Highways and Transportation's (IHT) 'Planning for Public Transport in Developments' states that 'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop'.
- 4.1.6 The nearest bus stopping facilities to the proposed vehicular site access are located along the B6428 Lund Hill Lane, to the west of the railway bridges. These stops are located approximately 180 metres from the site. The stop on the southern side of the carriageway provides a shelter, seating and timetable information, whilst the stop on the northern side of the road provides nothing other than a flag attached to a lighting column. Bus stops are also located on both sides of Lund Hill Lane, adjacent to the Monckton Coke and Chemical works and the industrial / manufacturing works. These stops are located within 250 metres of the main site access point and provide facilities such as shelters and timetable information. The bus stop located on the south side of the road also provides seating. The footways along Lund Hill Lane enable continuous pedestrian linkage between the bus stops and the site access point.
- 4.1.7 Bus stops are also located along Sandybridge Lane, within Shafton, on the eastern side of the development site. These stops are located within 400 metres of the Rabbit Ings site. The bus stop on the west side of Sandybridge Lane provides a pole, flag and timetable information, whilst the bus stop on the eastern side of the road provides a shelter, seating and timetable information.

4.2 CYCLISTS

- 4.2.1 The DfT in their Transport Statistics on Cycling in Great Britain state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 "A Guide to Better Practice" (2001) identifies that people are prepared to cycle up to 8km (5 miles). The DfT's 'Cycle Infrastructure Design' (July 2007) states that 'in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km)'.

- 4.2.2 It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance to and that 8km (5 miles) is a maximum realistic range for cycle trips, although due to the recreational nature of the development some cycle trips may originate from destinations beyond 8km. A 4km cycling isochrone plan is included as **Figure 2**, which also indicates the cycle routes available within the area.
- 4.2.3 A 4km zone from the site includes locations in such as Norton, Havercroft, South Hiendley, Brierley, Cudworth and Carlton, as well as Royston and Shafton. All of these locations are situated within a reasonable cycling distance of the site.
- 4.2.4 Cycle access will be provided at the alternative access points, as well as at the main site access point and once on site cyclists are provided for by way of numerous joint pedestrian/cycleways.
- 4.2.5 The closest formal cycle route is National Cycle Route (NCR) 67, which links Chesterfield to Leeds via Sheffield, Barnsley and Wakefield. The route is also known as the central section of the Trans Pennine Trail. The NCR67 runs through Royston providing a traffic free link north – south through the village. The route of the NCR67 is runs within 300 metres of the proposed site's main sports pitch access point and adjacent to the south west site boundary.
- 4.2.6 A signed on road cycle route also runs between South Hiendley and Notton, to the north of the site. The route runs along Church Lane and is within 750 metres of the proposed access point on the eastern side of the site, along Sandybridge Lane.

4.3 BUS SERVICES

- 4.3.1 Two sets of bus stops are situated along the B6428 Lund Hill Lane within a walking distance of approximately 250 metres from the main access point. Two further stops are located within Shafton, along Sandybridge Lane, within 400metres of the Rabbit Ings site.

- 4.3.2 Services 52 and 53 run along the B6428 Lund Hill Lane whilst services 33 and 341 run along Sandybridge Lane. In terms of frequencies, the main bus services that stop within the vicinity of the site are summarised in **Table 1**.

Table 1 - Bus Services and Frequencies

Service No.	Route	Frequencies (average mins per service)		
		Weekday	Saturday	Sunday
33	Barnsley – Shafton – South Hiendley – Barnsley	60	60	-
52	Barnsley – Royston – Ryhill / Newstead	60	60	60
53	Barnsley – Royston – Newstead	60	60	-
341	Barnsley – Cudworth - Shafton	60	60	-

- 4.3.3 **Table 1** shows that the site is reasonably well served by regular public transport services, whilst bearing in mind its relatively rural location. Half hourly service run throughout Monday to Saturday, along both the B6428 Lund Hill Lane and Sandybridge Lane, whilst a 60 minute service is provided along Lund Hill Lane on Sundays.

4.4 SUMMARY

- 4.4.1 Following the analysis of pedestrian, cycle and public transport facilities available within the vicinity of the site it is the view of this study that the development site exhibits a reasonable level of sustainable transport links. Pedestrian footway provide access to the site from both Royston and from Shafton, cycle routes to the west and north run within 300 metres and 750 metres of the site's access points, respectively, and regular bus services stop within 400 metres of the site.

5. TRAVEL PLAN ADMINISTRATION

5.1.1 Management of travel represents an important element in pursuing the overall aims of PPG13 and wider government policy. Good communication is a vital part of a Travel Plan, making visitors aware that these options are available to them is critical.

5.1.2 Effective management is essential to the success of a Travel Plan and current best practice recommends that a single point of contact is nominated / appointed in order to take overall responsibility for transport issues relevant to the site.

5.2 TRAVEL PLAN CO-ORDINATOR

5.2.1 The administration of the Travel Plan will be the responsibility of a designated Travel Plan Co-ordinator. The Travel Plan Co-ordinator function will be fulfilled by BMBC Travel Plan Co-ordinator who will liaise with WMDC to enable the implementation of the plan. The Travel Plan Co-ordinator's duties would include:

- Coordination with other Travel Plan Co-ordinators;
- Liaising with WMDC for appropriate input from a range of agencies including public transport operators and other local planning authorities,
- Keeping all public transport records up to date,
- Liaison with local bicycle user groups,
- Monitoring car and cycle usage,
- Preparing and maintaining on-site publicity for the plan,
- Displaying travel information on the site and on the internet (via WMDC's and BMBC's websites).

5.2.2 In addition to the above, the Co-ordinator would be integral to the process of reviewing the effectiveness of the Travel Plan. The Travel Plan Co-ordinator would be the first point of contact for all matters relating to the plan. He/she would maintain an up-to-date file containing all correspondence.

5.3 MARKETING

5.3.1 The targets of the Travel Plan will only be achieved with the support of visitors. Marketing the benefits and promoting the sustainable alternatives available are therefore crucial in encouraging visitors to adopt the Travel Plan measures. It is generally agreed that it is important that visitors are made aware of the need for the Travel Plan at an early stage, in order that the travel patterns of regular visitors do not become entrenched and difficult to influence. Therefore, as well as measures to raise general awareness, it will be important to publicise any successes in order to continue to encourage visitors to use sustainable modes of transport where possible. In many ways, this marketing and communication policy can be considered the most important aspect of the Travel Plan process.

5.3.2 A number of specific measures have been identified to promote and market the Framework Travel Plan at this early stage:

- The Travel Plan Co-ordinator will be required to ensure that a travel information notice board is provided in a prominent location within the vicinity of the car park and changing room facilities. The notice board will be regularly stocked with all relevant transport and travel information including public transport timetables and maps and information on pedestrian and cycle routes to the site;
- Advertising material and notices may be displayed in suitable locations to promote the Travel Plan initiatives, as well as information on any forthcoming events and activities.

5.4 TRAVEL INFORMATION PACK

5.4.1 As a method of encouraging local people to use sustainable modes of transport to the site, all residents within Royston and Shafton could be provided with a Travel Information Pack. As both communities are located within the vicinity of the site, residents of the two locations maybe more susceptible to sustainable transport suggestions.

5.4.2 The travel information pack will be a valuable mechanism for bringing together information and promoting the Travel Plan to local people. The pack will be posted door to door within the immediate local area and be available in prominent locations within the site and changing rooms. The information pack will provide consolidated information on:

- local bus services and local stops;
- typical public transport fares;
- details of discounts local public transport operators;
- information on where to find further timetable details;
- plans of local cycle and pedestrian routes;
- contact information for local bicycle user groups; and
- contact information for the Travel Plan Co-ordinator.

6. TARGETS / MONITORING

6.1 MODAL SPLIT TARGETS

- 6.1.1 Until the proposed site is established it is not possible to be certain of the existing modal split. Therefore, any modal split targets will need to be verified upon full occupation. However, in order to provide some targets modal splits have been derived using information on recreation and social trips attracted to the Royston area in 2008. The information was gained using the DfT's TEMPRO system and provides the modal split shown below in **Table 2**.

Table 2 – Modal Split: 2008 Recreation/Social Trips Attracted to the Royston Area

Mode of Travel	Percentage Split
Walk	43%
Cycle	1%
Car Driver	31%
Car Passenger	21%
Bus / Coach	3%
Rail	1%

- 6.1.2 The modal split targets have been set to provide a realistic aim and are shown below in **Table 3**. These targets are subject to a visitor travel survey following full the opening of the Country Park.

Table 3 - Proposed Modal Split Targets

Mode of Travel	Percentage Split
Walk	46%
Cycle	2%
Car Driver	27%
Car Passenger	22%
Bus / Coach	3%
Rail	0%

6.2 MONITORING

6.2.1 It is essential that the impacts of the Travel Plan and the benefits achieved are continuously monitored to:

- Identify whether individual aspects of the Travel Plan are particularly successful;
- Whether the targets are being met; and
- Whether changes need to be implemented to achieve the Travel Plan targets.

6.2.2 The usage of the car park, buses and cycle parking demand would be monitored periodically. This process would provide an independent check on the progress of the plan towards its targets and would allow the appropriate level of provision to be reviewed.

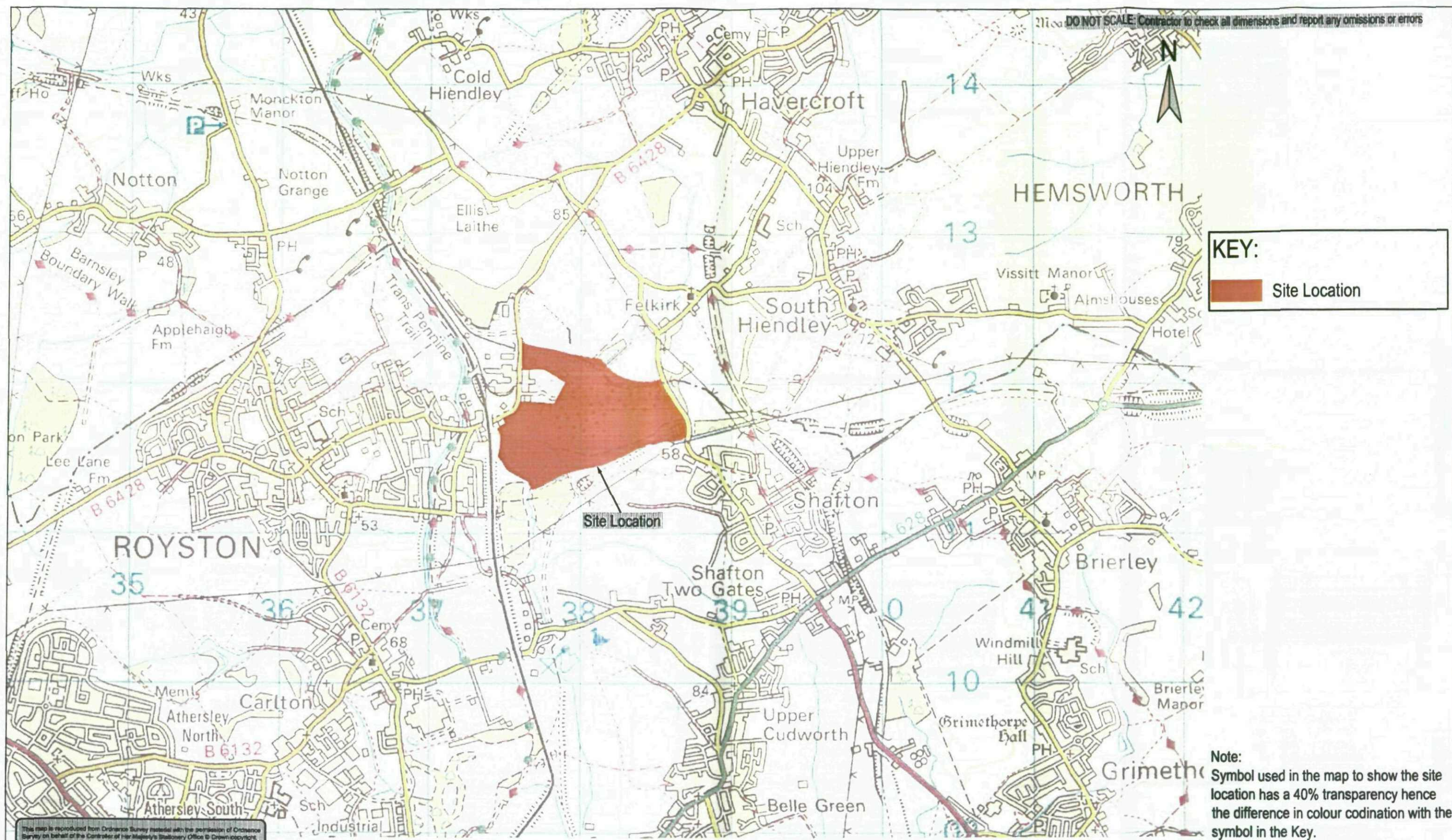
6.2.3 Annual monitoring of the Travel Plan will be carried out by the BMBC's Travel Plan Co-ordinator, to be triggered upon occupation of the site. Within 6 months of the scheme opening, a visitor travel survey will be conducted to assess the existing travel patterns and awareness of sustainable modes. This will form the basis of the ongoing monitoring of the travel plan with the travel survey being conducted bi-annually from then on.

6.2.4 The Travel Plan Co-ordinator would take all reasonable steps to ensure the the Travel Plan will evolve in a way that best meets the overall goals of reducing the reliance on the private motor car to get to and from the site.

7. SUMMARY

- 7.1.1 This Travel Plan Framework sets out the site strategies and measures that could be introduced to influence modal choice with a view to reducing dependency upon the private car.
- 7.1.2 An audit of the existing pedestrian, cycling and public transport facilities in the area has been carried out and shows that there is provision of sustainable modes of transport.
- 7.1.3 A number of specific measures have been put forward to ensure that the site is accessible by all modes of transport and to ensure that visitors will have sufficient information to make a reasoned choice on their mode of travel.
- 7.1.4 These measures could be further developed once the site is established and following the completion of visitor surveys.

FIGURES



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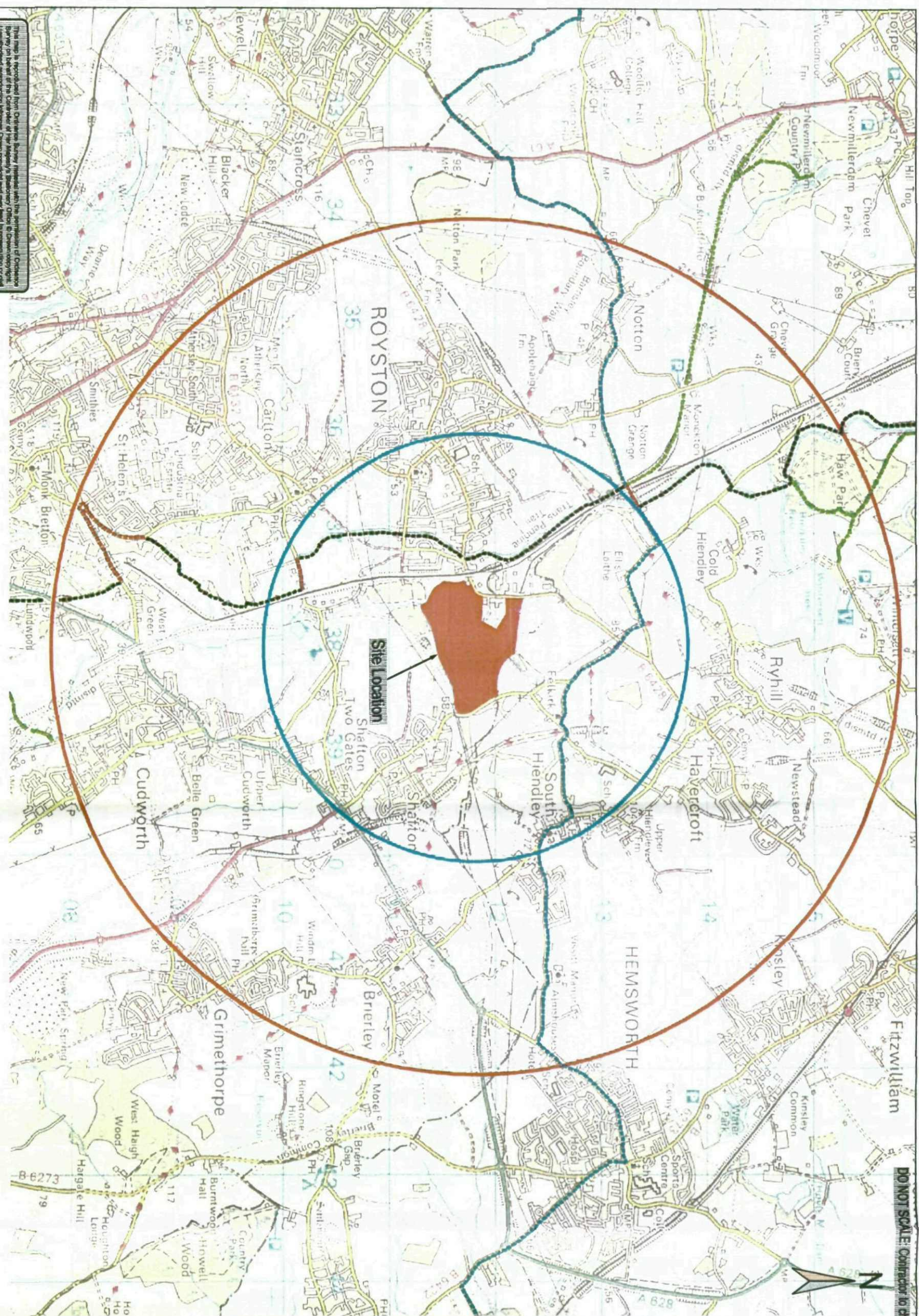
Civil Structural Mechanical Electrical Process Rail Traffic Environmental Project Management

Project:
Rabbit Ings, Royston, Barnsley, South Yorkshire

Client:
Partnership of Wakefield Metropolitan District Council, Renaissance South Yorkshire, English Partnerships and Yorkshire Forward

Rev	Description	By	Chk	App	Date
Drawing Title: Figure 1 Site Location Plan					
Scale NTS	Drawn By CT	Date 05/03/08	Checked By MM	Date 05/03/08	Approved By PG
Project No. A039273	Office 35	Type 01	Drawing No. A039273 - 01	Revision -	
APPROVAL ☐ INFORMATION ☒ TENDER ☐ CONTRACT ☐ CONSTRUCTION ☐					

DO NOT SCALE. Contractor to check all dimensions and report any omissions or errors



- KEY:**
- Site Location
 - 2km Walking Isochrone
 - 4km Cycling Isochrone
 - National Cycle Network on road route
 - Other signed on road cycle route
 - National Cycle Network Traffic Free Route
 - Other traffic free cycle route

Note:
Symbol used in the map to show the site location has a 40% transparency hence the difference in colour codination with the symbol in the Key.

Rev	Description	By	Chk	App	Date

Figure 2
Walking and Cycling Isochrones

Scale	NTS	Drawn By	Date	Checked By	Date	Approved By	Date
Project No.	A039273	Office	35	Type	01	Drawn No.	A039273 - 02
APPROVAL	☐ INFORMATION	☒ TENDER	☐ CONTRACT	☐ CONSTRUCTION	☐		

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Civil Structural Mechanical Electrical Process Rail Traffic Environmental Project Management

Project: Rabbit Ings, Royston, Barnsley, South Yorkshire

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APPENDICES

APPENDIX A
Indicative Masterplan

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