



BETTER SOLUTIONS, INTELLIGENTLY ENGINEERED

## TRANSPORT & INFRASTRUCTURE PLANNING

Avant Homes Ltd  
Land North of B6096 Hawshaw Lane  
Hoyland, Barnsley  
**Travel Plan**

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## 1.0 INTRODUCTION

### Appointment

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Avant Homes Ltd (The Applicant) to prepare this Travel Plan (TP) to support a planning application for residential development at land to the north of Hawshaw Lane in Hoyland, Barnsley.

### Planning History and Proposed Development

- 1.2 The local planning and highways Authority is Barnsley Metropolitan Borough Council (BMBC), a unitary authority.
- 1.3 The Site benefits from outline planning consent (Application Ref. No. **2016/1531**) for a residential development of up to 100 units with all matters reserved apart from access. The application made by Hoyland Developments Ltd, was supported by a Residential TP prepared by Fore Consulting, dated December 2016.
- 1.4 The TP included a list of measures, incentives and targets to meet the TP objectives of promoting sustainable travel and reducing single occupancy car travel. This TP expands on the residential TP prepared by Fore Consulting to include for additional 68 dwellings that would developed at a later stage.

### Definition of a Travel Plan

- 1.5 The National Guidance on Travel Planning and Decision-taking<sup>1</sup> states that a Travel Plan is "*a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed*".
- 1.6 A TP involves the development of agreed targets and outcomes which are linked to an appropriate package of measures aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development.
- 1.7 This TP contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns, and updating the Travel Planning report over a five year period.
- 1.8 Once operational, the TP would deliver the following:
- Partnership approach to influence the travel behaviour of future residents to and from the site;
  - Safe and viable alternatives to single occupancy car travel to the site and to work;
  - Fewer vehicle trips and a reduction in overall vehicle mileage;

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<sup>1</sup> The National Guidance on Travel Plans, Transport Assessment & Transport Statements in Decision-taking, Planning Practice Guidance, March 2014

- Inform future residents of the social, environmental and economic costs of their travel choices, and;
- Improved accessibility for all.

## Report Structure

1.9 Following this introductory section the TP is structured as follows:

- **Section Two** describes the existing conditions, including site location and the existing sustainable infrastructure;
- **Section Three** describes the development proposals, including the access proposals, servicing and the parking provision; which are assessed in terms of the local parking standards;
- **Section Four** details the TP targets;
- **Section Five** describes the measures and incentives that would be implemented at the site in order to achieve the targets; including the TPC commitments and responsibilities;
- **Section Six** detail methods to monitor and review the TP, together with remedial actions; and
- **Section Seven** provides summary and conclusions.

## 2.0 EXISTING CONDITIONS

### Site Location

- 2.1 The proposed development site is located to the east of the M1 Junction 36 in Hoyland, approximately 5.55km south of Barnsley City Centre. **Figure 1** shows the location of the proposed development site and the local highway network.

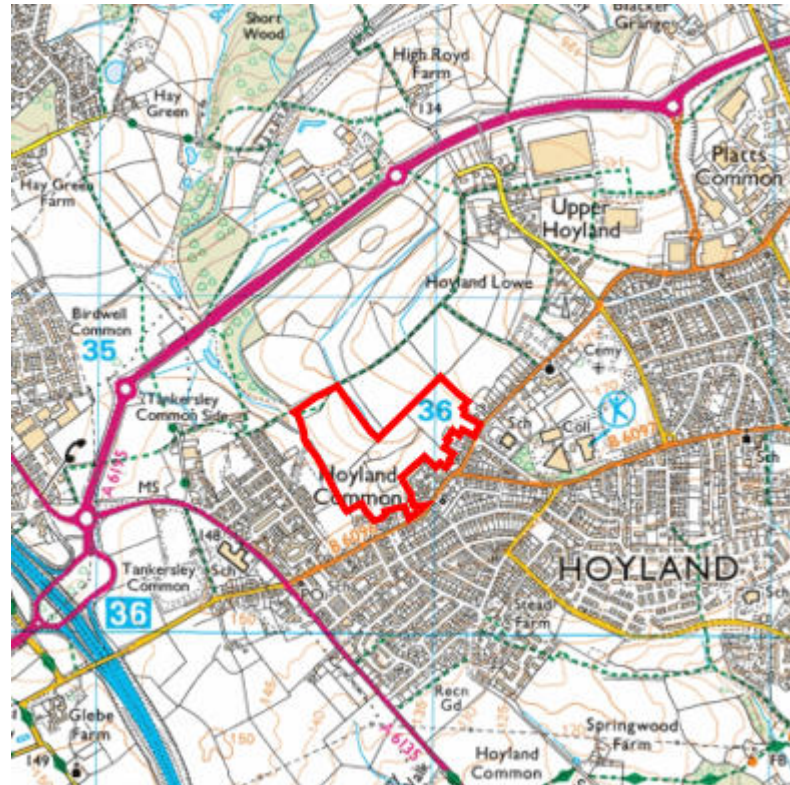


Figure 1: General Site Location Plan

### Existing Use

- 2.2 The existing site currently comprises agricultural land bound to the southeast by a number of properties along the B6096 Hawshaw Lane and Stoney Croft. Access to the site is currently provided via a gated wooden entry circa 30m to the north of the B6096 Hawshaw Lane / West Street junction.

### Local Highway Network

- 2.3 The B6096 Hawshaw Lane is a single carriageway road running between Wombwell Wood Roundabout to the northeast and the A6135 Sheffield Road / Tankersley Lane signalised junction. Footways are provided on both sides of the carriageway and along the site frontage, the B6096 Hawshaw Lane is subject to 30 mph speed limit.
- 2.4 The B6097 West Street provides access to the wider Hoyland suburb, including Elsecar train station. It runs between Wath Roundabout to the east and the B6096 Hawshaw Lane to the west.
- 2.5 The A6135 runs between the A61 Derek Dooley Way in Sheffield and the A6195, which in turn links to the M1 Junction 36 at Tankersley Roundabout. The A6135 Sheffield Road section is a single carriageway subject to 50 mph speed limit, which reduces to 30 mph near the A6135 Sheffield Road / Parkside Road junction towards Hoyland.

2.6 Overall it is considered that the site is well located for access to the local, regional and national highway network.

## Sustainability Infrastructure

### Pedestrian Accessibility

2.7 The Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) describes what are considered acceptable walking distances for pedestrians without mobility impairment.

2.8 The guidance suggests that for commuting, school, and sight-seeing, up to 500m is the desirable walking distance, up to 1.0 km is an acceptable walking distance, and 2.0 km is the preferred maximum walking distance.

2.9 For bus stops in residential areas, 400m has traditionally been regarded as the maximum recommended walking distance. For train stations however, people are willing to walk up to 800m.

2.10 **Figure 2** shows 0.5 km, 1 km and 2 km walking isochrones from the site access, covering most of Hoyland, Elsecar and Birdwell.

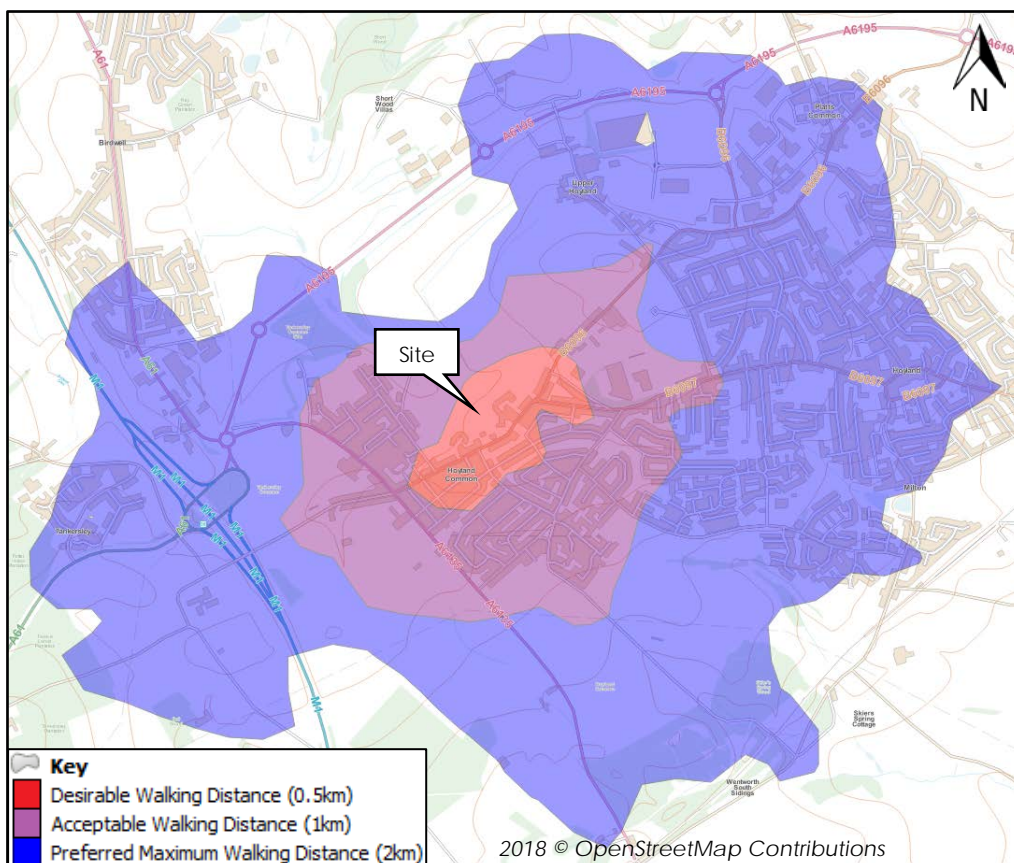


Figure 2: Walking Isochrones

2.11 A number of key local amenities and public transport facilities are therefore located within 2.0 km walking distance, including:

- Hoyland Road / Police Station bus stops – 370m
- West Meadows Primary School and Kirk Balk Academy – 490m

- Hoyland Leisure Centre – 650m
  - Hoyland Road Co-op Food Store – 540m
  - Hoyland Common Primary School – 850m
- 2.12 A number of key local employment destinations are also located within walking distance, which include Aldi / Rockingham Business Park north of the M1 Junction 36, Platts Common Industrial Estate and Ashroyd Business Park to the northeast of the site.
- 2.13 In terms of existing pedestrian infrastructure, footways are provided on both sides of the B6096 Hawshaw Lane. A Public Right of Way (PROW) also runs to the rear of the site between the Playing Fields, Tinker Lane and towards Birdwall, under-passing the A6195. **Figure 3** shows PROW from BMBC online definitive map record.

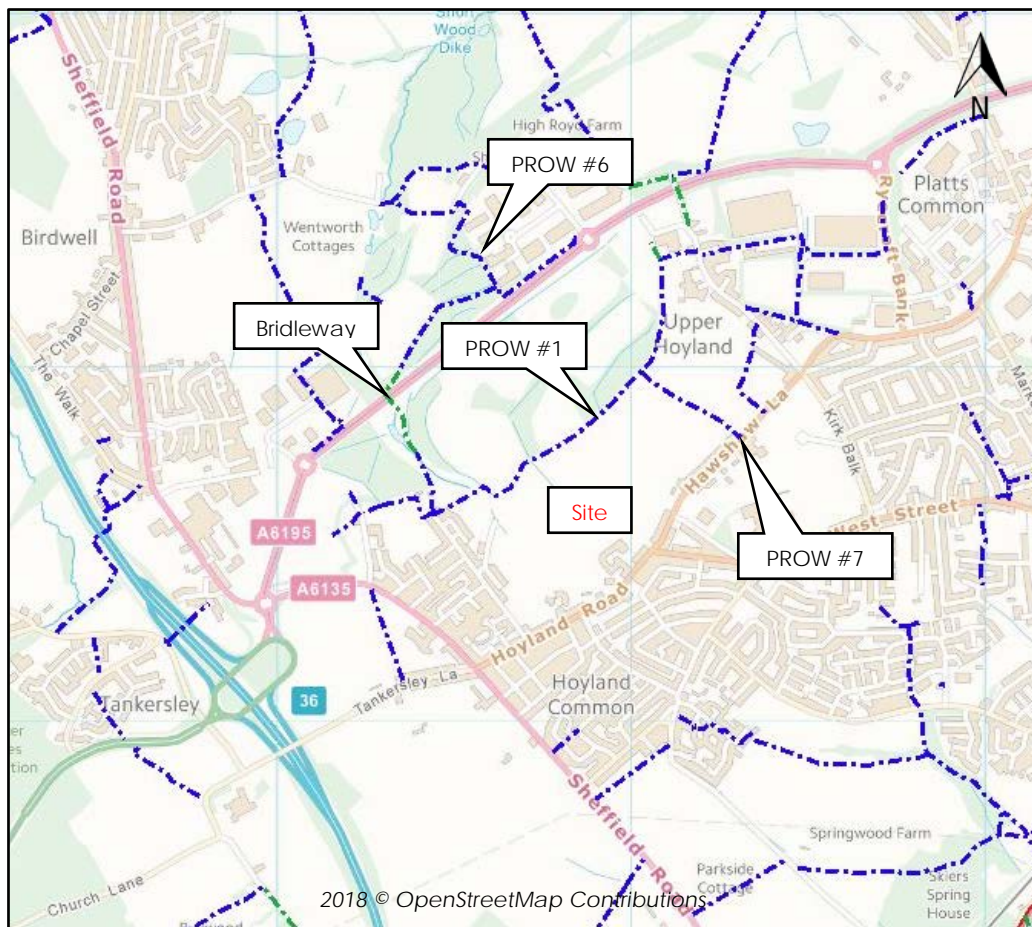


Figure 3: Barnsley Public Rights of Way Plan

- 2.14 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey on public transport.
- 2.15 Local Transport Note 2/08- Cycle Infrastructure design (DfT, October 2008) states that 'many utility cycle journeys are under three miles (5km), although for commuter journeys, a trip distance of five miles (8km) or more is not uncommon'. **Figure 5** shows a 5km catchment area centred on the site.

## Cycling Accessibility

- 2.16 DfT's Local Transport Note (LTN) 1/04 suggest that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters.
- 2.17 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.
- 2.18 **Figure 4** shows 1 km, 2.5 km and 5 km isochrones from the site access.

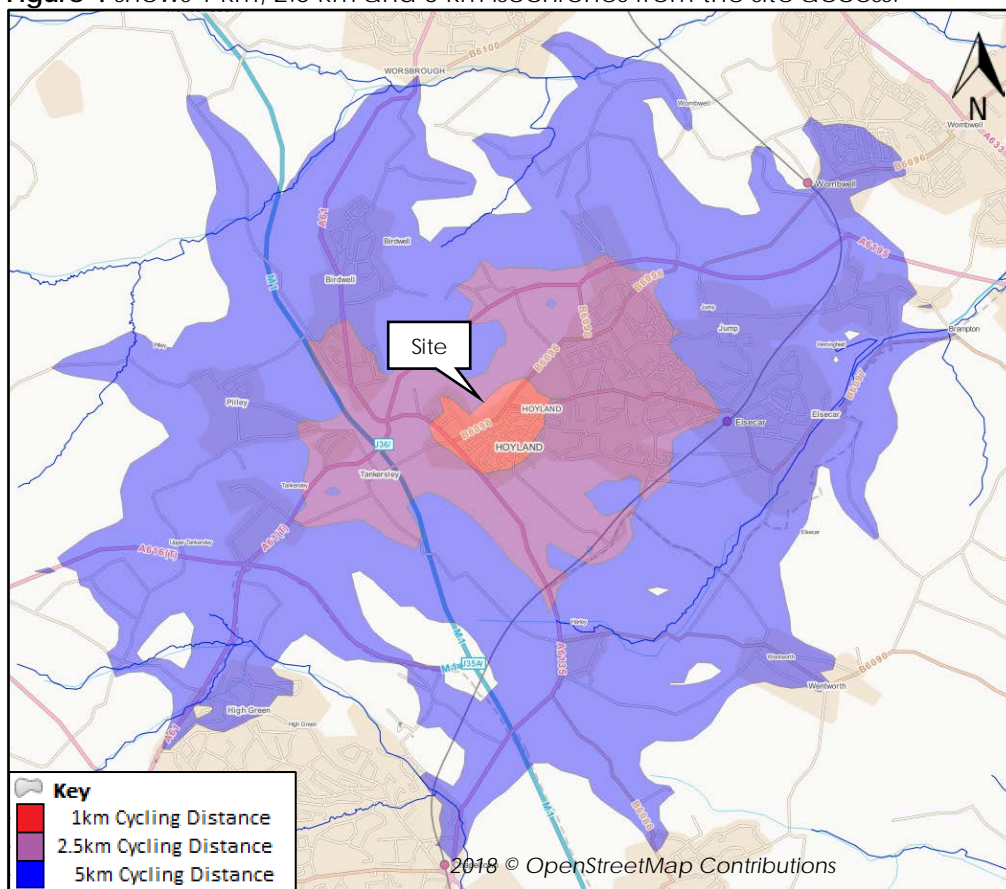


Figure 4: Cycling Isochrones

- 2.19 As shown, Hoyland, Elsecar and parts of Tankersley are within cycling distance from the site. This includes Elsecar train station, which is located within 2.7m, hence providing for journeys by cycling and public transport.

## Public Transport Accessibility

### Bus Travel

- 2.20 In relation to bus accessibility, the Chartered Institute of Highways and Transportation's (CIHT) 'Buses in Urban Developments, January 2018' publication, recommends that the maximum walking distance to 'single high-frequency routes (every 12 minutes or better)' should be 400m. For less frequent bus routes, the maximum recommended walking distance is 300m.

- 2.21 The nearest bus stops to the site are located on the B6096 Hawshaw Lane, approximately 370m from the centre of the site. The bus stops are sheltered with seats and timetabling information for bus routes 66, 72/72A.
- 2.22 A summary of the local bus services is provided in **Table 1**.

*Table 1: B6096 Hawshaw Lane Bus Services Summary*

Service	Route (two-way)	Time of Operation & Frequency		
		Weekdays	Saturdays	Sundays
66	Barnsley – Birdwell – Hoyland Common – Hoyland – Jump – Elsecar	06:19-00:09 (every 10-20 minutes until 20:18)	06:38-23:55 (every 15-30 minutes until 18:56)	08:52-23:55 (every 30 minutes until 16:54)
72/72A	Chapelton – High Green – Tankersley – Hoyland – Elsecar – Wath upon Dearne – Manvers	06:17-18:31 (every 60 minutes)	06:31-18:31 (every 60 minutes)	No Service

Source: <https://www.travelsouthyorkshire.com/default.aspx>

- 2.23 As shown, bus route 66 operates seven days a week with an average frequency of one bus every 10 minutes (20 minutes outside peak hours). Bus route 66 connects to Barnsley Interchange and Elsecar train station, whereas bus routes 72/72A provide hourly service to Chapelton and Hoyland Common.

### Train Travel

- 2.24 As mentioned previously, Elsecar train station is located within cycling distance to/from the site and is accessible by both bus routes 66 & 72/72A. **Table 2** shows the direct train journeys to/from Elsecar, including frequency and journey time.

*Table 2: Direct Train Services to/from Elsecar*

Destination (two-way)	Journey Time	Time of Operation & Frequency		
		Weekdays	Saturdays	Sundays
Barnsley	8-10 minutes	05:35-23:35 (every 30 minutes)	08:57-23:01 (every 60 minutes)	08:57-23:01 (every 60 minutes)
Sheffield	20-35 minutes	05:32-00:01 (every 30 minutes)	09:29-23:14 (every 60 minutes)	09:29-23:14 (every 60 minutes)

Source: <https://www.thetrainline.com/>

- 2.25 As shown, Elsecar train station provides direct hourly train journeys to/from Barnsley and Sheffield train stations throughout the week. Elsecar train station is on the Penistone – Hallam Line, hence connecting to a number of train stations along, such as Meadowhall Interchange, Chapelton and Wombwell.

### Summary

- 2.26 In light of the findings in this section, the Site is considered to be situated in a sustainable area, with existing opportunities available for future residents of the site.

- 2.27 Furthermore, the TP report, which has been prepared in support of the planning application, aims to encourage future residents to travel by sustainable modes of transport, particularly to employment destinations and part of work. BWB considers that the proposed measures and incentives outlined in the TP would manage and indeed reduce traffic and parking demand associated with the proposed development.

## 3.0 DEVELOPMENT PROPOSALS

### Introduction

- 3.1 The Site redline boundary measures approximately 5.7 hectares and will comprise 100 residential units (Class C3) with associated highways and landscaping improvements. The indicative site layout plan is included in **Appendix A** for reference.
- 3.2 As mentioned previously, 100 of the total 168 units proposed benefit from outline planning consent, under Application Ref. **2016/1531**. The additional 68 units, which would be developed at a later stage, are proposed to be located on the western side of the site, accessed from a new junction off the B6096 Hawshaw Lane.

### Access Arrangements

- 3.3 Vehicular access to the site is proposed to be taken from two locations off the B6096 Hawshaw Lane. The northern access, which has been approved as part of the outline consent, is located circa 30m north of B6096 Hawshaw Lane / West Street junction. The southern access would be located around 103m southwest of B6096 Hawshaw Lane / Stoney Croft junction.
- 3.4 The northern and southern accesses would have a carriageway width of 6.0m, 2.0m wide footways on either sides and a kerb radii of 10.0m. Dropped kerb pedestrian crossing with tactile paving will also be provided across each junction's bell mouth.

### Internal Layout

- 3.5 As the proposed development will be served by two access points, an internal spine road is proposed to link the eastern and western sections of the site. The internal road width would be 5.5-6.0m wide, determined by extent of the opencast coal mine.
- 3.6 The spine road would link to various plots of the development, designed to adoptable standards to become potentially a bus route and accommodate a large refuse vehicle.
- 3.7 The spine road will link to carriageways with turning heads that could accommodate the necessary turning movements for refuse vehicles. The internal carriageways will link to minor roads of shared surface material with access to driveways.

### Parking Provision

- 3.8 Car and cycle parking will be provided in accordance with the adopted BMBC Supplementary Planning document, March 2012. **Table 3** below shows extract of car and cycle parking requirements for C3 residential units.

*Table 3: BMBC Parking Standards (SPD, March 2012)*

Type	Barnsley Urban	Barnsley Wide (excluding Barnsley urban)	Thresholds which standards applies
Maximum car parking standards	1 space for dwellings with 1 or 2 bedrooms	1 space for dwellings with 1 or 2 bedrooms	All developments
	2 spaces for dwellings with 3 or more bedrooms	2 spaces for dwellings with 3 or more bedrooms	

Minimum cycle parking standards	Housing/ Flats/ Bedsits/ Houses in Multiple Occupation to be assessed individually
Source: <a href="https://www.barnsley.gov.uk/media/4047/parking.pdf">https://www.barnsley.gov.uk/media/4047/parking.pdf</a>	

- 3.9 The proposed development is located in Hoyland and outside Barnsley urban area, hence 'Barnsley Wide' standards, albeit similar, are considered appropriate for this development.
- 3.10 Car parking will be provided at each residential unit in the form of private driveways and garages. Each driveway will be at least 6.0m long to ensure vehicles do not overhang the footways, and garages will be minimum of 6.5m x 3.0m to sufficiently accommodate a vehicle.
- 3.11 Cycle parking for residential developments is usually provided as cycle stands within the garage area, as long as this does not impact the space allowed for vehicle storage.
- 3.12 Overall, the car parking provision across the site will be balanced between meeting demand, minimising on-street parking and promoting sustainable means of travel by reducing the need for a private car. The cycle parking provision and a potential bus route along the proposed spine road would encourage future residents to travel sustainably.

## 4.0 AIMS & TARGETS

### Introduction

- 4.1 This TP is targeting future residents of the proposed development, aimed at encouraging them to travel by sustainable modes of transport rather than single occupancy car use.

### Modal Split and Travel Plan Targets

- 4.2 Similar to the principles set out in the TP prepared for the consented 100 units scheme, the initial mode share targets are based on the local 2011 Census Method of Travel to Work data. For reference, **Table 4** below shows the mode share for the super output area – middle layer E02001536: Barnsley 028, which include Hoyland Common, Upper Hoyland and Birdwell.
- 4.3 The aim is to achieve a **5% reduction** in single occupancy car use within the initial five-year monitoring period. This would be complemented by an increase in sustainable multi-modal trips.

*Table 4: Proposed Mode Share Targets*

Method of Travel to Work	Baseline (2011 Census Barnsley 028 MSOA)	Target	Net Change
Underground, metro, light rail or tram	0.1%	0.1%	-
Train	0.3%	0.3%	-
Bus, minibus or coach	5.8%	7.3%	+1.5%
Taxi	0.5%	0.5%	-
Motorcycle, scooter or moped	0.7%	0.7%	-
Driving a car or van	76.7%	71.7%	-5.0%
Passenger in a car or van	7.3%	8.3%	+1.0%
Bicycle	1.0%	2.0%	+1.0%
On foot	7.4%	8.9%	+1.5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>-</b>

- 4.4 The first target of the TP is to undertake residential travel surveys **upon 50% occupation of the development**, i.e. 83 units. Once the baseline travel surveys are identified, they will supersede the 2011 Census baseline mode share. A 5.0% reduction in single occupancy car travel should still be achieved within five years period.
- 4.5 The second target of the proposed development is, every resident/ occupier should have 100% Travel Planning awareness. This can be achieved by distributing Travel Welcome Packs, maps showing surrounding amenities and sustainable infrastructure and Travel Survey questionnaires. Further details are provided within **Section 5.0**.
- 4.6 The success of the TP in achieving the above targets would be monitored by undertaking traffic surveys and residential modal split surveys as detailed further within **Section 6.0**.
- 4.7 Should the surveys identify that the above targets are not being met, the TPC would investigate providing further TP measures to promote sustainable travel and in liaison with the developer, BMBC and other relevant parties (e.g. bus operators).

## 5.0 MEASURES & INCENTIVES

### Introduction

- 5.1 The following measures should be implemented to promote and support the use of sustainable travel modes, including walking, cycling, public transport and car sharing. This will help minimise car dependency to achieve the TP targets.
- 5.2 These measures focus on providing future residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. However this promotion will need to be undertaken in a sensitive manner, so that it is not viewed as a mandatory requirement but rather an information process which allows them to make decisions on their selected transport mode whilst highlighting the benefits of alternatives to the private car use.
- 5.3 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by walking, cycling, public transport and car sharing amongst all residents. The methods for implementing, monitoring, and reviewing the success of these measures is detailed in **Section 6.0**.

### Delivering the Travel Plan

- 5.4 A Travel Plan Co-ordinator (TPC) would be appointed prior to occupation of first unit of the development. Details of the TPC will be forwarded to BMBC travel planning team within two weeks of the role being appointed.
- 5.5 It is likely that the appointed TPC will be a member of the on-site sales and promotion teams throughout the construction period of the development. The role of the TPC will be to advise residents of the opportunities to travel to/from the site sustainably, including:
- Liaise with BMBC travel planning team on a regular basis.
  - Implement the measures outlined in this report.
  - Promote the objectives and benefits of the TP.
  - Act as a point of contact for all future residents requiring information.
  - Represent the 'human face' of the TP – explaining the purpose of the TP and the opportunities on offer.
  - Oversee the monitoring of the TP, including residential travel surveys, welcome packs and preparation of annual progress reports to be submitted to BMBC.

### Travel Welcome Packs

- 5.6 The TPC will liaise with BMBC to facilitate the production of Travel Welcome Packs, which usually include:
- Walking and cycling measures, including route maps and information on surrounding footpaths, cycle parking, etc.
  - Benefits of 'Cycle to Work' schemes.

- Details of local bus timetables and maps that include bus stop locations and routes.
- Details of bus passes and discounted travel passes available to residents.
- List of local bus operators, bicycle workshops, journey planning and car sharing websites.
- Details of Smartphone applications for bus times, walking/ cycling route planning etc.
- Details of regular local and national cycling/ marathon events.

5.7 Travel Welcome Packs should be distributed to all residents on occupation as part of portfolio or welcome inventory. This could be provided by sales or agent teams.

## Cycling

5.8 The TPC will promote (albeit not restricted) the following measures to encourage residents to cycle to work and leisure destinations:

- Provide cycle information with maps showing local cycling routes in Welcome Packs or leaflets.
- Promote the health benefits of cycling.
- Promote the concept of 'Bicycle User Groups' and the lift share database BikeBUDI.
- Promote [www.cyclescheme.co.uk](http://www.cyclescheme.co.uk) for residents to discuss with local employers.
- Provide details of the following websites in Welcome Packs:
  - i. <http://www.cyclestreets.net/> - to plan routes to the site and workout distances, best routes, on and off road routes, health benefits and times for each journey using a bike.
  - ii. Cycle Map: [www.sustrans.org.uk](http://www.sustrans.org.uk)
  - iii. BikeBUDI: [www.bikebudi.liftshare.com/](http://www.bikebudi.liftshare.com/)
  - iv. BMBC cycling information: <https://www.barnsley.gov.uk/services/sports-and-leisure/cycling/>
  - v. Encourage residents to download the following Smartphone Applications, which can assist in planning cycling journeys:



Cycle Streets (<http://www.cyclestreets.net/mobile/>) can be used to plan routes from A to B anywhere in the UK, including the option to select routing mode from beginner to regular commuters.



Map My Ride (<http://www.mapmyride.com/app/>) is similar to the Map My Walk application. It also tracks fitness activities, including distance ridden, route planning and duration.

5.9 The TPC would also liaise with local bicycle workshops to determine whether new residents would be able to receive discounted cycle equipment or servicing to their bicycles.

## Walking

5.10 The TPC would encourage residents to walk to and from their home by:

- Promoting the health benefits of walking.
- Encouraging residents to use <https://www.google.co.uk/maps> to plan routes and workout distances and journey times.
- Providing plans of the recommended walking routes to the site.
- Investigating the feasibility of purchasing walking equipment (e.g. waterproof clothing / umbrellas).
- Promoting the concept of 'walking buddies' and the lift share database WalkBudi.
- Providing details of the following websites in the Travel Welcome Packs:
  - i. Living Streets: [www.livingstreets.org.uk/](http://www.livingstreets.org.uk/)
  - ii. Walking for Health: <https://www.walkingforhealth.org.uk/walkfinder/walk-well-barnsley>
  - iii. Dearne Valley Walking Group: <http://www.dvvg.org.uk/>
  - iv. Walk it: <http://walkit.com/>
  - v. WalkBUDI: <https://walkbudi.liftshare.com/>
  - vi. Encourage residents to download the following Smartphone Applications, which can assist in planning walking journeys:



Map My Walk (<http://www.mapmywalk.com/app/>), which is a GPS walking and step tracking application that can help identify a suitable route, including tracking duration, distance, pace and calories burned.



Walkmeter GPS Pedometer (<https://abvio.com/walkmeter/>) can be also used to help plan walking routes with maps, graphs, splits, zones and training plans.

## Public Transport

5.11 Discounted bus tickets could possibly be arranged with local bus operators to encourage residents to travel by bus. Alternatively, the cost of first monthly bus pass purchased by residents could be reimbursed by the developer. The precise terms and conditions of this offer will be confirmed by the Applicant and agreed with BMBC travel planning team.

5.12 In addition to the above offer, the TPC would:

- Provide an updated summary of local bus services in the Travel Welcome Packs.
- Provide residents with sources of up to date public transport services, timetable and ticketing information.

- Promote the following websites which can be used to plan journeys to/from the site by public transport:
  - i. <https://www.stagecoachbus.com/about/yorkshire>
  - ii. <https://www.travelsouthyorkshire.com/timetablefinder.aspx>
  - iii. [www.greenerjourneys.com](http://www.greenerjourneys.com)

5.13 The following public transport applications would be also promoted to residents:

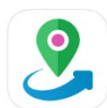


The official Traveline GB application, which include live bus times, route explorer, journey planning and many other services  
(<https://itunes.apple.com/gb/app/traveline-gb/id948642078?mt=8>)

## Car Sharing

5.14 The TPC would encourage residents to car share by providing the following information in the Travel Welcome Packs:

- The following benefits of car sharing will be promoted:
  - i. Financial benefits – such as fuel and mileage savings.
  - ii. A reduction in the number of vehicles on the roads, resulting in less pollution and congestion.
  - iii. A useful contribution towards reducing the need for parking spaces.
  - iv. Provides social benefits.
  - v. Reduces the need for a private car.
- The following websites would be also promoted to residents:
  - i. Barnsley Lift Shares: <https://liftshare.com/uk/journeys/from/barnsley>
  - ii. Car Plus: [www.carplus.org.uk/](http://www.carplus.org.uk/)
  - iii. Energy Saving Trust: [www.energysavingtrust.org.uk/Travel](http://www.energysavingtrust.org.uk/Travel)
  - iv. The following car sharing applications would be also promoted to residents:



The Liftshare application, which has to date over 400,000 Liftshare members (<http://blog.liftshare.com/app>)



BlaBlaCar – Trusted Ridesharing (<https://www.blablacar.co.uk/apps-mobile>)

## Summary

- 5.15 The TPC would be responsible for implementing, promoting and monitoring the TP measures and incentives. Specific timescales and indicators to measure the success of these incentives would be undertaken as part of an action plan, which is produced to monitor the implementation process of the TP.
  
- 5.16 This TP is considered a live document, and is implemented over a five-year period, therefore the targets, measures and incentives are open to be revised and updated as necessary. Beyond this initial five year period a Steering Group would be established to continue the TP process as they see fit to ensure the site continues to operate sustainably.

## 6.0 IMPLEMENTATION & MONITORING

### Introduction

- 6.1 The TP monitoring process will incorporate the collation of a variety of data in order to confirm progress on travel modal splits, the uptake of proposed initiatives and other transport related issues at the site raised by future residents.

### Travel Modal Split Surveys

- 6.2 As mentioned previously, the baseline travel patterns of site residents are unknown at this stage. Therefore baseline travel surveys would be undertaken as residents occupy the development. Once 50% of the development is occupied a monitoring report would be produced collating all the responses.
- 6.3 A travel survey questionnaire example is provided in **Appendix B**, and includes an approximate format for the survey questions. The surveys would have multiple choice answers and questions in relation to work destinations, main travel modes and measures for encouraging residents to use alternative travel modes.
- 6.4 Once the initial travel survey results are identified, they will supersede the initial baseline modal split data identified in **Table 4** previously, and a 5.0% reduction in single occupancy car trips target should still be achieved. This however would be agreed with BMBC.
- 6.5 Thereafter, travel surveys would be conducted on an annual basis on the anniversary of undertaking the first travel survey, or as otherwise agreed with BMBC. Residents would be provided with a short summary travel information sheet requesting essential basic information relating to their travel habits. The surveys should identify barriers to using some sustainable modes as well as identifying the likely level of uptake of initiatives across the development.
- 6.6 The TPC would aim for a response rate of 50%, and in the event that a statistically significant sample of surveys are not acquired, a traffic count would be conducted at the development access points on an annual basis, to monitor total trip generation of the site. This would provide "actual" data, whereby the car driver percentage can be ascertained.

### Annual Monitoring Report

- 6.7 An analysis of the survey results by the TPC will help contribute to the first Monitoring Report. The reports will shape / allow for potential future initiatives and specific targets which take on board all factors. Annual monitoring reports would be produced in accordance with the timeframe of this TP, which is set to run for five years. Therefore five monitoring reports would be produced.
- 6.8 An Annual Monitoring Report would comprise the following information:
- A survey of resident travel patterns, (main and preferred travel modes and associated travel destinations).
  - Current travel issues.
  - An update of works carried out over the year to promote sustainable travel at the site.

- An action plan of what is to happen the following year, including a marketing plan of how the initiatives have been / are to be promoted e.g. leaflets, newsletters, etc.
  - Modal split targets to indicate how successful the TP has become.
  - Up to date contact details of the TPC and BMBC Travel/ Transport Team.
  - Maps to demonstrate resident travel destinations against walking and cycling catchments, and updated bus service information.
  - Appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information etc.
- 6.9 Summaries of the monitoring reports will be issued to all residents such that the progress of the TP can be established and to encourage the continued uptake of sustainable travel modes.
- 6.10 The above surveys and monitoring practices will help identify which initiatives are 'working', any barriers to using some sustainable modes, and identify whether any further actions are required to encourage particular modes of travel, i.e. providing discounted public transport vouchers.

## Remedial Actions

- 6.11 The TPC would liaise with BMBC to determine additional actions if the targets are not met to determine what else may be required to ensure the success of the TP.
- 6.12 If the targets are not met within the five year period the TPC will review and identify which measures are contributing and which are not, to help achieve the overall target. Remedial actions would include one or a combination of the following:
- Monitoring period of the TP, suggested at five years (a typical minimum) would be increased if targets are not reached. This include extending the mentoring surveys to determine the success of additional remedial measures.
  - Further funding and resourcing would be allocated to support the TPC and promotional actions that are inclined towards the promotion of sustainable travel.
- 6.13 The requirements of any remedial measures will depend on how much effort has been made to ensure the success of this TP. If, for reasons outside of the developer's/ TPC control the TP targets have not been achieved, any additional measures should not be set to be overly onerous to implement.

## 7.0 SUMMARY & CONCLUSIONS

- 7.1 BWB Consulting Ltd has been appointed by Avant Homes Ltd to prepare this Travel Plan (TP) to support a planning application for residential development at land to the north of Hawshaw Lane in Hoyland, Barnsley.
- 7.2 The Site benefits from outline planning consent (Application Ref. No. 2016/1531) for a residential development of up to 100 units with all matters reserved apart from access. The application made by Hoyland Developments Ltd, was supported by a Residential TP, dated December 2016.
- 7.3 This Travel Plan contains a set of recommendations for the necessary aims, objectives, targets and measures to reduce the number of single occupancy car trips generated by the proposed development and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for implementing and monitoring travel patterns, and updating the Travel Planning report over a five year period.
- 7.4 The First Target of this Travel Plan for the proposed development is to promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 5.0% reduction in the single occupancy car use within five years following 50% occupation of the development.
- 7.5 The Second Target is to achieve 100% awareness of the Travel Plan amongst residents. This can be achieved by distributing Travel Welcome Packs, including maps showing surrounding amenities and sustainable infrastructure and Travel Survey questionnaires.
- 7.6 The Travel Plan monitoring process will incorporate the collation of a variety of data in order to confirm progress on travel modal splits, the uptake of proposed initiatives and other transport related issues at the site raised by future residents.
- 7.7 A Travel Plan Co-ordinator would be responsible for implementing, promoting and monitoring this Travel Plan for up to five years. However this Travel Plan should be considered a live document, and is implemented over a five year period. Therefore the targets, measures and incentives are open to be revised and updated as necessary. Beyond this initial five year period a Steering Group can be established to continue the Travel Plan process as they see fit to ensure the site continues to operate sustainably.

## APPENDICES

**Appendix A**  
Indicative Site Layout Plan

**Notes:**  
 This drawing design and concepts are copyright of STEN Architecture.  
 All Dimensions are to be verified on site before any work commences. If any discrepancies, errors or omissions are noted, these are to be reported to STEN architecture immediately.  
 If any other drawings are referenced within this layout, please refer to the specific detailed drawing for design, materials and specific working practices.

- PLANNING LAYOUT KEY**
- 1.8m Timber screen fence
  - 1.2m Post & rail divisional fence
  - 1.8m Brick & timber panel fence
  - Timber knee rail
  - Herringbone Block Pavers  
Brindle and charcoal in colour
  - G** Timber gate location
  - Existing drainage easement
  - \* Affordable
  - Bin collection point  
(bin collection day only)

Please refer to future separate full application for the residential development of 68NO. dwellings (plots 101-168) in the pursuant of application ref details.



REV.	DESCRIPTION	BY	DATE

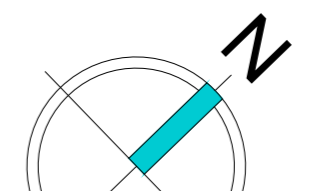
**STEN ARCHITECTURE**  
 Suite 4, Unit 1, Broomfield Park, Broomfield Avenue, Weymouth, Dorset DT99 3BA  
 Tel: 01305 599424  
 Website: www.sten-architecture.co.uk  
 Twitter: @STEN\_ARCH  
 Facebook: STENArchitecture  
 LinkedIn: Sten Architecture

**CLIENT:**  
**AVANT homes**

**SITE:**  
 Hoyland Road  
 Hoyland

**TITLE:**  
 Planning layout  
 Phase 1

STEN ARCHITECTURE		PHASE 1		AVANT HOMES	
Name	Floor Area, Sq Ft	Beds	Total Units	Total Area	Percentage
Living Detached	995	3	4	1990	8.0%
Living Semi	995	3	4	3980	16.0%
Medium	1020	3	7	7140	29.0%
Medium	1200	4	8	9600	39.0%
Medium	1400	4	6	8400	34.0%
Overhaul	1400	4	8	11200	45.0%
Small	1000	4	8	8000	32.0%
Medium	1000	4	10	10000	40.0%
<b>Sub Total</b>		<b>43</b>	<b>701%</b>	<b>100.0%</b>	<b>100.0%</b>
Bedroom	950	2	6	5700	23.0%
Bedroom	775	3	6	0	0.0%
Living	880	1	8	7040	28.0%
Bedroom	800	3	6	4800	19.0%
Overhaul	950	3	14	13300	53.0%
Bedroom	700	3	6	4200	17.0%
Living	1070	4	1	4270	17.0%
<b>Sub Total</b>		<b>22</b>	<b>38</b>	<b>5730</b>	<b>23.0%</b>
Overhaul	400	1	2	800	3.0%
Living	400	1	47	40000	100.0%
<b>Sub Total</b>		<b>47</b>	<b>400.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Overall Phase Total</b>		<b>100</b>	<b>1100.0%</b>		



Scaled @ 1:500



**Appendix B**  
Residential Travel Survey Example

## Example Residential Travel Survey

The following pages provide an example Residential Travel Survey that may be used to inform your travel plan. Not all of the questions may be relevant to your development and this survey should be tailored to each location.

## (Example Introduction)

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if one member of your household could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially.

Explanation of the Travel Plan: (TPC to complete)

Who should participate? (TPC to complete)

Who to return completed form to? (TPC to complete)

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact me at the details provided below:

(TPC to complete details)

Travel Plan Coordinator:

Telephone:

E-mail:

## Section A: About your travel to and from your home

How do you most frequently travel to and from your home for the following activities?  
(Choose the mode of travel that you use most often)

Reason for travel	Walk	Cycle	Bus	Train	Tram	Car share (driver/passenger)	Car (alone)	Motorcycle or scooter	Other (please specify)
Work									
Shopping									
Education									

How often do you use the following modes of travel for journeys from your home?  
(Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)

Travel mode	Very often (7 or more in every 10 trips)	Quite Often (between 3 & 6 out of every 10 trips)	Occasionally (less than 2 out of every 10 trips)	Never
Walk				
Cycle				
Bus				
Train				
Tram				
Car share (driver/ passenger)				
Car (alone)				
Motorcycle or scooter				
Other				

Have you changed your most common mode of transport since relocating to this development?

Yes	
No	

If yes, what was the main reason for this change?

--

## Section B: About your future journeys

**Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)**

Safer, better lit cycle paths	
Improve cycle paths on the journey to town centre/ rail station	
Improve cycle parking at this development	
Arrangements to buy a bicycle at discount	
Improved crossing facilities	
Improved cycle parking at local facilities – where?	
None of the above	
Other (please specify)	

**Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).**

More direct bus routes	
More frequent bus services	
More frequent train services	
More frequent tram services	
Better lighting at bus shelters and on footpaths	
More convenient bus drop-off points	
Better bus links to work from station	
Public transport information	
None of the above	
Other (please specify)	

**Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)**

Cleaner, better maintained workplace footpaths	
Better lighting on workplace footpaths	
More improved pedestrian crossing points	
Higher presence of security around the site	
Slower speed limits	
Better street lighting in the local area	
None	
Other (please specify)	

**Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)**

More help finding car share partners who have similar work patterns	
Free taxi home if let down by car	
More information regarding car sharing i.e. benefits and cost savings	
None	
Other (please specify)	

**Did you know this development operated a Travel Plan?**

Yes	
No	

**If yes, how did you find out about the Travel Plan?**

During the sales process	
Word of mouth	
Development publication/newsletter/notice board/website	
Personalised travel planning process	
Other (please specify)	

**Would you like to receive more information regarding the Travel Plan?**

Yes	
No	

**Please use the following box to provide any comments you wish to make in relation to travel in the local area:**

## Section C: About you and your home

Which age range do you fall into?	
16 - 25	<input type="checkbox"/>
26 - 35	<input type="checkbox"/>
36 - 45	<input type="checkbox"/>
46 - 55	<input type="checkbox"/>
56 - 65	<input type="checkbox"/>
65+	<input type="checkbox"/>

Do you or any member of your household own a car?	
Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
If yes, how many in total?	
<input type="text"/>	

How long have you lived at your current address?	
0 - 6 months	<input type="checkbox"/>
6 months - 1 year	<input type="checkbox"/>
1 - 2 years	<input type="checkbox"/>
2 - 3 years	<input type="checkbox"/>
3 - 4 years	<input type="checkbox"/>
4 - 5 years	<input type="checkbox"/>
Longer than 5 years	<input type="checkbox"/>

What is your Home Postcode?
<input type="text"/>

Thank you for your time.



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