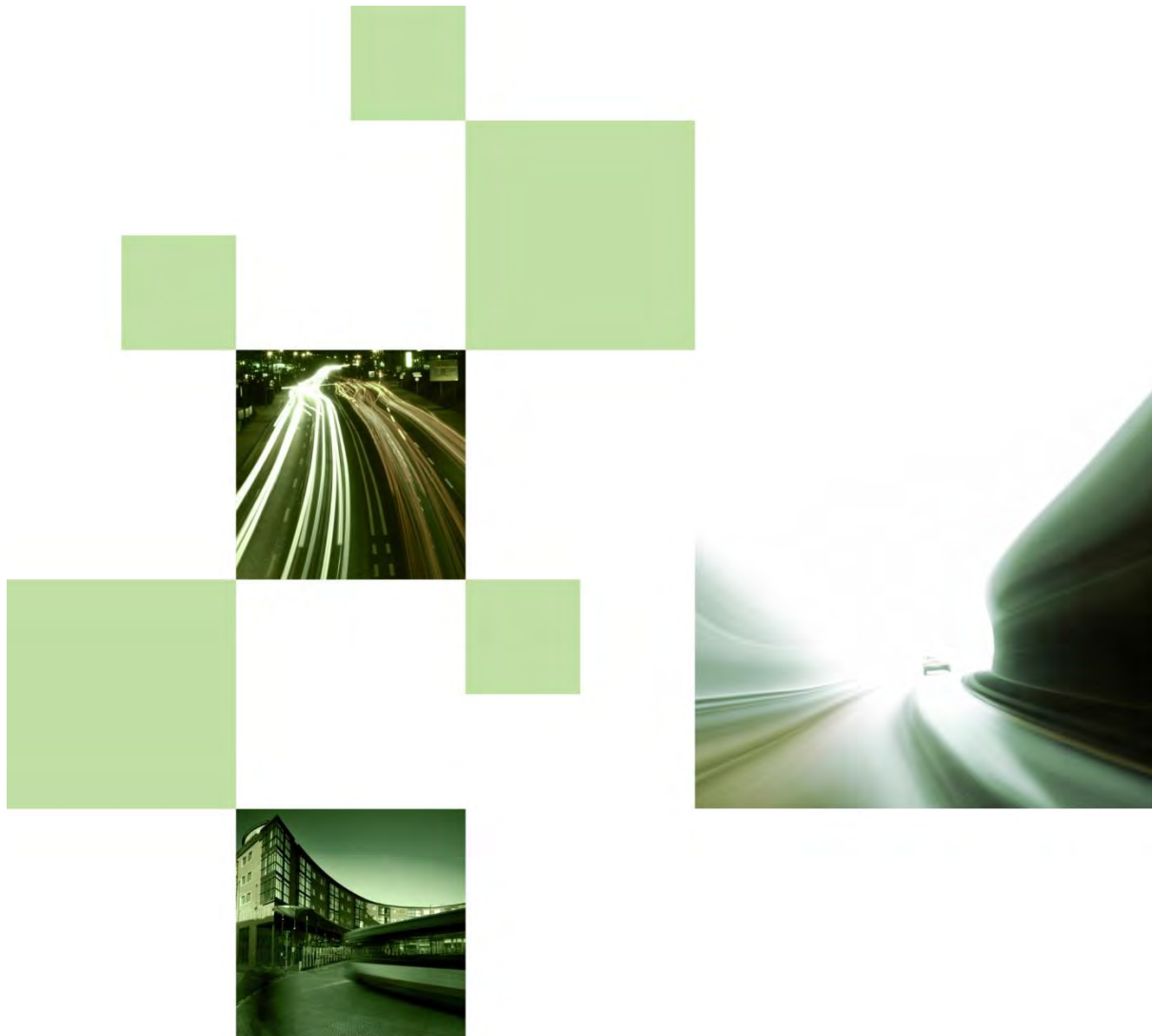


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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Residential Development, Former William Freeman Works, Mapplewell

Framework Travel Plan

December 2017

PROPOSED RESIDENTIAL DEVELOPMENT
FORMER WILLIAM FREEMAN WORKS
MAPPLEWELL
BARNSELY

NETHERTON BUILDING AND CONSTRUCTION LTD

FRAMEWORK TRAVEL PLAN

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1.0 INTRODUCTION

1.1 This Framework Travel Plan (FTP) forms part of an outline planning application by Netherton Building and Construction Ltd for a residential development on the site of the Former William Freeman Works site in Mapplewell, Barnsley. The location of the site in relation to the local highway network can be seen on the plan attached at **Appendix TP1**.

1.2 A Travel Plan is described as package of measures designed to manage access to a development in a way that reduces the impacts of vehicular transport on local roads and the environment, whilst promoting sustainable modes of travel to and from a development.

1.3 This FTP has been developed for the proposed residential development with the primary aim of minimising the number of single occupancy vehicle trips to the site.

Development Details

1.4 The illustrative Masterplan for the proposed development is included in **Appendix TP2**. The development proposal is for up to 82 dwellings accessed via a new right turn ghost island junction to east of Wakefield Road, Mapplewell.

1.5 The development will be designed to maximise permeability for pedestrians and cyclists. A separate pedestrian/cycle access will be provided to the south of the main site access into the site in order to maximise the accessibility for non-motorised users.

TP Objectives

1.6 The overall aim of the FTP is to influence the travel choice of residents to achieve a positive modal shift and reduce the impact the development has on the local network. In order to achieve this aim, the following objectives have been identified:

- To increase awareness of the advantages and potential for travel by environmentally friendly modes;
- To reduce the number of single occupancy car trips; and
- To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.

1.7 A Travel Plan is not a static document, it evolves over time and adapts to ensure it continues to reflect the needs of the development, any national or local guidance, on-site changes and best practice. As such it will be regularly reviewed and updated

with revised targets and additional measures to achieve these targets. Once this FTP has been approved and following occupation of the development, the FTP will be developed into a full Travel Plan.

2.0 RELEVANT TRANSPORT POLICIES

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

2.2 At paragraph 1.4 it is noted that:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread through both plan-making and decision-taking."

2.3 Section 4 of NPPF outlines the Government's planning policies for promoting sustainable transport. Paragraphs 29 to 30 note:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, Local Planning Authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

2.4 At paragraph 32 it is noted that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up on depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

2.5

At paragraphs 34 to 36 it is noted that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”

“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed where practical to

- accommodate the efficient delivery of good and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.”

“A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

“Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.”

2.6

This FTP adheres to the NPPF as it demonstrates that the site is well located in order to minimise the need for travel and the use of sustainable transport modes can be maximised.

Manual for Streets 2 (MfS2)

- 2.7 The Chartered Institution of Highways and Transportation (CIHT) publication 'Manual for Streets 2: Wider Application of the Principles' (MfS2) was published in September 2010 and forms a companion guide to "Manual for Streets" (MfS1). MfS2 fills the perceived gap in design guidance between MfS1 and Design Manual for Roads and Bridges (DMRB) and has been endorsed by the Department for Transport (DfT).
- 2.8 The "Status and Application" section of MfS2 advises that:
- "DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume."*
- 2.9 MfS2 paragraph 1.3.3 states that:
- "Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable."*
- 2.10 MfS2 paragraph 1.3.4 goes on to state:
- "The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1."*

Planning Practice Guidance

- 2.11 This guidance was released in March 2014 by the Department for Transport to bring together planning practice for England in an accessible and usable way.
- 2.12 It states that local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis.
- 2.13 The guidance stipulates that in order to determine whether a Transport Assessment or Statement will be needed for a proposed development, local planning authorities should take into account the following considerations:

- *The Transport Assessment and Statement policies (if any) of the Local Plan;*
- *The scale of the proposed Development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple Developments within a particular area; and*
- *Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times).*

South Yorkshire Local Transport Plan

2.14 Barnsley is covered by the third South Yorkshire's Local Transport Plan (SYLTP3) covering the period 2011-2026. The Plan objectives, set out with reference to the national shared priorities for transport agreed by the Department for Transport and the Local Government Association, are for the transport system to support the economic growth of the Sheffield City Region (SCR), enhance social inclusion and health, and reduce emissions from vehicles and to make transport increasingly safe and secure.

2.23 The issues to be tackled by SYLTP are delivering accessibility, tackling congestion, providing safer roads, better air quality and effective asset management. The LTP recognises that Travel Plans have a part to play in dealing with three of these five issues and this FTP will address these requirements.

Barnsley Local Development Framework (LDF) – Core Strategy

2.24 The Barnsley Core Strategy, adopted in September 2011 as part of the Council's Local Development Framework, sets out the key elements of the planning framework for Barnsley and surrounding areas, and the approach to its long term physical development up to the year 2026.

2.25 Outlined in the Core Strategy are various strategic objectives, the relevant ones being to:

- Improve access, movement and connectivity with sustainable travel through reducing the reliance on the private car and improving public transport links between settlements;

- Make efficient use of land and infrastructure through delivering planned growth and making the best use of existing and proposed infrastructure;
- Ensure all new development is sustainably designed and built to the highest standards.

3.0 ACCESSIBILITY

Development Location

- 3.1 The Former William Freeman Works is located to the east of the A61 Wakefield Road as shown on the site location plan attached at **Appendix TP1**. It is currently an area of derelict land, which used to be the site of the Former William Freeman Works.
- 3.2 The site has direct frontage onto A61 Wakefield Road, which is where vehicular access to the site is to be taken from. The site is bounded by the remainder of the former William Freeman Works site to the south, agricultural land to the east, residential properties to the north and Wakefield Road to the west.
- 3.3 Given the location of the development, it is well located for residents to adopt sustainable modes of transport such as walking and cycling in order to access local facilities. Within a walkable distance, facilities such as Athersley North Primary School, Roundhouse Medical Centre and Co-op Food. The site is also adjacent to the site of a proposed Lidl store, further increasing options for residents.

Pedestrian Accessibility

- 3.4 The Chartered Institution of Highways and Transportation (CIHT) publication “Planning for Walking” (March 2015) states that after driving, walking is the most common form of travel in Britain accounting for 22% of all journeys in 2012. Approximately 80% of journeys shorter than 1 mile (1.6 kilometres) are made wholly on foot. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 3.5 The earlier CIHT Publication “Guidelines for Providing for Journeys on Foot” (2000) suggests ‘acceptable’ walking distances for pedestrians without mobility impairment – for commuting/school journeys up to 500 metres is considered the desirable distance, up to 1,000 metres is an acceptable distance and 2,000 metres is the preferred maximum, whilst for other journeys the distances are 400 metres, 800 metres and 1,200 metres respectively.
- 3.6 Manual for Streets identifies that walkable neighbourhoods are typically characterised by having a range of facilities which are within ten minutes (up to around 800 metres) walking distance but that this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2.0 kilometres.

- 3.7 At present there is a footway on both sides of Wakefield Road providing access to the north and south of the development. Footways are provided on the majority of roads and streets on the local highway network, with crossing facilities provided at most junctions.
- 3.8 The walking accessibility plan included at **Appendix TP2** indicates that Athersley and Mapplewell are accessible within a two kilometre walking distance.
- 3.9 Athersley North Primary School is accessible within 1,000m of the proposed development site and is accessed via Wakefield Road, Newstead Road and Lindhurst Road.

Cycling

- 3.10 Cycling has clear potential to substitute for short car trips, particularly those up to 5km and to form part of a longer journey by public transport. The plan at **Appendix TP3** shows the 5.0 kilometre and 8.0 kilometre cycling catchment and it can be seen that areas including Barnsley and its suburbs, as well as the whole of Mapplewell and its amenities are within cycling distance of the site, providing employment opportunities for residents.
- 3.11 Darton train station is approximately 3.6km cycling distance from the site and Barnsley train station is approximately 4.4km cycling distance from the site and therefore both are within the 5 kilometre cycling catchment area.
- 3.12 There are existing on and off road cycle routes to the south east of the site providing facilities through the Wakefield Road/Laithes Lane traffic signal junction. There are further off road routes in close proximity, to the north and east of the site for recreational use, including the West Yorkshire Cycle Route and National Cycle Network Route Number 67 (Derby to York).

Public Transport

- 3.13 With regard to public transport provision at new developments, the CIHT publication “Guidelines for Public Transport in Developments” states:
- “The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”*
- 3.14 The CIHT document “Planning for Walking” (March 2015) reinforces this and states that 400 metres has traditionally been regarded as a cut off point for walking to bus stops.

- 3.15 The nearest bus stops to the site are located on both sides of Bar Lane to the south west of the site. The majority of the site is within 400 metres walking distance of these stops via Wakefield Road and Bar Lane. There are further bus stops located on Wakefield Road, south of the junction with Bar Lane, however these stops are served by the same bus services but are further to walk to.
- 3.16 The bus stop on Bar Lane is served by the number 1 and X10 bus services. The number 1 bus service provides a 10 minute service frequency between Staincross and Barnsley, Monday to Saturday and a 30 minute service frequency on Sundays. The X10 bus service provides an hourly bus service between Barnsley and Leeds City Centre. The public transport accessibility plans attached at **Appendix TP4** shows the locations which can be reached within a 60 minute public transport journey of the site. These include destinations such as Barnsley, Wakefield, Penistone and the outskirts of Rotherham.
- 3.17 The CIHT guidelines identify that there is a significant difference between rail and bus served developments in that people have been found to be willing to walk about twice as far to an office from a station as from a bus stop; up to at least 800m for rail, compared to about 400m for bus. It is assumed that this applies equally to residential development and the use by residents of rail services for travelling to work or for leisure purposes.
- 3.18 The nearest railway station to the development site is Darton Railway Station which is located on Station Road, some 3.6km walking distance from the site.

4.0 ROLE OF TRAVEL PLAN CO-ORDINATION AND BUDGET

4.1 It is widely recognised that a Travel Plan Co-ordinator (TPC) plays a key role in the success of any Travel Plan. The TPC will be responsible for the overall management and implementation of the FTP including the measures contained in this report, future monitoring and review. In line with good practice the TPC will be in place for a minimum of five years.

4.2 The TPC will be in place before the site is marketed so that travel information can be prepared and included in promotional literature to prospective residents. It is acknowledged that the TPC may change from when the site is initially marketed through to implementation of the TP and then during occupation. When the person undertaking the role changes, Barnsley Metropolitan Borough Council (BMBC) will be advised of the relevant changes and contact details.

4.3 The TPC will work closely with BMBC to ensure a partnership approach is adopted and the FTP accords with the requirements set out by the council.

Budget

4.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the FTP. The ongoing cost of providing a TPC will be funded by the developer.

Contact Details of the TPC

4.5 Bryan G Hall will act as TPC for the development until further notice. Contact details are as follows:

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Leeds LS3 1AB
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5.0 SURVEY DATA

- 5.1 One of the major indicators by which the success of this FTP will be measured is by modal split towards sustainable modes of transport. Baseline modal split proportions must first be identified before realistic targets can be set and used to measure a shift in travel patterns.
- 5.2 In the absence of any travel survey data for the development and in order to provide a preliminary assessment, the 2011 Census Data has been interrogated for the 'Method of Travel to Work' dataset, with all areas selected as a place of work and Barnsley 004 Middle Super Output Area (MSOA) selected as place of residence. Once a reasonable number of units are occupied (an appropriate number will be agreed with BMBC), travel surveys will be undertaken to provide an accurate assessment of existing travel patterns as described in Section 8.0.
- 5.3 The assumed modal split for travel from the development, based on the retrieved census data is summarised below in Table 5.1.

Table 5.1

2011 Census Data - Modal Split Summary

Mode of Travel	Number	Modal Split (%)
Train	54	2%
Bus	167	5%
Driving or Passenger (Car/Van)	2,892	84%
Bicycle	25	1%
On foot	273	8%
Total	3,411	100%

- 5.4 The results in Table 5.1 shows 84% of people who live in Barnsley 004 area travel to work by car, either as a driver (78%) or as a passenger (6%), while 8% of people regularly walk to work. Given the proposed pedestrian/cycle access and the

proximity of the site to nearby facilities, there is an opportunity to increase the mode split for walking and cycling.

- 5.5 The data set out in Table 5.1 is shown only for an indication of travel patterns for the area, and are not reflective of travel patterns for the development. The on-site data will be compiled within three months of meaningful occupation of the development. This data will then be used in combination with the census data to determine appropriate travel plan targets which will be agreed with BMBC.

6.0 OBJECTIVES AND TARGETS

Objectives

- 6.1 The objectives of this FTP as defined in paragraph 1.6 are to:
- To increase awareness of the advantages and potential for travel by environmentally friendly modes;
 - To reduce the number of single occupancy car trips; and
 - To encourage residents to adopt sustainable modes of travel for most their journey to and from the site.
- 6.2 With regard to the above objectives, the sustainable travel methods available to the development have been identified. The proposed improvements to pedestrian/cycle infrastructure provide scope for those living with the development to walk and cycle to local facilities. Access to public transport services is good, with the nearest bus stops located within 500m from the proposed site access, thus providing the opportunity for journeys for all purposes to take place by bus.
- 6.3 Following a review of census data for Barnsley 004 set out in Section 5.0, it is shown that the largest percentage of trips is those by car/van. Following the accessibility review, it is considered that there is scope to reduce this percentage. The use of sustainable modes of travel as a viable alternative will be promoted to all residents of the development through the measures outlined within Section 7.0 of this FTP.
- 6.4 This FTP will evolve as development progresses and form the basis for a full Travel Plan once travel surveys have been undertaken. The Travel Plan will be monitored and reviewed in relation to modal split patterns and any changes to the patterns over the implementation period of this FTP. Other indicators which will not be directly measured will be resident perception and their awareness of the environmental implications of travel mode choice which can be captured through resident feedback and the uptake of FTP measures.

Targets

- 6.5 As outlined previously, specific targets will be based on the initial travel surveys which will be undertaken within three months of meaningful occupation of the dwellings.
- 6.6 In the absence of any operational survey data, the retrieved census data has been used to determine preliminary targets. It is proposed to aim for a reduction in single

occupancy vehicle trips and a corresponding increase in public transport, walk and cycle trips. Table 6.1 below summarises the existing modal split levels and the target levels based on 5% percentage point reduction in single occupancy vehicle trips (84% to 79%) and a corresponding increase in public transport, walk and cycle trips.

Table 6.1
2011 Census Data - Modal Split Targets

Mode of Travel	Existing Split	Modal Split (%)
Train	2%	2%
Bus	5%	7%
Driving or Passenger (Car/Van)	84%	79%
Bicycle	1%	2%
On foot	8%	10%
Total	100%	100%

- 6.7 This FTP seeks to achieve these targets through the successful implementation of the identified TP measures. The targets will be reviewed following the initial and future travel surveys, and adjusted accordingly. Any changes to the identified targets will be made in consultation with BMBC.

7.0 TRAVEL PLAN MEASURES

- 7.1 The following measures have been selected to make sustainable modes of travel from the proposed residential development more attractive. By introducing a variety of TP measures residents can pick and choose the most appropriate for their circumstances. It is unlikely that a single measure will ever address the transport needs of all users, therefore having a range of measures will enable residents to choose the most appropriate.
- 7.2 As indicated previously, this FTP is not a static document, it will develop over time and as such the measures outlined below are not exhaustive. As the Travel Plan evolves it will incorporate changes on site, emerging best practice and introduce additional measures, as and when appropriate.

Measure 1 ***Site Specific Travel Guide***

A site specific travel guide will be prepared, agreed with BMBC and provided to all new residents. The Travel Guide would contain site specific travel information, details of local initiatives and infrastructure, and contact details of the TPC. A map would be prepared and included in the guide summarising where appropriate local walking, cycling routes and bus stops are, and highlighting routes to local facilities and schools.

By preparing this information in advance of residents moving to the development, this can be offered alongside other marketing material, thus bringing attention to the travel options for prospective residents from the outset.

Measure 2 ***Personalised Travel Planning***

In order to complement the residents travel guide a letter will be sent to all new residents within one month of occupation to offer each property personalised travel planning with the TPC - this could be face to face, on the telephone or via email. It is anticipated that one month post occupation residents will have had time to deal with any issues associated with moving house and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey

planning, for example identifying details of the available public transport services, and the local walking and cycle options.

Measure 3

Trial public transport ticket

Given the location of existing bus stops near to the site, trial public transport tickets will be offered via the residents travel guide. By providing a trial public transport ticket this can demonstrate how easy it can be to utilise public transport for work and leisure journeys for free.

Measure 4

Promote Walking and Cycling

All residents will be offered a pedometer or gold standard cycle D-Lock. These incentives will be advertised to residents through the travel guide and associated letter and through the personalised journey planning sessions.

Measure 5

Promote Car Sharing

The TPC will promote car sharing through the travel guide. The TPC will inform residents of the local web-based scheme 'Car Share South Yorkshire' at <https://liftshare.com/uk/community/southyorkshire> and the national scheme Lift Share at www.liftshare.org. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel.

Measure 6

Reducing the Need to Travel

The TPC will promote, through the travel guide, the advantages that internet use and home delivery services can provide in terms of reducing the number of trips to and from the development, particularly during peak periods on the local highway network.

8.0 MONITORING AND REVIEW

- 8.1 As outlined in section 1.0, following approval of this FTP, meaningful occupation of the development and collection of travel data, this FTP will be developed into a full Travel Plan.
- 8.2 An action plan has been produced to aid the implementation of the TP and is attached at **Appendix TP6**. The action plan summarises the measures outlined within this FTP, the timescales for implementing the measures and the responsible parties.
- 8.3 A programme of monitoring and review will be put in place for the Travel Plan. Residents will be encouraged to participate in an annual travel survey in order to monitor progress towards identified targets. The first survey will be undertaken three months following meaningful occupation of the site (an appropriate level of occupation will be agreed with BMBC) and subsequent surveys will be undertaken annually thereafter for a period of five years. A full travel survey will be conducted after one year and then every two years (i.e. years one, three and five). A snapshot travel survey will be conducted at years two and four, which will provide a more progressive review. The surveys will be designed and undertaken in coordination with BMBC.
- 8.4 Following completion of each annual travel survey, the Travel Plan will be reviewed by the TPC in conjunction with BMBC. In particular, the annual review will assess how effective the Travel Plan has been in relation to meeting the identified modal shift targets and the Travel Plan objectives. The results of the annual surveys will be shared with BMBC within three months of each survey being returned.
- 8.5 Whilst the primary objective of this FTP will be to achieve a reduction in dependence on private cars (particularly single occupancy journeys), a less direct objective will be to increase residents' awareness of the advantages and the potential for more environmentally friendly modes of travel.
- 8.6 Awareness is less easy to measure; one indicator will be the general response to the introduction of the FTP measures which can be monitored by feedback from residents as the strategy evolves. Information gathered through informal feedback will be recorded and used in subsequent reviews.



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