

Former Wombwell School Site

Framework Travel Plan

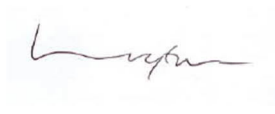
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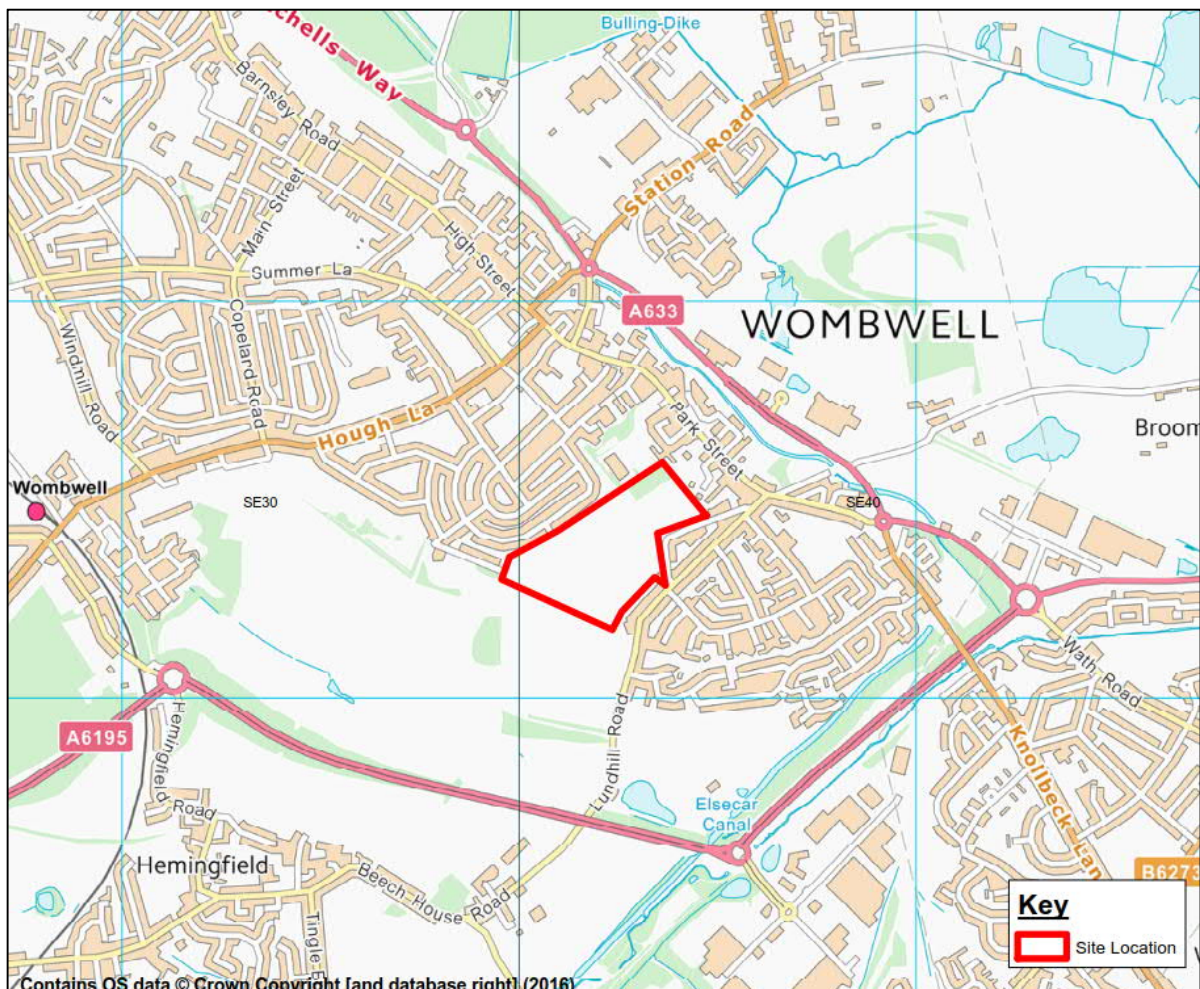
1 Introduction

1.1 Background

AECOM have been commissioned by Premier Construction to prepare a Framework Travel Plan (FTP) to support an outline planning application for a mixed use development. The proposals consist of 229 privately owned residential dwellings and a new 1.5 form Primary School (Circa 315 pupils) on the land to the north of Gypsy Lane, Wombwell. This has been identified as a potential development site (AC40) in the emerging Barnsley Local Plan.

The proposed development is located approximately 1km south of Wombwell and is considered to be in an excellent position for access by sustainable modes of transport. The site is split approximately in half between brownfield land on the former Wombwell High School site to the west and agricultural greenfield land to the east. It is bounded by residential properties to the north, south and east along Roebuck Street, Lundhill Road / Gypsy Lane and Park Street / Poplar Road, respectively. To the west lies agricultural land and beyond which the Hillies Golf Course. The site location is illustrated in Figure 1.

Figure 1: Site Location



Pedestrian access inside a 2km walking distance from site is well established with Lundhill Road / Gypsy Lane, Wath Road / Park Street, and Roebuck Street providing adequately wide (2m), well-maintained footpaths. Dropped kerbs, tactile paving and street lighting are generally provided on either side of the carriageway to / from Wombwell Town Centre. Cycling accessibility surrounding the site appears adequate with Routes 62 and 67 of National Cycle Network (NCN) in close proximity to the site.

The Lundhill Road / Park Street bus stop can be reached 400m east of the site and provides a high number of stopping services to local and regional destinations such as Doncaster, Barnsley and Rotherham.

Wombwell Train Station can be accessed approximately 1.6km west of the site using the existing footways along Roebuck Street and provides an adequate frequency of services to destinations further afield. The baseline of sustainable transport to / from the development site is therefore considered to be excellent.

Local, regional and central government are encouraging developers and employers to develop Travel Plans aimed at reducing car use. A Travel Plan is a management tool designed to minimise the negative impact of travel and transport on the environment by reducing congestion, enhancing accessibility by non-car modes and improving local air quality. It aims to incorporate transport and other issues in a co-ordinated strategy through a set of mechanisms, targets and initiatives.

This report should be read in conjunction with the accompanying Transport Assessment also produced as part of this application.

1.2 Report Structure

Following this introductory chapter, this report includes the following:

- Section 2 outlines the aims and objectives of the FTP;
- Section 3 details the accessibility of the development site, identifying sustainable transport modes;
- Section 4 outlines the roles and responsibility for delivery of the final Travel Plans;
- Section 5 provides an overview of requirements for a Residential Travel Plan;
- Section 6 provides an overview of requirements for a School Travel Plan;
- Section 7 outlines the process for monitoring and review;
- Section 8 provides a summary and conclusion.

The following appendices are included:

- Appendix A – Masterplan Layout.

2 Travel Plan Aims and Objectives

2.1 Introduction

The purpose of the FTP is to promote sustainable travel and to minimise congestion of the highway network associated with the proposed development. The FTP will be specifically aimed at staff / visitors for the proposed school and residents / visitors associated with the proposed 229 dwellings.

Guidance states that there is no standard format or content for travel plans. Each one needs to be tailored to the delivery of sustainable transport objectives for the specific site in question and evolve over time through a process of monitoring.

2.2 Travel Plan Objectives

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees, visitors and residents;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and
- Increase awareness around the environmental and health benefits of walking and cycling.

3 Site Accessibility

3.1 Introduction

This section provides a review of the sustainability of the site. Sustainability is essential to new development in terms of providing connectivity to surrounding areas including local amenities, transport interchanges and residential areas. The access by alternative modes of travel and the ease with which these can be used is set out by mode as follows.

3.2 Pedestrian Accessibility

Walking is the most sustainable form of travel due to the positive environmental effects, including zero harmful emissions, associated with it. It also provides distinct health benefits and is the lowest cost form of travel. Walking is often required for the secondary part of a journey made using public transport.

Therefore, pedestrian facilities are an essential part of a development proposal providing connectivity to existing facilities. Adequate footways will ensure that journeys on foot will be a viable option.

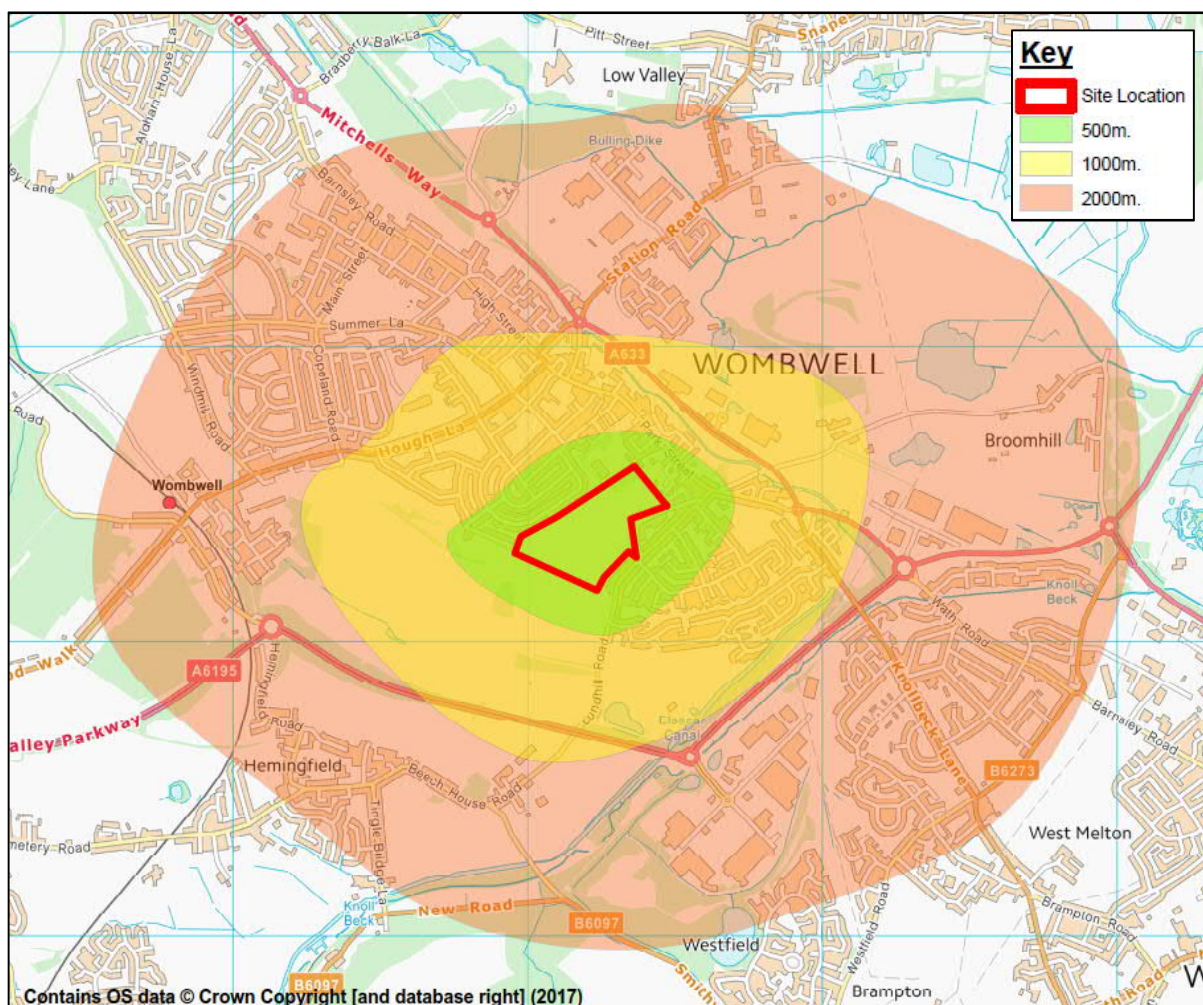
Table 3 provides an extract from 'Guidelines for Providing for Journeys on Foot' by the Chartered Institute of Highways and Transportation (CIHT), which suggests acceptable walking distances for different types of journeys.

Table 1: Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Using the CIHT guideline walking distances for commuting, a plan illustrating 500m, 1000m and 2000m catchment areas from the site has been produced using GIS software.

Figure 2: Walking Accessibility



As shown in Figure 2, Wombwell and Wombwell Railway Station accessible within a 2km walking distance of the development site.

The residential areas surrounding the site to the north and south are characterised by 2m footways, street lighting and dropped kerbs to facilitate crossing movements at junctions.

A range of amenities are accessible within a 1000m walking distance of the site; such as a Church, Public House, Care Home, Library, Pharmacy and Chemist.

In addition to the above, Wombwell Railway Station is located within the preferred maximum walking distance, approximately 1.6km west of the site, with existing footways linking to the north of the development site via Roebuck Street.

The CIHT also recommends a walking distance of up to 400m to a bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site. The nearest bus stop is located along Park Street approximately 400m east of the site. As such, the site is considered highly accessible by public transport.

3.3 Cycling Accessibility

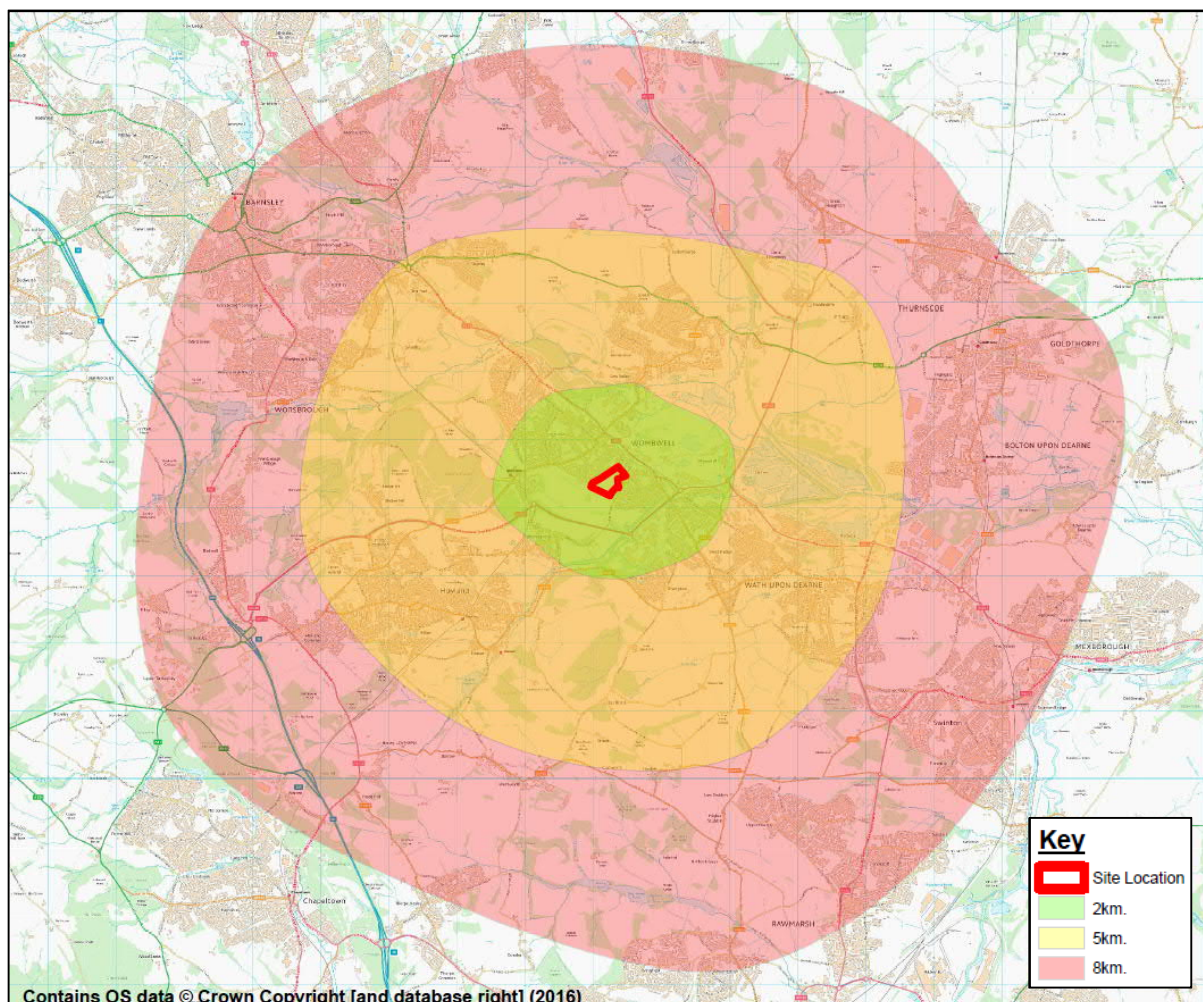
As with pedestrian accessibility, the level of a site's cycling accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle-only infrastructure.

As well as benefits in terms of reduced vehicle emissions and health, trips by bicycle are widely recognised as a sustainable alternative to car journeys.

In respect of acceptable cycle distances, 'Local Transport Note 2/08: Cycling Infrastructure Design', published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon. Although specific guidance is not available in relation to leisure trips, it is considered that the distance will be similar if not greater than the 5km distance outlined for utility trips.

In light of the DfT Local Transport Note, a plan illustrating a 2, 5 and 8km catchment from the site has been produced using GIS software, as shown in Figure 3 below.

Figure 3: Cycle Accessibility



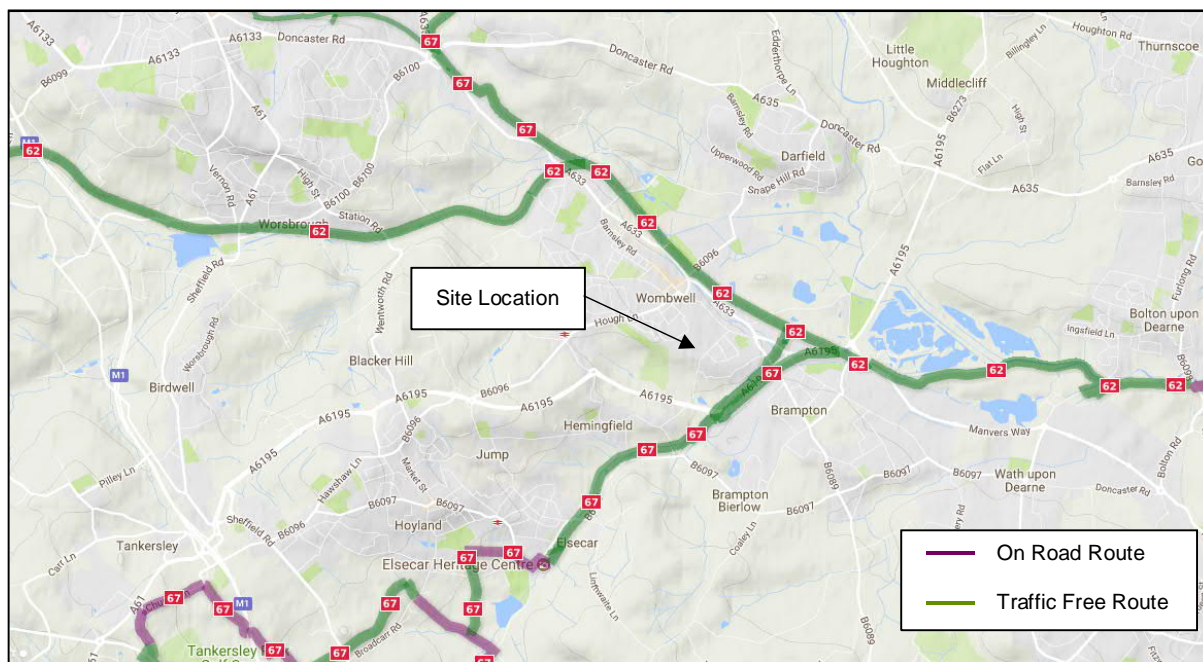
As can be seen from Figure 3, the site location enables a high level of access to / from surrounding Towns and Villages within a 5km cycling distance. These include areas such as Wath-upon-Deerne to the east, Hoyland to the west and Darfield to the North.

Within an 8km cycle distance from the site, areas such as Stairfoot, Swinton, Bolton-upon-Deerne and Barnsley Town Centre can all be accessed within the distance outlined for commuter journeys.

Notwithstanding the above, bus stops within Wombwell and Wombwell Railway Station are also accessible within a journey less than 2km distance from the site. These transport links offer the opportunity to undertake a multimodal journey to / from destinations further afield.

In addition the above, existing cycle routes within the vicinity of the site are shown in Figure 4. The cycle routes shown on the figure have been obtained from Sustrans online cycling map (link: <http://www.sustrans.org.uk/ncn/map>).

Figure 4: Cycle Routes – Sustrans



As shown in Figure 4, National Cycle Route 62 is located to the east of the A633 and runs in an east / west alignment near to the site. NCN 62 provides a traffic free route within the vicinity of the site, connecting to Bolton-upon-Dearne and Sprotbrough to the southeast of the site and Worsbrough and Silkstone Common to the northwest.

NCN 62 also connects to NCN 67 to the north of Wombwell, this section of NCN 67 runs in a north / south alignment providing a mostly off-road route, connecting to Wombwell at its southern extent and routing to the east of Barnsley Town Centre and connecting to the Carlton and Royston areas of Barnsley to the north.

To the south of the site NCN 62 connects again to NCN 67, which runs in a north / south alignment, connecting at its north-eastern extent to Wombwell, and to Hemingfield, Elsecar, Wentworth and Hoyland at its south-western extent within the vicinity of the site.

3.4 Public Transport Accessibility

3.4.1 Bus

The CIHT guidance states that 400m is the maximum desirable distance to walk in order to access bus facilities, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally considered as being a reasonable walking distance to bus stops from a site.

As discussed, it is envisaged that as part of the proposals that a dedicated bus car park will be provided at the site to accommodate school buses for children attending Wombwell Primary School.

The nearest bus stop is located 400m east of the site at the junction with Lundhill Road / Park Street, with a shelter on either side of the road providing timetable information. The services available at these stops are shown in Figure 5 and presented in Table 2.

Bus ticket schemes are available for passengers to purchase for a day's unlimited travel on First buses in South Yorkshire using FirstDay. The scheme provides a more convenient and cost effective way to travel.

Figure 5: Bus Network close to the site

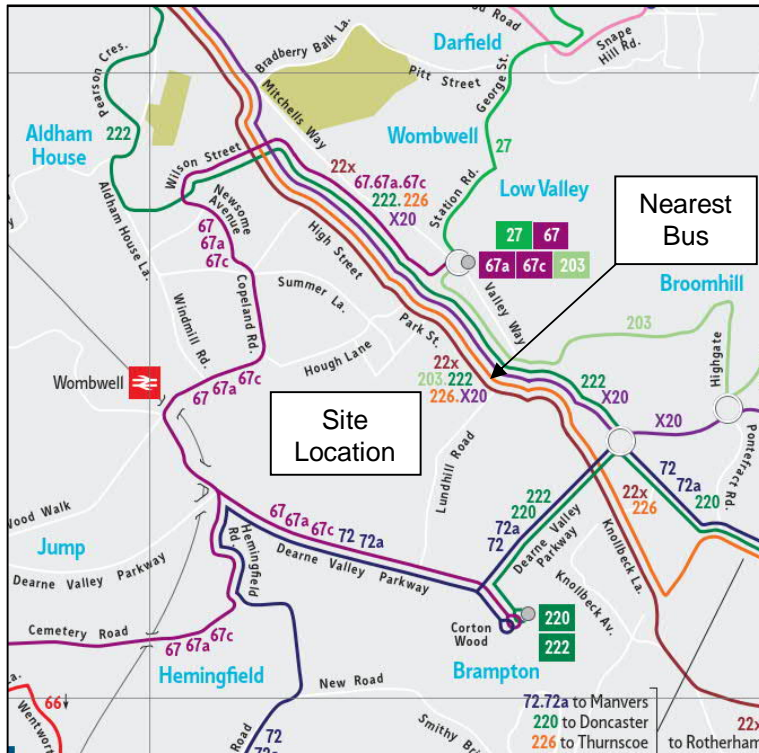


Table 2: Park Street Bus Services

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
22x	Rotherham Interchange – Wombwell – Barnsley Interchange	Every 15mins	Every 15mins	Hourly
222	Barnsley – Stairfoot – Wombwell – Cortonwood	Every 30mins	Every 30mins	Hourly
226	Barnsley – Stairfoot – Wombwell – Wath – Goldthorpe – Thurnscoe	Every 30mins	Every 30mins	Hourly
X20	Barnsley – Wombwell – Manvers – Warmsworth – Balby – Doncaster	Hourly	Hourly	-

Note: Services typically between 0600 and 2300

Based on the above, it is considered that the site is accessible via bus travel, with a high number of stopping services to local and regional destinations further afield such as Doncaster, Barnsley and Rotherham.

3.4.2 Train

Wombwell Railway Station is located approximately 1.6km northwest of the proposed development site (inside the preferred walking distance of 2km) and forms part of the Hallam and Penistone lines. The station is fully accessible with ramped access to both platforms and provides regular services to Wakefield, Leeds, Sheffield and Huddersfield with recent improvements provided information display screens with real-time service information. The station benefits from 80 parking bays (including 4 disabled bays), 10 cycle spaces and sheltered waiting.

The rail services available are shown in Figure 6 and presented in Table 3.

Figure 6: South Yorkshire Train Network

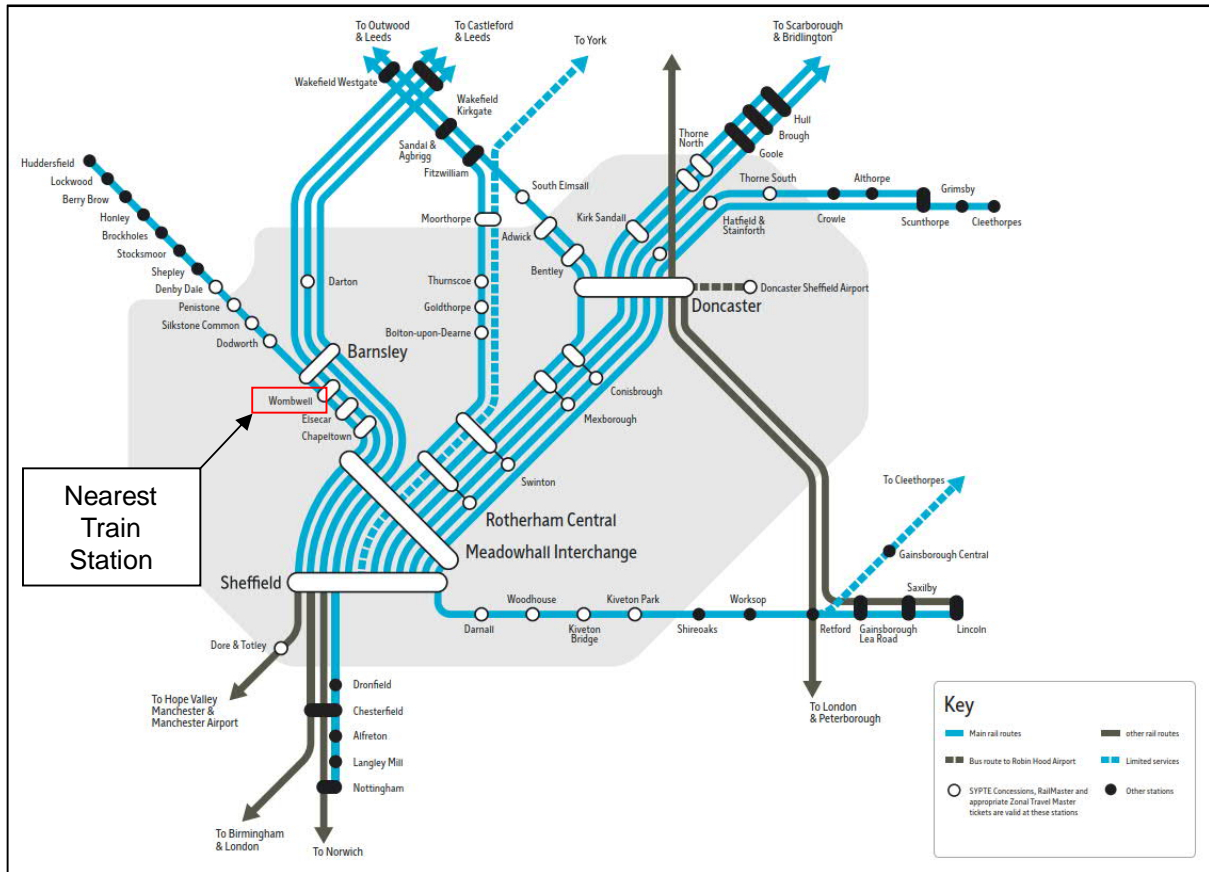


Table 3: Wombwell Station Rail Services

Destination	Duration (Approx.)	Frequency		
		Mon-Fri	Saturday	Sunday
Barnsley	6mins	Every 30mins	Every 2hrs	Hourly
Wakefield	25mins	Every 30mins	Every 2hrs	Hourly
Sheffield	24mins	Every 30mins	Every 2hrs	Hourly
Leeds	1hr	Every 20mins	Every 2hrs	Hourly
Huddersfield	1hr	Every 30mins	Every 2hrs	Hourly

Note: Services typically between 0600

It is considered that rail travel offers a realistic alternative for employees, students and residents to undertake a sustainable multimodal journey to / from areas further afield for work, school or leisure.

Since 1st July 2017 a Travel Pass initiative for 16-18 year olds has provided discounted fares across the Barnsley Region, these are as follows:

- 80p per single journey on bus and tram; and
- Half price rail fare on Northern Rail services.

Full details can be found on the website (<http://www.travelsouthyorkshire.com/1618TravelPass/>)

4 Roles and Responsibilities

4.1 Introduction

The management and implementation of the FTP forms an integral part of the development process. It is proposed that a series of individual Travel Plans will be developed as new occupiers move into the development, to include:

- Residential Travel Plan; and
- School Travel Plan.

The applicant will appoint an Overall Travel Plan Co-ordinator who will be responsible for all aspects of travel planning at the proposed development and for ensuring that individual Travel Plans are prepared, implemented, managed and monitored. Direct responsibility for the implementation of each individual travel plan will be the responsibility of the occupiers appointed Travel Plan Co-ordinator.

4.2 Overall Travel Plan Co-ordinator

The Overall Travel Plan Co-ordinator will be appointed no less than 3 months prior to first occupation of the proposed development. It is envisaged that this will be a full-time role until all individual Travel Plans are implemented.

The main responsibilities would be as follows:

- Being the main point of contact with Barnsley Metropolitan Borough Council (BMBC);
- Establishing a sustainable transport website for the proposed development;
- Liaison with public transport operators and cycle retailers to secure discounts on tickets and equipment for occupiers of the development;
- Support for individual Travel Plan Co-ordinators in developing their individual Travel Plans;
- Ensuring that monitoring takes place and that provision of data is provided to BMBC;
- Keeping an up-to-date list of occupiers and Travel Plan Co-ordinator contact details;
- Organisation and promotion of sustainable transport events (i.e. National Bike to Work Week, National Walk to Work Week, Clean Air Day etc.); and
- Lead / chair a steering group that includes representatives from BMBC, residents, businesses and public transport providers which should meet on an annual basis to review travel plan progress.

4.3 Individual Travel Plan Co-ordinators

Each occupier will nominate a Travel Plan Co-ordinator prior to occupation. The main responsibilities will include the following:

- Sign up to and support the FTP;
- To develop and implement their individual Travel Plan with assistance from the Overall Travel Plan Co-ordinator;
- Compile Resident Welcome Packs and Staff Induction Packs;
- Offer and provide personalised journey planning to residents / staff;
- Assisting the Overall Travel Plan Co-ordinator in organising events and campaigns;
- Being the first point of contact for all residents / staff / visitors regarding travel matters;
- Introduce travel planning initiatives for their organisation;
- Update noticeboards, websites etc. with travel information; and
- Assisting the Overall Travel Plan Co-ordinator in the annual monitoring of the development.

5 Residential Travel Plan

5.1 Preparation of the Residential Travel Plan

This section outlines the requirements for the residential Travel Plan which will be implemented for the residential phase of the development.

The residential Travel Plan will be used to promote sustainable travel choices to residents of the development. The main objectives of the residential Travel Plan will be to:

- Reduce car usage (particularly single occupancy car journeys) by promoting alternatives;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and
- Increase awareness regarding the environmental and health benefits of walking and cycling.

In order to understand whether the residential Travel Plan is successful in meeting its objectives, it is important that they can be measured by setting targets. For a residential Travel Plan a suggested target would be to reduce single occupancy car use by between 10-20% over the first 5 years after occupation of the first properties.

Realistic modal shift targets can only be set once baseline modal split data is available (i.e. resident travel surveys that establish what mode of transport residents are using). A baseline residents' travel survey will be conducted within three months after the occupation.

Once the baseline travel surveys have been conducted and baseline modal split data is available along with information on what may be required to encourage greater use of sustainable modes, initial targets can be set and the residential Travel Plan completed.

Whilst residents' destinations will only be known once the development is open, data relating to the primary mode used for each journey to work has been recorded as part of the 2011 census. The data for the area in which the proposed development is located has been used to establish the likely residential mode split and is summarised in Table 4.

Table 4: Journey to Work Mode

Transport Type	Modal Split
Work From Home	3%
Walk	9%
Train	3%
Bus	6%
Cycle	1%
Car Driver	69%
Car Passenger	8%
Motorcycle	1%
Other	1%
Total	100%

Source: 2011 Census data

The results show that 19% of the population living within MSOA Barnsley 026 (Wombwell) travel to work by sustainable modes of transport. This mode split will be validated by the baseline residents' travel survey.

5.2 Travel Plan Measures

The success of the Travel Plan will lie in its ability to influence the travel patterns of residents and to encourage sustainable transport choices.

The measures outlined below would be recommended for inclusion.

5.2.1 Marketing and Communication Strategy

To ensure the effectiveness of the residential Travel Plan, all residents should be made fully aware of the Travel Plan and the range of benefits it can deliver. Marketing and communication therefore has to start prior to any occupation of the site therefore sales staff would advise potential residents of the access options serving the site. This can be achieved using sales brochures, information at the sales office and the developer's website.

The residential Travel Plan Co-ordinator could organise a programme of Personalised Journey Travel Planning including the following:

- Households offered a home visit by the Travel Plan Co-ordinator;
- Residents offered advice on the range of travel options available;
- The initial travel to work survey to inform the baseline modal split carried out; and
- Information and incentives compiled into a Travel Welcome Pack.

Information to be included with the Travel Welcome Pack could include:

- Relevant walking / cycling maps; and
- Relevant public transport information including maps and timetables.

Households that do not decide to take up the offer of the Personal Travel Planning initiative could be provided with a generic Travel Welcome Pack which will contain more general information and the sustainable travel measures / initiatives that are on offer.

5.2.2 Walking

At this stage, the exact internal layout of the development is not fixed and would be subject to reserved matters planning applications. **Appendix A** shows the proposed Masterplan layout for the site, however, it is not yet clear where footpaths would be provided.

The Travel Welcome Pack could provide information to all new residents in relation to safe pedestrian and cycle routes.

The Travel Plan Co-ordinator would also promote Walk to Work Week and other similar initiatives and would look at setting up a residents' walker user group.

5.2.3 Cycling

The exact number of cycle parking spaces to be provided on site is not yet known, however provision should be in line with current parking guidance and operational needs.

Copies of cycle maps relevant to the development would be made available within the Travel Welcome Pack and on the proposed development website.

The Travel Plan Co-ordinator would encourage residents to look into and join their Employer Cycle Purchase Scheme and work with local cycle shops to negotiate a discount for residents of the development for purchasing bicycles and accessories.

5.2.4 Public Transport

Details of public transport information would be included within the Travel Welcome Pack including details of local taxi companies. This information will also be provided at the online website.

The Travel Plan Co-ordinator will liaise regularly with local public transport operators to ensure information remains valid and up-to-date.

5.2.5 Car Sharing

Some residents may in close proximity and could therefore be encouraged to car share using the Lift Share websites (<https://liftshare.com/uk>). This would be promoted in the Travel Welcome Pack.

5.3 Travel Plan Monitoring

The residential travel survey would be used to set a baseline for the residential part of the proposed development against which modal shift targets can be set. This would provide a comparison with future year data that is collected to establish if the Travel Plan is successfully delivering on its targets. The travel survey will also ask questions about how residents would prefer to travel to and from site and any travel or transport issues they are encountering.

The initial residential travel survey will be conducted within three months following occupation of the 50th dwelling and thereafter on an annual basis for a period of 5 years following full occupation of the residential apartments. All survey results are to be submitted to BMBC in an Annual Monitoring Report, made available within one month of the completed surveys.

Further monitoring undertaken by the Travel Plan Co-ordinator could include usage of resident cycle parking spaces and membership of travel groups (i.e. car share scheme, walking user group).

6 School Travel Plan

6.1 Introduction

This section outlines the requirements for the individual School Travel Plan. The main objectives of the Travel Plan would include:

- Reducing the need to travel by car;
- Reducing the number of single occupancy vehicle trips;
- Promoting healthier living through increased walking, cycling and public transport;
- Promoting integration between different transport modes; and
- Providing clear information to all staff, pupils and visitors regarding sustainable transport.

In order to understand whether the Residential Travel Plan is successful in meeting its objectives, it is important that they can be measured by setting targets.

For a School Travel Plan a suggested target would be to reduce single occupancy car use by between 10-20% over the first 5 years after occupation of the school.

Realistic modal shift targets can only be set once baseline modal split data is available (i.e. resident travel surveys that establish what mode of transport residents are using). A baseline residents' travel survey will be conducted within three months after the occupation.

6.2 Travel Plan Co-ordinator

Each occupier shall nominate a member of staff to be the Travel Plan Co-ordinator with a reporting line to senior management. The Overall Travel Plan Co-ordinator will provide support to individual Travel Plan Co-ordinators.

The key responsibilities for the Individual Travel Plan Co-ordinators would be to:

- Provide the necessary assistance to the Overall Travel Plan Co-ordinator;
- Develop, implement and promote a Travel Plan specific to their organisation;
- Ensure that sustainable travel plan information is provided to staff, pupils and visitors in appropriate formats;
- Offer and provide personalised journey planning;
- Be the first point of contact on Travel Plan matters; and
- Conduct the annual staff and visitor survey and monitor the performance of the Travel Plan.

6.3 Travel Plan Measures

This section outlines a number of measures that could be implemented for staff, pupils and visitors to the proposed site but is by no means an exhaustive list. It provides a starting point for individual Travel Plan Co-ordinators to review and implement if they consider the measure is suitable for their particular organisation.

The proposed measures to influence travel behaviour are set out below:

6.3.1 Walking

- Walking maps;
- Promotion of Walk to School Week; and
- Walk Buddy scheme to encourage walking participation.

6.3.2 Cycling

- Shower / changing / storage / drying facilities;

- Secure undercover storage for bicycles;
- Bike Buddy scheme to encourage inexperienced / nervous cyclists to gain experience and confidence;
- Promotion of Bike to School Week;
- Employer Bike to Work Scheme whereby employees are able to purchase a bicycle free of tax and national insurance through salary sacrifice; and
- Cycle maps available to all.

6.3.3 Public Transport

- Provide Personalised Journey Planning service;
- Public transport information; and
- Interest free loans for season tickets.

6.3.4 Car Sharing

- Information made available on existing lift share websites.

6.3.5 Staff Travel Information Pack

Each employee will be made aware of the sustainable travel measures being implemented as part of the detailed Travel Plan. This information will be provided through an information pack that will be handed out to all new employees during their staff induction.

The information pack will include the following information:

- Brief description of what a Travel Plan is and the overall aims and objectives;
- Contact details of the Travel Plan Co-ordinator;
- Public Transport Information;
- Cycling Maps; and
- Useful Travel Websites.

Visitors will have different travel patterns and journey frequency to staff / pupils and would therefore require the marketing of sustainable transport modes through the occupier's website.

6.4 Travel Plan Monitoring

The staff and pupil travel surveys will be used to set a baseline for each individual occupier against which modal shift targets can be set. This will also provide a comparison with future year data that is collected to establish if the travel plan is successfully delivering its mode shift target.

An initial baseline survey will be carried out within three months of occupation and annual surveys to be carried out following the occupation of the school. Annual surveys will be carried out on the anniversary of the baseline survey for a period of five years.

The results of the surveys will be provided to BMBC in an annual monitoring report which will be submitted within one month of the end of the survey. The results will also be used to update School Travel Plans and review initiatives.

Further monitoring that will be undertaken by the Travel Plan Co-ordinator will include an annual snap-shot visitor survey on how visitors have travelled to the site, usage of cycle parking spaces, membership of travel groups (i.e. car share scheme, walk buddy scheme, bike buddy scheme) and the number of staff taking advantage of the bike to work scheme and interest free loans for season tickets (if applicable).

7 Monitoring and Review

It is essential that Travel Plans are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals. This will be the responsibility of the individual Travel Plan Co-ordinators under the guidance of the Overall Travel Plan Co-ordinator to ensure that the plans are still relevant and up-to-date.

In order to ensure regular monitoring, an Annual Monitoring Report incorporating an Action Plan will be prepared by the individual Travel Plan Co-ordinators for agreement with BMBC. This document will include details of existing travel patterns, future measures to encourage modal shift and monitoring performance against the previous plan targets.

The first step for the individual Travel Plan Co-ordinators will be to implement the initial measures set out in this FTP and carrying out the initial travel surveys. Following this, it will then be necessary to determine whether the suggested measures set out in this document are appropriate for inclusion in the Travel Plan and if not, consider what alternative or additional measures could be undertaken.

After the initial travel surveys have been undertaken, targets for modal shift will be set out and agreed with BMBC. The agreed targets will be reviewed at the time of the first travel survey.

A travel survey will be conducted annually for a period of five years with the results from these surveys helping to identify whether measures have been effective. The individual Travel Plan Co-ordinators will ensure that the survey response rate is as high as possible and the use of a prize draw is one way of encouraging a higher response rate. A minimum response rate of 50% is deemed acceptable.

Following the submission and agreement of the individual Travel Plans, a monitoring report will be prepared annually by the individual Travel Plan Co-ordinators, which will contain the proposed Action Plan for the following twelve months. These individual monitoring reports will feed into an overarching Annual Monitoring Report prepared by the Overall Travel Plan Co-ordinator to be submitted to the steering group annually for review. The report will contain the results of the annual travel to work survey, with an assessment of whether the targets are being met. If the targets are being met, the Annual Monitoring Report will contain actions aimed at maintaining the target modal shift. If the targets have not been met, additional measures to be provided by the occupier will be discussed and agreed with BMBC and included within the Annual Monitoring Report.

A costed and justified budget will be put in place in each individual Travel Plan as reserved matters applications come forward. This will enable measures to be implemented and to ensure travel plan targets are met.

8 Summary

AECOM have been commissioned by Premier Construction to prepare a Framework Travel Plan to support an outline planning application for a mixed use development. The proposals consist of 229 privately owned residential dwellings and a new 1.5 form Primary School (Circa 315 pupils) on the land to the north of Gypsy Lane, Wombwell. This has been identified as a potential development site (AC40) in the emerging Barnsley Local Plan.

Pedestrian access inside a 2km walking distance from site is well established with Lundhill Road / Gypsy Lane, Wath Road / Park Street, and Roebuck Street providing adequately wide (2m), well-maintained footpaths. Dropped kerbs, tactile paving and street lighting are generally provided on either side of the carriageway to / from Wombwell Town Centre. Cycling accessibility surrounding the site appears adequate with Routes 62 and 67 of National Cycle Network (NCN) in close proximity to the site.

The Lundhill Road / Park Street bus stop can be reached 400m east of the site and provides a high number of stopping services to local and regional destinations such as Doncaster, Barnsley and Rotherham.

Wombwell Train Station can be accessed approximately 1.6km west of the site using the existing footways along Roebuck Street and provides an adequate frequency of services to destinations further afield. The baseline of sustainable transport to / from the development site is therefore considered to be excellent.

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees, visitors and residents;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and

Increase awareness around the environmental and health benefits of walking and cycling.

The management and implementation of the FTP forms an integral part of the development process. It is proposed that a series of individual Travel Plans will be developed as new occupiers move into the development, to include:

- Residential Travel Plan; and
- School Travel Plan.

The success of the Travel Plans will lie in their ability to influence the travel patterns of residents and to encourage sustainable transport choices. In order to understand whether the Travel Plans are successful in meeting objectives, it is important that they can be measured by setting targets.

In order to encourage more sustainable travel modes, measures would be introduced. These would be focused on the following:

- Appointment of a Travel Plan Co-ordinator;
- Develop a marketing and communication strategy;
- Walking measures;
- Cycling measures;
- Encouragement of public transport use; and
- Car sharing.

It is essential that Travel Plans are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals. This will be the responsibility of the individual Travel Plan Co-ordinators under the guidance of the Overall Travel Plan Co-ordinator to ensure that the plans are still relevant and up-to-date.

Appendix A – Masterplan Layout

Reference	Code	Floor Area (sqm)	Beds	Storeys	Total	Total Sqft	% of Mix
Private							
Type L	624	2	1	2	1248	13,515	10.0
Bungalow PB	832	3	1	3	2496	27,044	20.0
Type F	839	3	2	31	26009	282,600	21.0
Type H	919	3	2	15	13785	149,115	11.0
Type S	978	3	2	20	27384	295,608	22.0
Type T	1055	3	2	10	10550	114,990	8.0
Type C	1000	3	2	4	4000	43,120	3.0
Type G	1100	3	2.5	20	22000	239,160	18.0
Type D	1215	4	2	28	34020	367,776	27.0
Type J	1200	4	2.5	38	45600	493,920	36.0
Type A	1296	4	2	14	18144	196,584	14.0
Type E	1420	4	2	13	18460	200,040	14.0
Sub-Total				206	223696	2,421,120	100.0
Affordable							
Type L	624	2	1	4	2496	27,044	20.0
Type B	685	2	2	19	13015	141,765	10.0
Sub-Total				23	13511	146,809	10.0
Grand Total				229	239207	2,567,929	100.0

	hectares	acres
Approx gross area	7.72	19.08
Gross developable area	7.39	18.26
POS required (15%)	1.11	2.74
POS provided	1.12	2.77
net developable area coverage	5.92	14.63
	39	96.32

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:**
- Boundary treatments**
- Brick wall
 - Close boarded timber fence
 - Property division
 - Metal railings
 - Post & rail
 - 450 Knee rail
- General**
- Affordable plot
 - Bin collection point (bin collection day only)
 - Site boundary
 - Herringbone Block paving
 - Retained tree



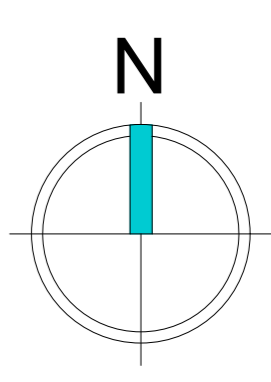
REV.	DESCRIPTION	BY	DATE

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SITE: Wombwell
 TITLE: Planning Layout

SCALE AT NO.	DATE	DRAWN	CHECKED
1:500	13.12.18	TS	--
PROJECT NO.	DRAWING NO.	REVISION	
1876	1876.01	--	



Scaled @ 1:500
 0 10m 20m 50m

