

Persimmon Homes
Land North of Keresforth Road, Dodworth

Residential Travel Plan

10 April 2018
Version 1.0
Issue





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1 Introduction

Fore Consulting Limited (Fore) has been commissioned by Persimmon Homes to prepare a Residential Travel Plan to accompany a planning application at Keresforth Hall Farm, Dodworth.

1.1 The Proposed Development

The site is an area of 10.4 ha in total, located approximately 2.2km southwest of Barnsley town centre. The proposal is to develop the site to provide a maximum of 146 dwellings. The site is to be accessed from Bark Meadows.

The development proposals are shown in Appendix A.

1.2 Purpose of this Document

This document communicates the Travel Plan for the development. A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the development users about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of building users and reporting on this in order to identify room for improvement.

This Travel Plan is aimed at residents before they move to the development, and will continue to be implemented when the homes are occupied.

1.3 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Chapter sets out the actions required to ensure the Residential Travel Plan is managed appropriately. The actions are summarised in Table 3.

2.1 Lifespan

The Residential Travel Plan will continue as a formal process for 3 years after first occupation, after which the responsibility for monitoring and reporting will cease.

2.2 Objective

The objective of the Residential Travel Plan is to ensure that all residents can choose from a range of options for travelling by non-car modes. This will be achieved through communicating the Travel Plan to residents and by providing the measures to help make sustainable travel practical and attractive.

2.3 Residential Travel Plan Coordinator Role

The key role in delivering the Residential Travel Plan is the Residential Travel Plan Coordinator. This is likely to be fulfilled by a transport consultant, with help from Persimmon Homes marketing, sales, branding and planning personnel.

The Residential Travel Plan Coordinator will have the following responsibilities:

- Delivering the actions in Table 3 and measures in Table 4 which have “RTPC” in the responsibility column, including communicating the Residential Travel Plan and travel options to the development.
- Being a point of contact for residents at the development to discuss travel options.
- Liaising with Barnsley Metropolitan Borough Council (BMBC) to discuss the Residential Travel Plan, including the results of monitoring via the submission of Monitoring Reports.

The contact details of the Residential Travel Plan Coordinator will be provided to BMBC at least one month prior to the marketing suite being opened for visits. If a new Residential Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

2.4 Funding

The Residential Travel Plan will be funded by Persimmon Homes, which will cover the Residential Travel Plan Coordinator role, all the measures, as well as the cost of the monitoring and reporting.

2.5 Liaison with BMBC

The content of this Residential Travel Plan will be agreed with BMBC as part of the planning process. Thereafter the Residential Travel Plan Coordinator will communicate with the Travel Plan Officer at BMBC to discuss the findings of monitoring and reporting, and to agree future targets/measures.

2.6 Targets

Initially a target will be set for the maximum percentage of residents travelling alone by car. Initially this will be based on the mode share presented in the accompanying Transport Assessment, as shown in Table 1.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share (% of journeys by mode)
Train	2.5%
Bus, minibus or coach	3.5%
Taxi	0.4%
Motorcycle, scooter or moped	0.5%
Driving a car or van	79.9%
Passenger in a car or van	7.1%
Bicycle	1.1%
On foot	4.9%
Total	100%

The target will be reviewed and may be revised following the findings of the first surveys (see Section 2.7). This will be agreed with BMBC through the Monitoring Report process.

2.7 Monitoring

On the first anniversary of the development being occupied residents will be emailed with a link to an online travel survey to discover how they are travelling. This is also an opportunity to communicate the Residential Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking, for example. A prize will be available for one respondent.

The first survey period will be one year after occupation of the development. This will be repeated annually at the end of Year 2 and Year 3 of occupation.

2.8 Reporting

Within two months of the surveys the Residential Travel Plan Coordinator will prepare a Monitoring Report which will contain the following:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Residential Travel Plan
- Proposals for future measures

This will be submitted to BMBC for discussion and agreement.

3 Travel to Keresforth Hall Farm

This Chapter outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes. The site location is shown on Figure 1. The site will be accessed from Bark Meadows.

3.1 Walking

3.1.1 Walking Catchment

Figure 3 shows 500m, 1.0km and 2.0km walking catchments¹, equating to walking times of approximately 7, 13 and 26 minutes. As can be seen, a range of amenities (such as convenience retail, leisure and a primary school) are within convenient walking distance. Dodworth Railway station is also a 20 minute walk.

Bus stops and rail stations also lie in these catchments, as discussed later in this Chapter.

3.1.2 Pedestrian Facilities

All roads which provide key walking routes within the vicinity of the site have footways with street lighting. Road crossings are generally provided by means of uncontrolled crossing points located at points on the local highway network where there is an adjacent footway.

3.2 Cycling

3.2.1 Cycle Catchment

Figure 4 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study², showing that residents can cycle to work in Barnsley town centre and the wider metropolitan district from the development. Dodworth Railway Station is a 7 minute cycle and the centre of Barnsley is a 13 minute cycle from the development.

¹ The Chartered Institution of Highways & Transportation's (CIHT's) 'Guidelines for Providing for Journeys on Foot' (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

² Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

3.2.2 Cycle Routes and Infrastructure

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

BMDC's online cycle map³ shows cycle routes and facilities for Barnsley Metropolitan District, including in the vicinity of the development.

Whilst there is not any dedicated cycling infrastructure in Dodworth, there are some cycle routes through the centre of Barnsley, including an on-road cycle route on the A628 Pontefract Road.

The following other long distance cycle routes exist in the vicinity of the site and are marked on Figure 4:

- National Cycle Route 62 passes approximately 1.4km to the south of the site, a 6-minute cycle. Locally the route provides is off-road and forms a connection between Wombell and Oxspring via Worsbrough, Dodworth and Silkstone Common. The wider route connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long distance path running from coast to coast across northern England.
- National Cycle Route 67 passes 6.7km to the northeast of the site. The route runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. Locally the route connects with National Cycle Route 62 north of Wombwell before continuing northwards towards the eastern suburbs of Barnsley

3.2.3 BMBC Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' rides for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>
- Bike Libraries, provided by Cycle Yorkshire, allow users to borrow bikes to partake in a range of activities to promote health living. Activities include: maintenance

³ <https://www.barnsley.gov.uk/services/parks-and-open-spaces/walking-and-cycling-in-barnsley/>

courses, basic bike skills and just a ride with family and friends. More information can be found at <http://bikelibraries.yorkshire.com>

3.3 Public Transport

Public transport journeys can be planned at <http://tsy.yorkshiretravel.net/lts/#/travelInfo>

3.3.1 Bus

The nearest bus stops are on Keresforth Road approximately 550m walking distance (6 minutes) from the site access. The bus stops are accessible via continuous footway on Wareham Grove, South Road and the B6449 Barnsley Road and provide access to the Number 21A and 22 bus services. More services can be accessed from stops on Barnsley Road and from Keresforth Hill Road/Gilroyd Lane. Both of these are a 12 minute walk from the development. Table 2 sets details of the bus service from these stops.

Table 2: Bus Services

Bus Stop	No.	Operator	Destinations Served	Daytime frequency per hour (each way)	
				Mon-Sat.	Sunday
Keresforth Road	21a	Stagecoach	Barnsley - Crow Edge (Barnsley - Millhouse Green on Saturday)	1 (evening)	1
	22	Stagecoach	Barnsley - Gilroyd	2	0
Barnsley Road	20	Stagecoach	Barnsley - Cubley	1	0
	21	Stagecoach	Barnsley - Crow Edge (Barnsley - Millhouse Green on Saturday)	1 (daytime)	0
Keresforth Hill Road/Gilroyd Lane	23a	Yorkshire Tiger	Barnsley - Deepcar	1 towards Barnsley in AM peak. 2 from Barnsley in PM peak.	0
	24	Yorkshire Tiger	Barnsley - Ingbirchworth	Every 2 hours (daytime)	0
	24a	TM Travel	Barnsley - Penistone	2 services each evening	Every 2 hours
Services per hour				At least 4	1-2

Valid on 10 April 2018

As can be seen, the bus service in the vicinity of the development will offer residents a sustainable travel option.

3.3.2 Train

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

Dodworth Station is the nearest railway station, located approximately 1.3km west of the site (direct measurement). The station is a 20 minute walk, a 7 minute cycle and 17 minute bus journey from the site on the 22 bus from Keresforth Road.

The station is situated on the Penistone Line between Huddersfield and Sheffield. Services towards Huddersfield and Sheffield run hourly Monday to Saturday, with a reduced service operating on a Sunday. Trains connect with Huddersfield (approximately 50 minutes), Barnsley (approximately 7 minutes) and Sheffield (approximately 40 minutes).

4 The Development

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. These are all summarised in Table 4.

4.1 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. To make sure that residents know there is a Residential Travel Plan which aims to promote and facilitate sustainable transport choice, the Residential Travel Plan Coordinator will need to actively communicate with residents, as below.

Measures to Communicate the Residential Travel Plan

- Prospective residents - Travel information will be available in the marketing suite (printed) and on the website for the development, and will emphasise the options to travel without a car.
- Confirmed Residents - As residents move to the proposed development they will receive an email or leaflet to explain the options for travelling (Travel Plan Welcome Information). This could take the form of a PDF leaflet and/or a link to a specific Residential Travel Plan website.
- On going communication with residents will take place during the survey period each year.

4.2 Walking

Internal footways can be seen on the development proposals at Appendix A. Pedestrians will access the development using footways to be provided along the vehicle entrance from Bark Meadows.

Measures to Encourage and Promote Walking

- On-site and off-site pedestrian routes will be built as part of the proposed development to increase permeability and minimise walking distances to bus stops and local amenities.
- A map showing pedestrian routes connecting the site to the local bus stops and local amenities will be prepared and included in the wider Residential Travel Plan communication.
- Emphasising the health benefits of walking may encourage more people to walk to the site. This will be communicated in the wider Residential Travel Plan communication.

4.3 Cycling

As mentioned in Chapter 3 there are good options for accessing the site and the wider area by cycling. A range of destinations including, Dodworth Railway Station, Barnsley town centre and other retail, health and education facilities can be reached by cycling.

Measures to Encourage and Promote Cycling

- A map showing local cycle routes and facilities will be included in the wider Residential Travel Plan communication.
- Provide information regarding cycle training courses, local and regional cycle groups in the wider Residential Travel Plan communication.

4.4 Arrival by Bus or Train

As stated in Chapter 3 there are good options for arriving to the development by public transport, with a rail station within reasonable walking/cycling distance, and three bus stop locations with a good level of service.

Measures to Encourage and Promote Public Transport Use

- Bus and rail timetable information, route maps and ticketing options will be included in the wider Residential Travel Plan communication.

4.5 Arrival by Car

Each home will have either 1 or 2 parking spaces, depending on the house type. Visitors will use the parking spaces provided for residents.

Vehicular access is to be provided from Bark Meadows.

Measures to Manage Car Use

- The options for making journeys by modes other than driving alone will be promoted through wider Residential Travel Plan communication.
- Information on local and national car share schemes to be included within the Residential Travel Plan communication.

4.6 Deliveries and Servicing

All refuse collections and deliveries will be undertaken within the internal layout of the site. All vehicular access will be taken from the Bark Meadows.

5 Summary of Residential Travel Plan Actions and Measures

Table 3 summarises the actions required to deliver the Travel Plan.

Table 3: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint a RTPC	Persimmon Homes	In time for marketing the development.
B	Deliver Residential Travel Plan Measure as per Table 4	As per Table 4.	As per Table 4.
C	Carry out travel surveys	RTPC	12 months after first occupation. Annually for lifespan of RTP.
D	Agree Residential Travel Plan targets with BMBC following surveys	RTPC	Following completion of first survey. Update annually.
E	Prepare Monitoring Report and submit to BMBC	RTPC	Each Year within 2 months of end of survey period.

*RTPC: Residential Travel Plan Coordinator

Table 4 gives a summary of the Residential Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes. The measures only apply for the lifetime of the Residential Travel Plan, which is 5 years.

Table 4: Residential Travel Plan Measures Summary Table

	Measure	To Support	Responsibility	Implementation
1	RTPC to be available to provide transport advice to residents (contact details will be included in Residential Travel Plan promotion).	Sustainable travel choice	Persimmon Homes	Ongoing.
2	Travel information provided to prospective and new residents. This will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables and ticketing information, useful resources, etc.	Sustainable travel choice	RTPC	To be included on Persimmon Homes website and in marketing suite before first occupation.
3	Residential Travel Plan information emailed/given to confirmed residents	Sustainable travel choice	RTPC	Included with new homeowner's welcome pack

	Measure	To Support	Responsibility	Implementation
4	Annual communication to highlight an aspect of sustainable travel	Sustainable travel choice	RTPC	Within 12 months of first occupation and annually thereafter
5	On-site and off-site pedestrian routes to be built to provide a pleasant environment to encourage walking and public transport use.	Sustainable travel choice	Persimmon Homes	Construction

Figures



Key:

 Site Location

Contains:

- Ordnance Survey data © Crown copyright and database right 2018

- Contains Google Maps data © Crown copyright and database right 2018

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Client:

Persimmon Homes Ltd

Project:

Land North of Keresforth Road, Dodworth

Figure Title:

Site Location

Scale:

Not to Scale

Figure Status:

Issue

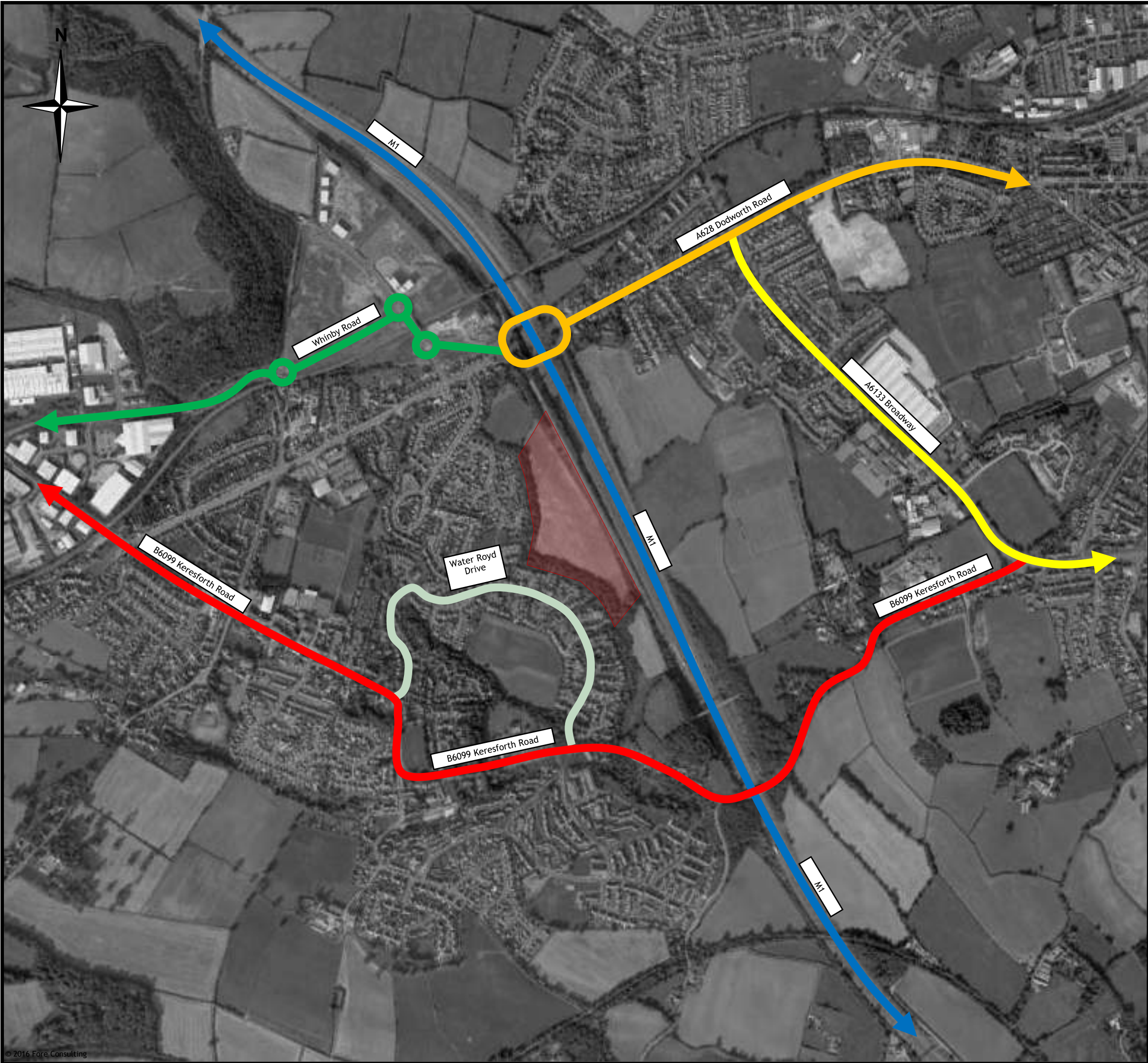
Job Number:

3143

Figure Number:

Figure 1

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Key:

Site Location

Local Links

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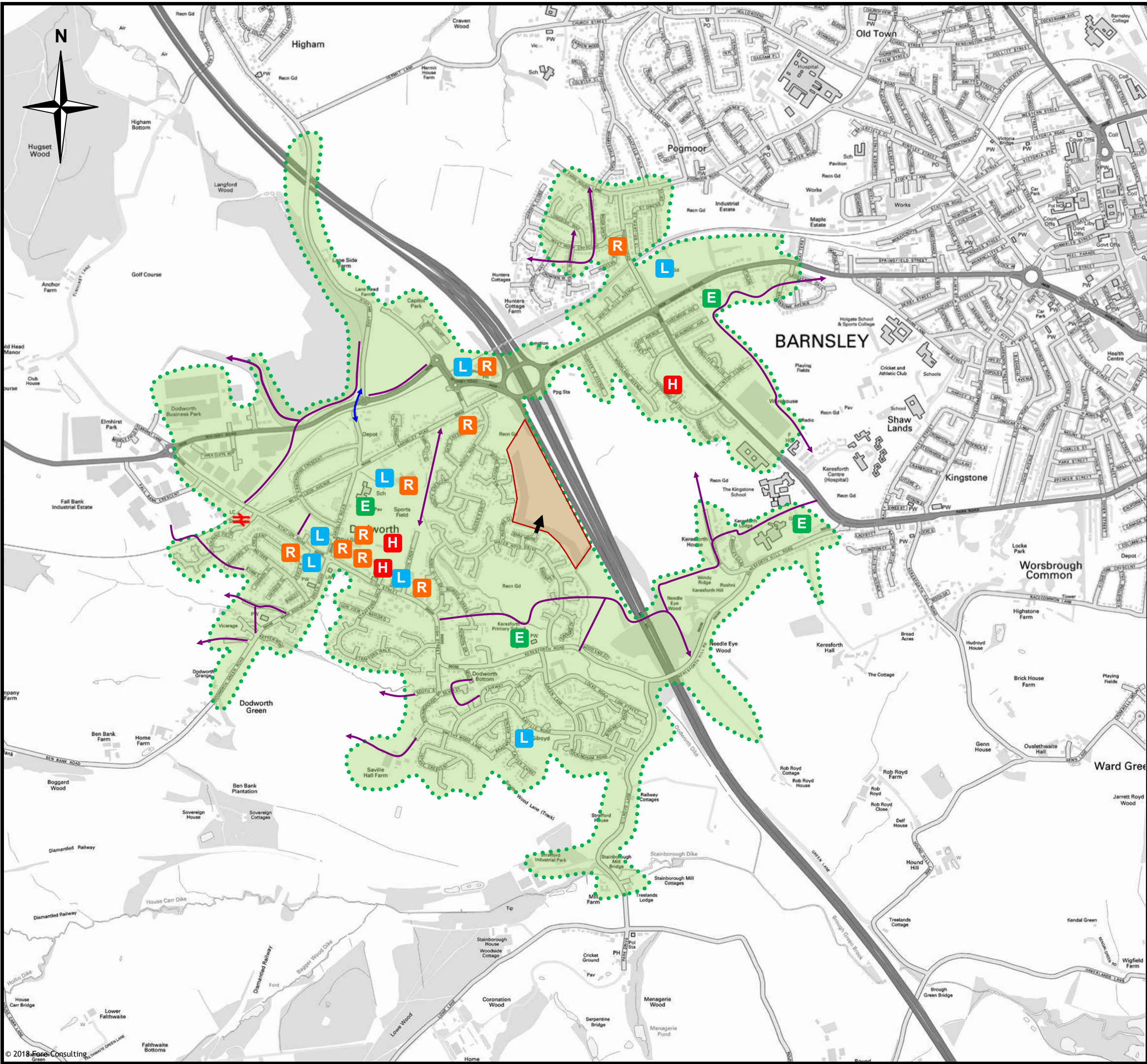
Figure Title:
Local Highway Network

Scale:
Not to Scale

Job Number:
3143

Figure Status:
Issue

Figure Number:
Figure 2



Key:

- Site Location
- Access
- 2.0km Walking Distance Isochrone
- Retail Site (eg shops and restaurants)
- Leisure Site (eg public houses and leisure centres)
- Healthcare Site (eg medical centres and pharmacies)
- Education Site (eg schools and colleges)
- Public Right of Way (Footpath)
- Public Right of Way (Bridleway)
- Railway Station

Note: Isochrone measured from indicative central point of site.

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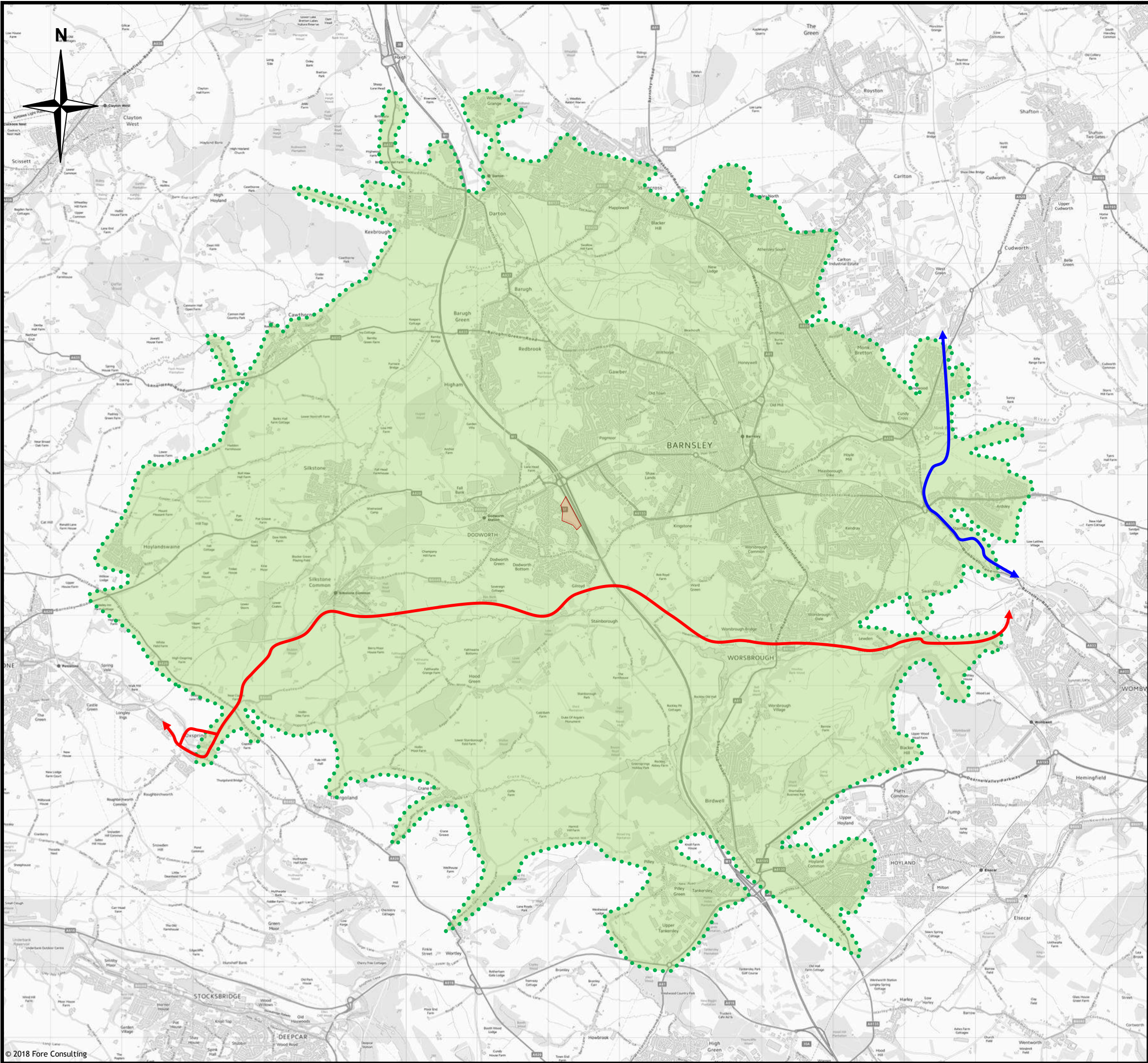
Figure Title:
Pedestrian Catchment and Local Amenities

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3143

Figure Number:
Figure 3



Key:

Site Location

8km Cycling Distance Isochrone

Note: Isochrone measured from indicative points of site access.

National Cycle Route 67

National Cycle Route 62

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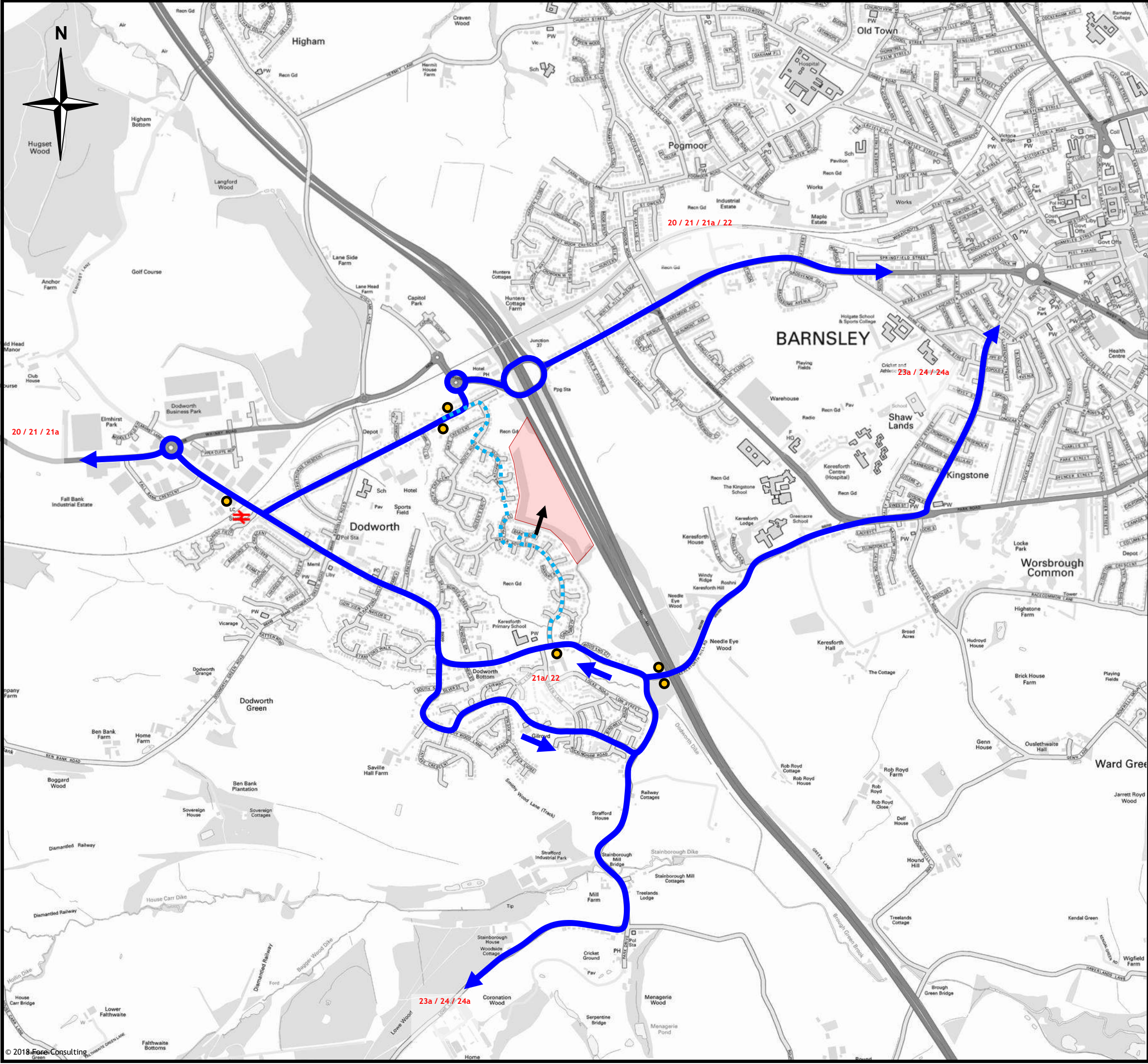
Figure Title:
Cycle Catchment

Scale:
Not to Scale

Job Number:
3143

Figure Status:
Issue

Figure Number:
Figure 4



Key:

- Site Location
- Bus Route
- Bus Stop
- Route Number
- Walking route to bus stop
- Railway Station

Bus Services

- 20: Barnsley–Cubley
- 21: Barnsley–Crow Edge/Millhouse Green
- 21a: Barnsley–Crow Edge/Millhouse Green
- 22: Barnsley–Gilroyd
- 23a: Barnsley–Deepcar
- 24: Barnsley–Ingbirchworth
- 24a: Barnsley–Penistone

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Client:
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Project:
Land North of Keresforth Road, Dodworth

Figure Title:
Public Transport Network

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
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Figure Number:
Figure 5

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Appendix A

Architect's Proposals

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