

Prepared on behalf of

Keepmoat Homes Ltd

**Proposed Residential Development
School Street
Thurnscoe**

Travel Plan

Acknowledgements:

The TRICS database has been used in this report to calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 24th July 2017 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

Copyright

All intellectual property rights in or arising out of or in connection with this report are owned by Sanderson Associates (Consulting Engineers) Ltd. The report has been prepared for Keepmoat Homes Ltd (the 'Client') who has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates (Consulting Engineers) Ltd and the Client.

This document cannot be assigned or transferred to any third party and no third party may rely upon this document without the express written agreement of both Sanderson Associates (Consulting Engineers) Ltd and the Client.

Report Ref:	10082/002/01	July 2017	
Author:	Christopher Carter		
Checked & Approved:	Mark Devenish CEng MCIHT	Date:	24 th July 2017

Contents

Page No

1	Executive Summary.....	5
2	Introduction.....	6
3	Travel Plan Objectives.....	8
4	Travel Plan Roles and Responsibilities	11
5	Accessibility by Non-Car Travel Modes	14
6	Enforcement and Monitoring	26
7	Summary	28

Appendices

APPENDIX A

Figure 1 – Site Location Plan

Figure 2 – Indicative Walking Distance 800m & 2000m

Figure 3 – Indicative Cycling Distance 5km

Figure 4 – Public Transport Information

APPENDIX B

Welcome Pack

APPENDIX C

Travel Survey

1 Executive Summary

1.1 This Travel Plan (TP) seeks to encourage residents of the development to use alternative sustainable means of travel instead of single occupancy car trips for the journey to work.

1.2 The key actions arising from this plan are:-

A Travel Plan Coordinator will be appointed by the Developer. The Travel Plan Coordinator (TPC) will be in place when the development is first marketed. The TPC will undertake the specific tasks outlined in this Travel Plan.

The TPC will undertake a travel survey of residents to establish current travel patterns after occupation of approximately 30% of the total number of dwellings. However, a travel survey questionnaire will be included in the residential Welcome Pack and purchasers will be asked to complete the survey when they first occupy their property.

The TPC will prepare an updated Residential Travel Plan after the initial travel survey has been conducted and analysed. The Residential Travel Plan shall review the measures and targets and shall be submitted to and approved by Barnsley Council.

2 Introduction

- 2.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Keepmoat Homes Ltd to advise on traffic and transportation issues surrounding residential development proposals at the School Street site in Thurnscoe, Barnsley. A site location plan is included at **Appendix A, (Figure 1)**.
- 2.2 This Travel Plan has been prepared to support phases 2 and 3 of the proposed development, comprising of a total of 487 dwellings made up of a mix of semi-detached, detached and terraced units and including 96 affordable units.
- 2.3 The area surrounding the site to the east, south and west is predominantly residential with fields to the north, a railway line bounds the site to the site to the east.
- 2.4 Pedestrian and vehicular access to the site will utilise existing roads in the vicinity, School Street which currently runs north from Houghton Road will be extended to the north, whilst Lingamore Leys currently forms a link between School Street and Merrill Road to the west.
- 2.5 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site, and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time bound programme of implementation.

-
- 2.6 This Travel Plan will be further developed following discussions with the Local Authority, and other relevant bodies, once the site is occupied and specific travel needs are identified.
- 2.7 Prospective residents of the site will be made fully aware of the commitment of the development towards the use of sustainable transport. At the earliest possible stage they will be provided with detailed information which sets out the intentions of the Travel Plan and its obligations on future residents. This will be achieved by including a copy of the Travel Plan within the sales / marketing suite and providing a Welcome Pack (see sample in **Appendix B**) within the sales particulars for each plot.
- 2.8 Information regarding the Travel Plan will be included on the sales website for the development.
- 2.9 This Travel Plan also sets out the facilities which will be incorporated into the development to encourage future occupiers to use sustainable transport along with the initiatives that should be adopted by residents.

3 Travel Plan Objectives

3.1 The Residential Travel Plan will include realistic and appropriate objectives and targets for the life of the plans operation. Travel Plans exist to influence a shift in behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion and incentives.

3.2 The Travel Plan objectives are as follows:

- To minimise single occupancy vehicle trips on the journey to work that are created by the site; and
- To encourage residents to travel by sustainable modes.

3.3 The Transport Assessment which accompanies the planning application sets out trip rates and generations for the likely peak hour periods. The tables below show the trip generations and modal split for the proposals.

	Trip Rate			Trip Generation			Modal Split %		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Pedestrians	0.194	0.098	1.304	94	48	635	19.0%	10.3%	15.4%
Cyclists	0.021	0.024	0.159	10	12	77	2.1%	2.5%	1.9%
Public Transport Users	0.017	0.018	0.13	8	9	63	1.7%	1.9%	1.5%
Vehicle Occupants	0.788	0.811	6.847	384	395	3334	77.2%	85.2%	81.1%
Total People Trips	1.021	0.952	8.447	497	464	4114	100.0%	100.0%	100.0%

3.4 Based on the TRICS data the development as a whole could be expected to generate 22.8% of trips by walking, cycling and public transport modes in the AM peak hour and 14.8% in the PM peak hour. Over a 24 hour weekday period 18.9% of travel could be by sustainable modes.

- 3.5 This modal split has been compared to the 2011 Census travel to work data for the Barnsley 014 MSOA (Middle Super Output Area) in which the site is located, Barnsley and England, as summarised in the following table:

	Barnsley 014	Barnsley	England
Method of Travel to Work	% working	% working	% working
Work Mainly at or From Home	5.5%	7.7%	10.3%
Underground, Metro, Light Rail, Tram	0.1%	0.1%	4.0%
Train	2.2%	2.0%	5.2%
Bus, Minibus or Coach	6.8%	6.2%	7.3%
Taxi	0.3%	0.4%	0.5%
Motorcycle, Scooter or Moped	1.0%	0.8%	0.8%
Driving a Car or Van	63.5%	65.1%	54.0%
Passenger in a Car or Van	9.6%	7.2%	4.9%
Bicycle	0.7%	0.7%	2.9%
On Foot	9.8%	9.4%	9.8%
Other Method of Travel to Work	0.5%	0.4%	0.5%

Table 3.5: 2011 Census Travel to Work Data

- 3.6 The data in the table above indicates that in the Barnsley 014 MSOA, 73.1% of people travel to work in a car or van, of which 63.5% are drivers and 9.6% are passengers, while 21.4% of people travel to work by more sustainable means.
- 3.7 The setting of future targets will be subject to the results of the initial and future travel survey as clearly the 'base' modal splits will have a fundamental impact on the setting of realistic targets and the proportion of the proposed shift to more sustainable modes of transport. Targets will be agreed with Barnsley Council as part of the refinement process of the Travel Plan, following the results of the initial surveys.
- 3.8 In order to establish the 'base' situation, resident travel surveys will be undertaken once 30% of the development is occupied. The completed surveys will be collated and the results provided to Barnsley Council. After that date subsequent surveys will be undertaken on an annual basis.

-
- 3.9 The Census information indicates that 63.5% of people could be expected to drive to work by a car or van, which is lower than the Barnsley average. Therefore it is considered that this is an appropriate initial target for the modal split for the scheme over the life of the Travel Plan. However, this will be refined following the results from the base residential travel surveys.
- 3.10 Annual monitoring of the effectiveness of the initial measures contained within the Travel Plan can identify examples of good practice. These can be refined over time to provide every opportunity to achieve the targets, once set.
- 3.11 If the targets identified are not met (once the travel surveys have been examined), the Travel Plan Coordinator will further promote and encourage sustainable modes of transport by use of 'mailshots' and advertising campaigns / events.
- 3.12 An action plan will be prepared and agreed with the Local Planning Authority's Travel Team. The Action Plan will contain an annual program of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved over the next 12 months.

4 Travel Plan Roles and Responsibilities

- 4.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with Residents, Local Authority and Local Transport Operators. Keepmoat Homes will be responsible for appointing the Travel Plan Coordinator whose contact details are: The Waterfront, Lakeside Boulevard, Doncaster, DN4 5PL. Tel: 01709 766 000.
- 4.2 The role of Travel Plan Coordinator is unlikely to require a full time equivalent position. The Travel Plan Coordinator will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.
- 4.3 The Travel Plan Coordinator will be in post 3 months prior to first occupation and will contact Barnsley Council on appointment to advise that work has commenced on delivering the Travel Plan and any change in contact details will also be passed to Barnsley Council.
- 4.4 The Travel Plan Co-ordinator will work closely with the developer to ensure that all occupiers of the development receive sustainable travel information at the point of occupation.
- 4.5 The duties of the Travel Plan Coordinator include:
- Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting to its formation;
 - Representing the 'human face' of the Travel Plan - explaining its purpose and the opportunities on offer. The coordinator will also play a central role in liaison with residents, steering groups, management committees and Barnsley Council;
 - Provide personalised travel planning tailored to resident's needs (or procuring this service from others);
 - Promoting the individual measures in the Travel Plan;

- Liaising with public transport operators - it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback residents' opinions to the operators;
- Ensuring the approved Travel Plan and its component parts are being actioned;
- Monitoring the travel plan implementation;
- Taking a key role in review of the travel plan.

4.6 A Travel Plan Coordinator will be appointed by the developer when the development is first marketed so that information for residents can be prepared. The TPC role will be provided for a five year period from post completion of the development to undertake the specific tasks outlined in this TP.

4.7 As part of this procedure it is particularly important that residents and visitors are made aware of the sustainable transport alternatives that are available and of any aspects of the site's infrastructure that have been designed to assist and encourage their use.

4.8 This Travel Plan contains specific measures designed to meet the needs of the occupants and thus attempt to influence the travel modes of residents and visitors to reduce the numbers of car-borne trips to and from the development.

4.9 The Travel Plan shall be monitored and reviewed annually. Travel questionnaires (see sample at **Appendix C**) shall be carried out upon initial occupation by using the documents to be provided in the residents Welcome Pack. The results shall be collated by the Travel Plan Coordinator when 30% of the total dwellings have been occupied and the results provided to Barnsley Council. Travel surveys will then be repeated annually until 5 years from the completion of the development.

-
- 4.10 A written analysis of each set of survey results shall be provided to the Council within 3 months of the completion and collation of the surveys. This will include a monitoring report which includes all the survey data, any proposed revisions to the Travel Plan and the annual action plan for the next 12 months.
- 4.11 A key document is the Department for Transports 2005 "Making Residential Travel Plans Work - Guidelines for new developments". This can be downloaded from the DfT's website at <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/mrtpw.pdf>.

5 Accessibility by Non-Car Travel Modes

5.1 *Introduction*

5.1.1 This section comprises an assessment of accessibility for the proposed development which relates to the following categories:

- Walking
- Cycling
- Public Passenger Transport – Bus and Train facilities and services

5.1.2 The National Planning Policy Framework (NPPF) was published by the Government in March 2012 and replaced PPG13: Transport. The NPPF however retains the objectives of PPG13, and in particular the need to rebalance the transport system in favour of sustainable transport modes, but does not include the same level of detail as the previous guidance. Some of the policies included in PPG13 Transport have therefore been used in this section to assess travel to the site by sustainable transport modes.

5.2 *Walking*

5.2.1 Walking is the most important mode of transport at the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, as well as the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

5.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

-
- 5.2.3 In relation to acceptable walking distances Manual for Streets, offers the following guidance in Section 4.4 “The Walkable Neighbourhood”
- 5.2.4 “4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG 13 states walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”. It is noted that PPG 13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant.
- 5.2.5 **Appendix A (Figure 2)** indicates destinations which lie within an 800m and 2km radius of the centre of the application site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot. The following amenities and facilities are all located within walking distance of the site.
- Bus stops along School Street, Lingamore Leys, Merrill Road and Houghton Road.
 - Thurnscoe Village and associated shops and amenities
 - Thurnscoe Train Station
 - Gooseacre Primary Academy, The Robert Ogden Special, The Hill Primary Academy, Highgate Primary Academy, Sacred Heart Roman Catholic Primary and Dearne Goldthorpe Primary Schools
 - ASDA Supermarket
 - Lidget Lane Industrial Estate
 - The Thurnscoe Centre doctors surgery
 - Weldricks Pharmacy
 - Post Office

- Thurnscoe Lifelong Learning Centre and Library
- Thurnscoe Sports Ground
- Hickleton Golf Club
- Pheonix Park

5.2.6 In terms of pedestrian infrastructure; the site is located in a predominately residential area therefore extensive pedestrian provision is present in the vicinity of the site, all nearby roads have footways on both sides and are lit. Houghton Road provides the main link between the site and the amenities available in Thurnscoe Village, dropped crossings and central refuge islands are provided regularly along Houghton Road, notably in the vicinity of the junctions with School Street and Merrill Road, with a Zebra crossing provided in the village centre.

5.2.7 Additionally there is a pedestrian bridge over the railway line on the sites eastern boundary which connects the site to the residential estate to the east of the site.

5.2.8 Furthermore the development proposals include for the provision of new footways to be constructed within the site which link to the existing network.

5.2.9 It is considered that the site is therefore well located to allow pedestrian access to local services/ facilities and various places of education and employment.

5.3 *Measure in relation to walking facilities*

5.3.1 Pedestrian routes are proposed within the site layout. These will be monitored to identify if further improvements are needed.

5.3.2 The TPCs will promote the benefits of walking in relation to general health and well-being and will promote walking to residents.

5.3.3 The Travel Plan Coordinators will advise residents that information regarding walking is available from various websites such as The Walking for Health website

www.walkingforhealth.org.uk and this will be supported within the Welcome Pack and other promotional material.

- 5.3.4 When an appropriate number of dwellings are occupied, the Travel Plan Coordinator can establish demand for parents and children wishing to walk to nearby schools. It is now normal practice for Education Authorities to devise school Travel Plans and the Travel Plan Coordinator will consult with the local schools to determine what measures will be incorporated in the Residential Plan for the housing development to compliment the school's plan. These measures may for example be to establish a 'walking bus' or "walking buddies" schemes for a safe commute to nearby schools.

5.4 Cycling

- 5.4.1 Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport. The plan at **Appendix A (Figure 3)** shows a 5km radius from the centre of the site, which indicates the extent to which the local area can be accessed on cycle.
- 5.4.2 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Destinations within a 5km radius from the centre of the site are indicated below together with the cycle time based on a 12kph cycle speed.

Destination	Distance	Time
Thurnscoe Train Station	0.80km	4 minutes
Thurnscoe	0.85km	4¼ minutes
Goldthorpe	2.8km	14 minutes
Great Houghton	3.1km	15 ½ minutes
Hickleton	3.2km	16 minutes
Clayton	3.7km	18 ½ minutes
Bolton-upon-Dearne	3.8km	19 minutes
Little Houghton	4.2km	21 minutes

Millhouses 4.8km 24 minutes

5.4.3 Within a 5km cycling distance of the centre of the site there are therefore a number of local centres which provide a comprehensive range of services and facilities, a range of school provision and an array of employment opportunities.

5.5 Measure in relation to cycle facilities

5.5.1 Residents will have the opportunity to store cycles within the curtilage of their own property.

5.5.2 Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within the residents Welcome Pack. Further information on cycling can be found at the following websites:

<https://www.barnsley.gov.uk/services/parks-and-open-spaces/walking-and-cycling-in-barnsley/>

www.sustrans.org.uk

5.5.3 Barnsley cycle maps are available at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/traffic-lights-road-signs-and-markings/cycle-lanes-and-routes/>.

5.5.4 The Travel Plan Coordinator will advise residents that a cycle journey planner is available from CycleStreets at: <https://www.cyclestreets.net/>

5.5.5 The Travel Plan Coordinator will promote the benefits of cycling in relation to general health and well-being and will promote cycling to residents within the Welcome Pack.

5.5.6 The TPC will promote cycle events such as National Bike Week.

5.6 Bus Facilities

5.6.1 There are bus stops located on Lingamore Leys and School Street approximately 150m from the centre of the site and Houghton Road approximately 570m from the centre of the site.

5.6.2 The location of accessible bus stops are shown on **Figure 4, Appendix A** and the details of the facilities provided along with the available services are provided below:-

Lingamore Leys

Location: Willow Road
Reference: 37051091
Distance to stop: Approximately 150m from the centre of the site
Direction of Travel: Buses travelling westbound
Facilities: Lighting pole with flag and timetable information
Bus services: 219, 407

Location: Willow Road
Reference: 37055288
Distance to stop: Approximately 150m from the centre of the site
Direction of Travel: Buses travelling eastbound
Facilities: Pole with flag and timetable information
Bus services: 219, 226, 407

School Street

Location: Oak Road
Reference: 37056121
Distance to stop: Approximately 150m from the centre of the site
Direction of Travel: Buses travelling northbound
Facilities: Unmarked
Bus services: 219, 226

Houghton Road

Location: Shepherd Lane
Reference: 37050355
Distance to stop: Approximately 570m from the centre of the site
Direction of Travel: Buses travelling eastbound
Facilities: Pole with flag and timetable information
Bus services: 216, 219, 219a, 226, 407, 449, 668

Location: Garden Street
Reference: 37055038
Distance to stop: Approximately 570m from the centre of the site
Direction of Travel: Buses travelling westbound
Facilities: Shelter with seating and timetable information
Bus services: 216, 219, 219a, 226, 407, 449, 665

5.6.3 The services available from these stops are detailed in the following table:

		Approximate Peak Frequencies (Buses per hour)			
Nº	Route	Mon-Fri Day	Mon-Fri Evening	Saturday	Sunday
216	Goldthorpe to Grimethorpe	1433	No Service	1425	0628
	Grimethorpe to Goldthorpe	1525		No Service	0725
219	Barnsley to Doncaster	60 mins	60 mins	60 mins	60 mins
219a	Barnsley to Doncaster	60 mins	No Service	60 mins	No Service
226	Barnsley to Thurnscoe	30 mins	60 mins	30 mins	60 mins
407 (School Service)	Thurnscoe – Goldthorpe	0751	No Service	No Service	No Service
	Goldthorpe to Thurnscoe	1456			
449 (School Service)	Thurnscoe to Wombwell	0730	No Service	No Service	No Service
	Wombwell to Thurnscoe	1505			
665 (School Service)	Wath-upon-Deerne to Thurnscoe	1601	No Service	No Service	No Service
668	Thurnscoe to Wath-upon-Deerne	0830	No Service	No Service	No Service

- 5.6.4 There are approximately 4 regular services available per hour during weekday peak periods, the majority of which connect to either Barnsley or Doncaster city centres where an array of facilities and employment opportunities are available.

5.7 Measures in Relation to Bus Facilities

- 5.7.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Welcome Pack. In addition, the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. As mentioned previously it will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date.
- 5.7.2 The Travel Plan Coordinator will advise occupants that information is available via the internet and up to date bus timetables can be found at <http://www.travelsouthyorkshire.com/> or www.traveline.org.uk.
- 5.7.3 Coach Information can be found at www.nationalexpress.com and Megabus at www.megabus.com.
- 5.7.4 The Travel Plan Coordinator will advise residents that real time bus information is available at <http://www.nextbuses.mobi/>.
- 5.7.5 The Travel Plan Coordinator will also approach local bus operators prior to occupation of the development to determine whether operators will be willing to provide additional discounted tickets as an incentive to utilise public transport.

5.8 Rail Facilities

- 5.8.1 The nearest station to the site is Thurnscoe Train Station, which is located approximately 525m south east of the site and is described below.
- 5.8.2 The station is managed by Northern and is accessible by foot and cycle.

5.8.3 Facilities at the station include CCTV monitored cycle stands with parking provision for 8 cycles, a 60 space car park and ramps for train access.

5.8.4 A summary of the available services and their frequencies are shown in the following table:

Route	Monday to Friday Frequency		Saturday Frequency	Sunday Frequency
	Daytime	Evening		
Sheffield to Leeds	60 mins	60 mins	60 mins	120 mins

5.8.5 Further information regarding timetables and journey planning can be found at: <http://www.travelsouthyorkshire.com>, <https://www.northernrailway.co.uk/> & www.nationalrail.co.uk

5.9 *Measure in relation to rail facilities*

5.9.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest train stops and sources of other travel information shall be obtained from the public transport executive and displayed on notice boards within each element of the development. As mentioned previously it will be the responsibility of the Travel Plan Coordinators to ensure that this information is kept up-to-date and reported in each review.

5.9.2 A comprehensive journey planner is available from South Yorkshire Travel which offers travel information for both local and regional travel. The website can be found at the following address:
<http://tsy.yorkshiretravel.net/journeyplanner/enterJourneyPlan.do>

5.10 *Motorcycling and Mopeds*

- 5.10.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.
- 5.10.2 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.
- 5.10.3 The Governments Motorcycling Strategy can be obtained from the Department of Transports website at
<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roads/vehicles/motorcycling/overnmentsmotorcyclingst4550.pdf>. The document includes useful information including equipment, testing and training.

5.11 *Electric Vehicles*

- 5.11.1 Connections compatible with electric vehicle charging points will be provided within each dwelling.

5.12 *Car Sharing*

- 5.12.1 The site is highly accessible to the local and wider highway network and the initial Resident Travel Survey will identify the numbers of residents travelling with another. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.
- 5.12.2 Existing Car Share schemes will be promoted to further encourage car sharing. Further detail can be found at <https://liftshare.com/uk>.
- 5.12.3 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

5.13 *Reducing the Need to Travel to Work*

5.13.1 It may be possible for residents to encourage their employers to permit some degree of "home working". This of course will be dependent on the particular circumstances of both the resident and the employer and realistically may not be appropriate in many cases. However if "home working" were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual resident.

5.14 *Marketing and Communication Strategy*

5.14.1 All prospective residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within this Travel Plan by providing each unit with a Welcome Pack. Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.

5.14.2 Travel information details will be provided on the Keepmoat Homes website for the development.

5.14.3 Residents moving from the development will be obliged to inform the Travel Plan Coordinator so that a resident's pack can be provided to the new occupiers, by the Travel Plan Coordinator, at the point of reoccupation.

-
- 5.14.4 A "mail shot" will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 5.14.5 Barnsley Council and Public Transport Executives are able to provide, posters, leaflets and timetables for display on notice boards / display units in communal areas.
- 5.14.6 The Travel Plan Coordinator will promote local and national sustainable travel events to residents. Internet forums such as a Facebook page, a development intranet etc. will be investigated to encourage residents to interact and share and discuss travel arrangements.
- 5.14.7 The Travel Plan Coordinator's contact information including a telephone number and email address will be included within the Welcome Pack to allow residents to contact the TPC.

5.15 Other Measures

- 5.15.1 All residents will be made aware of home shopping and internet shopping within mailshots. These measures assist in reducing the need to travel. Taxis can be used for local shopping trips and short journeys.
- 5.15.2 Each dwelling will accommodate a phone line which, if the network permits will allow occupants to access the internet and utilise the above mentioned websites to access bus timetable information etc.

6 Enforcement and Monitoring

- 6.1 The operation of this Travel Plan is likely to be a planning obligation related to the planning consent for the development.
- 6.2 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the Developers responsibility to appoint a Travel Plan Coordinator when the development is first marketed so that information for residents can be prepared. The name of the Travel Plan Coordinator must be forwarded to Barnsley Council as soon as the appointment is made. It is the developer's responsibility to make any prospective purchaser of the site fully aware of the Travel Plan.
- 6.3 With respect to timescales, the Travel Plan will be monitored and reviewed as detailed in Section 4. Each annual review after occupation of 30% of the dwellings and the base line survey shall include a resurvey of travel patterns by undertaking a travel questionnaire. A written analysis of each review shall be provided to the Local Authority by the Travel Plan Coordinator within 3 month of the completion and collation of the review for the life of the Travel Plan.
- 6.4 The annual surveys shall include details of the monitoring process undertaken. This report should also contain reference to any outside influence, such as changes in occupancy of the dwellings and changes to bus / train services or places of work and schools.
- 6.5 The Travel Plan will be reviewed in co-operation with the Local Authority and if targets have not been met an Action Plan prepared and agreed. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

6.6 The developer and the appointed Travel Plan Coordinator will use their reasonable endeavours to ensure that the Travel Plan is successful. Finally, the Travel Plan Coordinator maintains responsibility for distributing information and promoting the Travel Plan.

6.7 A table summarising how the Travel Plan will be delivered with actions, timescales and who is responsible can be found below:

Action	Timescales	Who is responsible
Appoint a Travel Plan Coordinator (TPC)	3 months prior to first occupation of development. In post for when site is first marketed.	The Developer
Produce Welcome Pack	Prior to first occupation	Travel Plan Coordinator
Include Welcome Pack within sale particulars for each plot	On occupation	The Developer
Travel Plan Information	Included within sales / marketing suites and included on marketing websites. Regular newsletter to residents providing update.	Travel Plan Coordinator/ The Developer
Undertake baseline residents questionnaire	Surveys supplied on occupation and collate results on occupation of 30% of the total dwellings to be constructed. Provide results to Barmsley Council.	Travel Plan Coordinator
Annual residents questionnaire	Annually following 30% occupation of dwellings and first year base line survey	Travel Plan Coordinator
Supply results of questionnaire to LPA	Within 3 months of undertaking the questionnaires	Travel Plan Coordinator
Review Travel Plan	Annually	Travel Plan Coordinator/ Local Authority

7 Summary

- 7.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and their visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 7.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 7.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 7.4 Keepmoat Homes Ltd is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 7.5 This Travel Plan will be further developed in conjunction with Barnsley Council once the development is operational and specific travel needs are identified.

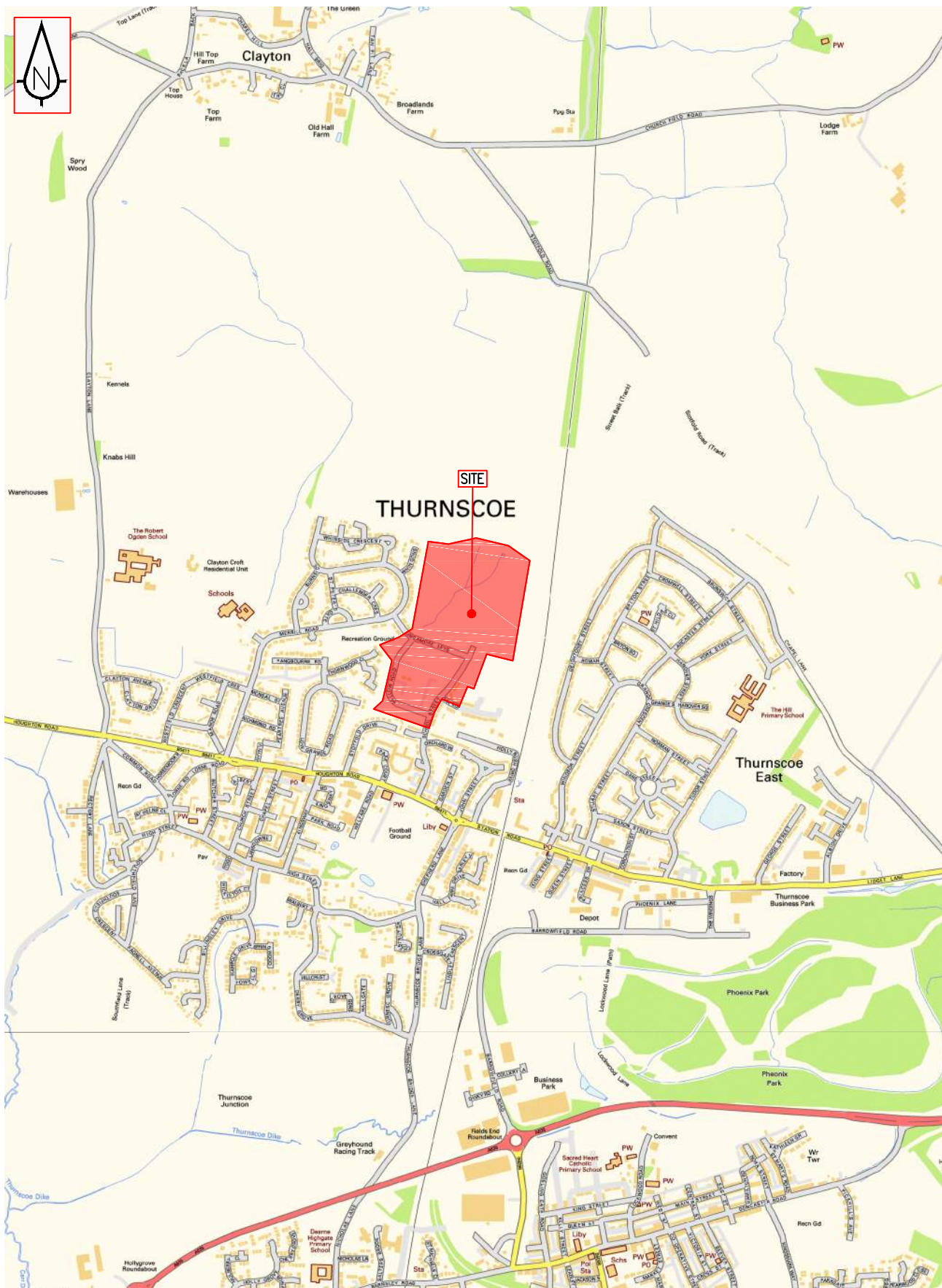
APPENDIX A

Figure 1 – Site Location Plan

Figure 2 – Indicative Walking Distance 800m & 2000m

Figure 3 – Indicative Cycling Distance 5km

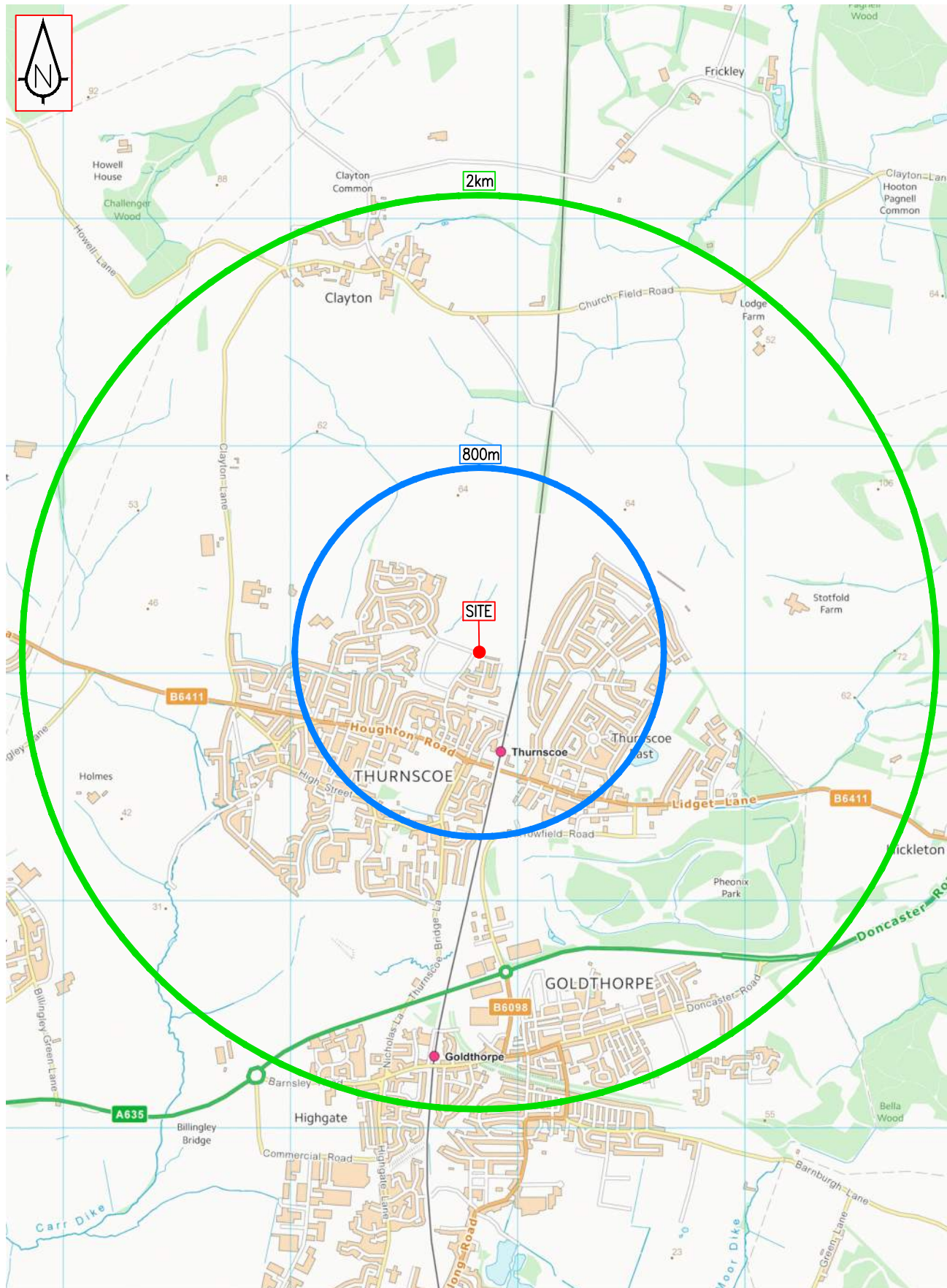
Figure 4 – Public Transport Information

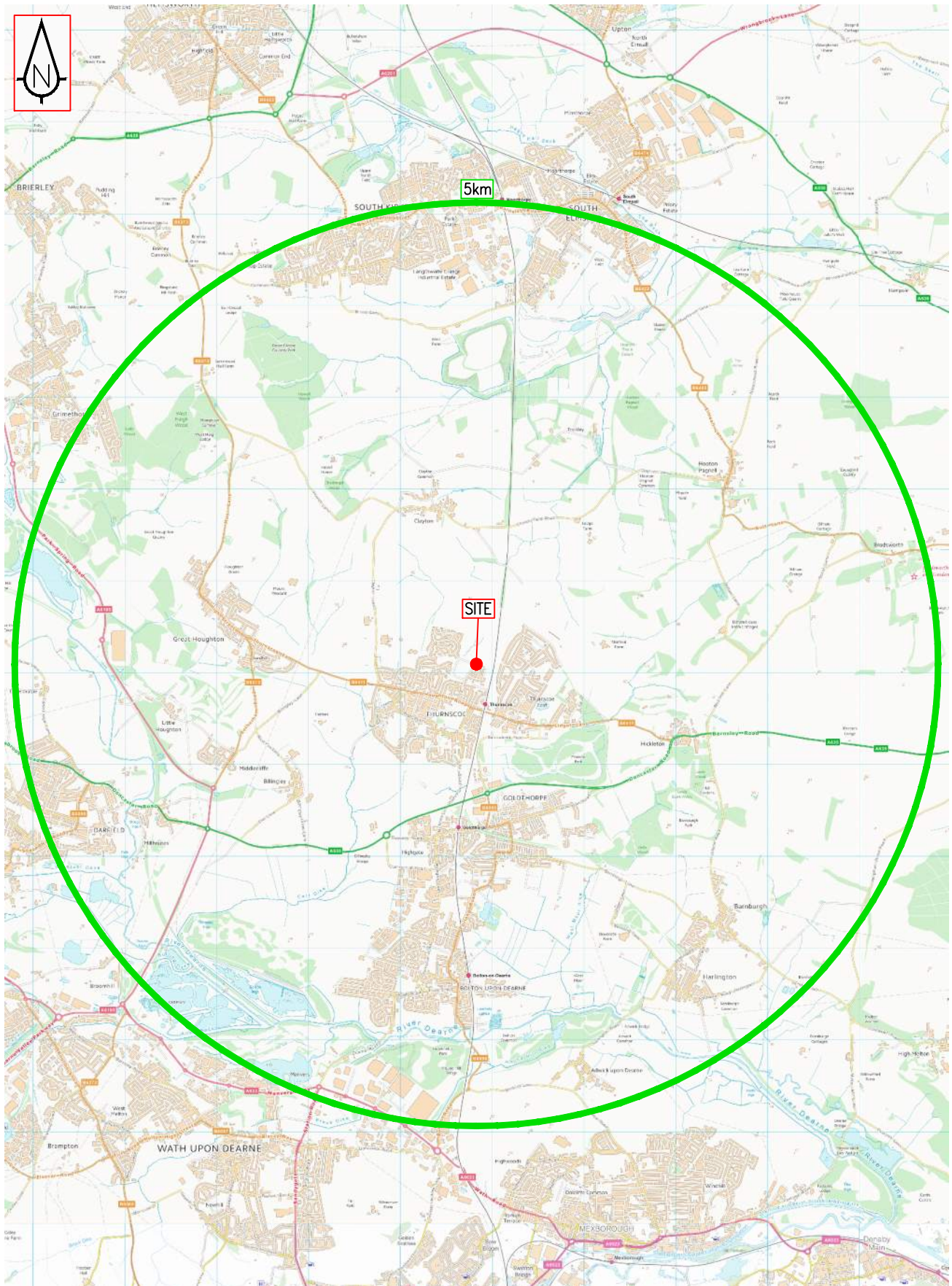


Site Location Plan

Proposed Residential Development
School Street, Thurnscoe

Drawn CC	Scale NTS	 ISO 9001 REGISTERED FIRM
Checked MD	Date July 2017	
Approved MD	Drawing Number Figure 1	Size A4







THURNSCOE



APPENDIX B

Welcome Pack

Sustainable Travel Information Welcome Pack

School Street, Thurnscoe

All residents of the development are encouraged to use sustainable modes of travel to and from the development. This document has been produced to inform all residents about local facilities and travel options available surrounding the site.

We can all see the effects of the way we travel on our environment, our health and our quality of life. Increases in road traffic have produced unsustainable levels of congestion and pollution. Sustainable travel can reduce congestion, improve local environments and encourage healthier and safer lifestyles. By promoting walking, cycling, public transport and responsible car use this Welcome Pack has been prepared to encourage the use of Sustainable Travel to and from the development

Walking facilities

There are safe pedestrian routes within the vicinity of the site. Footways are provided on all roads surrounding the site which are surfaced and lit. A free on line walking journey planner is available at www.walkit.com

Travel to School

Many of the local schools have prepared their own Travel Plan in association with Doncaster Council. These Travel Plans promote sustainable travel to the school in order to reduce the number of vehicles in the vicinity of the premises at the start and end of each school day. By minimising the number of vehicles the schools are helping to reduce air pollution and increase road safety for pupils.

The following web link provides useful information if school age children form part of your household.

www.generationm.co.uk/your-school/schoolfinder

As part of the Travel Plan Survey each household has been asked to complete we have requested a contact e-mail address so that we can keep you updated on such events to make sure your children do not miss out. We have asked for an e-mail contact to further limit the impact of the development on the environment by minimising the paper ordinarily used is posting newsletters etc out to each household.

Cycle facilities

Cycling is a healthy and sustainable mode of travel, information on cycling and cycle training is available from www.sustrans.org.uk and cycle mapping covering the Barnsley area is available at <https://www.barnsley.gov.uk/services/roads-travel-and-parking/traffic-lights-road-signs-and-markings/cycle-lanes-and-routes/>.

Further information for cyclists is included within the residents Welcome Pack. The nearest outlets selling cycles and accessories are detailed below:-

- Dons Cycles, 15B Barnsley Road, South Elmsall, Pontefract WF9 2QW, (Tel – 01977 642593) Approximately 6.5km south east of the site.
- Geared Up Cycles, 23 Barnsley Road, Wombwell, Barnsley S73 8HT, (Tel – 01226 756281, www.gearedupcycles.co.uk)
- Halfords, Brampton, Cortonwood, Barnsley, S73 0TB, (Tel – 01226 344010, www.halfords.com)

Further information on cycling can be found at the following websites:-

<https://www.barnsley.gov.uk/services/parks-and-open-spaces/walking-and-cycling-in-barnsley/>

Cycle journey planning is available at <https://www.cyclestreets.net/journey/>

Bus facilities

Bus stops can be found within the vicinity of the development. The available stops are identified on the Local Facilities Plan enclosed within the Welcome Pack and summarised below:

Location: Lingamore Leys Willow Road Reference: 37051091 Distance to stop: Approximately 150m from the centre of the site Direction of Travel: Buses travelling westbound Facilities: Lighting pole with flag and timetable information Bus services: 219, 407	Location: Lingamore Leys Willow Road Reference: 37055288 Distance to stop: Approximately 150m from the centre of the site Direction of Travel: Buses travelling eastbound Facilities: Pole with flag and timetable information Bus services: 219, 226, 407
Location: School Street Oak Road Reference: 37056121 Distance to stop: Approximately 150m from the centre of the site Direction of Travel: Buses travelling northbound Facilities: Unmarked Bus services: 219, 226	Location: Houghton Road Shepherd Lane Reference: 37050355 Distance to stop: Approximately 570m from the centre of the site Direction of Travel: Buses travelling eastbound Facilities: Pole with flag and timetable information Bus services: 216, 219, 219a, 226, 407, 449, 668
Location: Houghton Road Garden Street Reference: 37055038 Distance to stop: Approximately 570m from the centre of the site Direction of Travel: Buses travelling westbound Facilities: Shelter with seating and timetable information Bus services: 216, 219, 219a, 226, 407, 449, 665	

Bus timetable information can be found at <http://www.travelsouthyorkshire.com/> and a Journey Planner can be found at www.traveline.org.uk.

School bus information can be found at www.generationm.co.uk/your-school/schoolfinder

Residents are also encouraged to utilise the NextBus service which provides real time information on bus services throughout the day. Information can be found at www.nextbuses.mobi/

Coach Information can be found at www.nationalexpress.com and Megabus at www.megabus.com.

Rail facilities

The nearest station to the site is Thurnscoe Train Station, which is located approximately 525m south east of the site and is described below.

The station is managed by Northern and is accessible by foot and cycle. Facilities at the station include CCTV monitored cycle stands with parking provision for 8 cycles, a 60 space car park and ramps for train access. The station provides a regular service between Sheffield and Leeds

Car Sharing

Residents are encouraged to car share. Details of car sharing schemes can be found at <https://liftshare.com/uk>

General Travel Plan Information

Residents are invited to complete a Residents Travel Questionnaire to assist in assessing the modes of travel to work and school.

The School Street Travel Plan will be reviewed annually and again residents will be invited to participate. The results of the survey along with details of any specific initiatives and the targets for modal shift will be contained within the School Street Travel Plan.

The Welcome Pack contains a number of leaflets on various sustainable travel modes including bus and rail timetables, cycle routes, car sharing and walking and cycling to work.

Travel Plan Coordinator

For further information please contact the Travel Plan Coordinator, _____, at _____ or by telephone on _____.

It would be most helpful if an e-mail contact could be provided for your household as this would reduce the use of paper in issuing newsletters etc which will be prepared to keep all residents up to date on events, initiatives etc that take place on a regular basis.

If you wish to receive any of this information in electronic format please contact the Travel Plan Coordinator.

APPENDIX C

Travel Survey



Draft Residential Travel Plan Survey School Street, Thurnscoe

Sanderson Associates (Consulting Engineers) Ltd have been appointed to prepare a Travel Plan for the School Street, Thurnscoe development.

A Travel Plan is a series of measures designed to encourage the use of sustainable travel modes such as walking, cycling and public passenger transport. By reducing the level of private vehicle travel, particularly in peak times, these measures can reduce road congestion, improve health and wellbeing and assist in reducing the environmental impact of road traffic.

Once the Travel Plan has been prepared and approved by the Local Planning Authority the measures contained in it will be provided to residents of the development to improve their awareness of alternative travel arrangements, personal travel planning, the availability of local facilities and the health benefits that can arise from walking and cycling.

In order to do this we need to collect data of the travel arrangements for each member of every household in order to identify what level of sustainable travel takes place and if this can be improved. Please answer the questions which are appropriate to each member of your household using the person number system set out in Question 2 below. You can be assured that none of the information provided will be passed to third parties; it will simply be used for analysis and future marketing and promotion of the Travel Plan for this development.

Question 1: Please give your house number and road name/postcode

House Number..... Road Name/Postcode

Question 2: Please give details of the people in your household.

	Gender	Age	Do You Work?	Are You Retired?	In Education?
Person 1	M / F	-----	Y/N	Y/N	Y/N
Person 2	M / F	-----	Y/N	Y/N	Y/N
Person 3	M / F	-----	Y/N	Y/N	Y/N
Person 4	M / F	-----	Y/N	Y/N	Y/N
Person 5	M / F	-----	Y/N	Y/N	Y/N

Question 3: Where are the normal places of work for those members of your household who currently work? Please provide company name or place of work and postcode or location in the appropriate space below. Please state if any member of your household works from home on a regular basis.

Person 1

Person 2

Person 3

Person 4

Person 5

Question 4 – For the members of your household currently working please provide details of their employment. (Please tick all that apply to each person).

	Person 1	Person 2	Person 3	Person 4	Person 5
Full Time (more than 30 hours a week)	☐	☐	☐	☐	☐
Part time (less than 30 hours a week)	☐	☐	☐	☐	☐
Day time shifts (e.g. between 6am and 8pm)	☐	☐	☐	☐	☐
Night time shifts (e.g. between 8pm and 6am)	☐	☐	☐	☐	☐

Question 5 - How do you travel between your home and your place of work? (Please tick one box only under each heading. If your normal journey involves using two modes please put the main one first.)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car/Van (single person)	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as driver	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as passenger	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Public Transport	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Park and Ride	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Question 6 - How do you travel if your first choice is not available? (Please tick one box only under each heading. If your normal journey involves using two modes please put the main one first.)

	Person 1	Person 2	Person 3	Person 4	Person 5
	To/From	To/From	To/From	To/From	To/From
Car/Van (single person)	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as driver	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Car share as passenger	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Public Transport	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Cycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Walk	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Park and Ride	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Taxi	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Motorcycle	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐
Other	☐ ☐	☐ ☐	☐ ☐	☐ ☐	☐ ☐

Car share involves matching people who live close to one another and who would be willing to share a car for the various journeys they undertake. Car sharing need not be every day, but can be arranged when it is convenient to car sharers.

Question 7 – Would you be interested in joining a Car Share scheme? If you are undecided and would like more information please tick the “undecided” box.

(Please tick one only)	Person 1	Person 2	Person 3	Person 4	Person 5
Yes	☐	☐	☐	☐	☐
No	☐	☐	☐	☐	☐
Undecided	☐	☐	☐	☐	☐

Question 8 - If you would consider joining a car share scheme which option would you prefer?

(Please tick one only)	Person 1	Person 2	Person 3	Person 4	Person 5
As driver only	☐	☐	☐	☐	☐
As a passenger only	☐	☐	☐	☐	☐
As driver or passenger	☐	☐	☐	☐	☐

Question 9 - Do any members of your family currently go to school? Yes / No

Please indicate which school each family member attends.

	Child 1	Child 2	Child 3	Child 4
Gooseacre Primary Academy School	☐	☐	☐	☐
The Hill Primary Academy	☐	☐	☐	☐
Highgate Primary Academy	☐	☐	☐	☐
Sacred Heart Roman Catholic Primary School	☐	☐	☐	☐
Dearne Goldthorpe Primary School	☐	☐	☐	☐
The Robert Ogden Special School	☐	☐	☐	☐
Other: _____	☐	☐	☐	☐

Question 10 - How does each child travel to and from school? Please tick one per child. If their normal journey involves using two modes please indicate the main one.

	Child 1	Child 2	Child 3	Child 4
Car with parent	☐	☐	☐	☐
Car with Other	☐	☐	☐	☐
Public Transport	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Cycle	☐	☐	☐	☐
Taxi	☐	☐	☐	☐
Other	☐	☐	☐	☐

Please provide a contact e-mail address for your household so that we are able to keep you updated on sustainable travel issues, events, changes to bus services etc. Please be assured that this e-mail address will not be used for any other purpose and will not be passed to any third parties.

.....

If you wish to make any comments on this questionnaire or any aspect of sustainable travel please do so in the space below.

.....
.....
.....
.....
.....
.....

Thank you very much for completing this survey

Please return your completed questionnaire to the Travel Plan Coordinator using the pre-paid envelope included within the Travel Information Pack issued to your household. Should you require any assistance in completing this questionnaire please contact the Travel Plan Coordinator on _____ or at _____