



# Hall Gardens, Brierley

## Residential Travel Plan

July 2021

Project number 1777C

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## Quality Management

|             | First Issue  | Revision 1 | Revision 2 | Revision 3 |
|-------------|--------------|------------|------------|------------|
| Remarks     |              |            |            |            |
| Date        | 12 July 2021 |            |            |            |
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## **1.0 Introduction**

- 1.1.1 Paragon Highways have been appointed to prepare this Residential Travel Plan in relation to a proposed residential development on land off Hall Gardens, Brierley in the district of Barnsley. Appendix A shows the site location in relation to the local and regional highway network.
- 1.1.2 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of this Travel Plan is to encourage a reduction in car usage, particularly single-occupancy car trips, and increase the use of public transport, walking and cycling.
- 1.1.3 The location of the site in Brierley is close to bus stops, local shops, social and employment opportunities which provides a basis to form a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

## 2.0 Objectives

2.1.1 This Residential Travel Plan has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The Travel Plan is focussed on the future occupiers of the proposed development. The specific measures will help to provide a focussed and effective Travel Plan to encourage users to vary or change from their reliance on private car travel.

2.1.2 There are several objectives both at local and national level which the implementation of the Travel Plan is intended to help fulfil. These include:

- To influence travel behaviour of residents.
- Reduce the number of single occupancy car trips.
- Promote car sharing
- Promote ownership of low emission vehicles
- To reduce the need for unnecessary journeys by residents.
- Reduction in travel distances.
- To help improve the health of residents.
- Accommodating those journeys that need to be made by car.

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### **3.0 Development Proposals**

#### **3.1.1 Proposed Development**

- 3.1.2 The approved development includes the proposal to provide 36 new dwellings on land to the east of Hall Gardens. Drainage, lighting and hard surfacing will be provided as part of the works and each unit will have parking provided in general accordance with Barnsley Metropolitan Borough Council's requirements. Parking and turning spaces within the site are proposed to allow vehicles to enter and exit in a forward gear.

#### **3.1.3 Access**

- 3.1.4 The site will be accessed via a continuation of Hall Gardens, with footways provided to either side for the benefit of residents and visitors travelling around the site on foot.
- 3.1.5 The internal road layout of the site generally complies with Barnsley Council's adoptable standards so that all vehicles can enter and exit the development in a forward gear.

#### **3.1.6 Parking Provision**

- 3.1.7 The proposals are in accordance with the Barnsley Council's SPD Parking document, which was adopted in November 2019.
- 3.1.8 Given the above, the parking provision for the development is therefore considered appropriate.
- 3.1.9 The applicant is also committed to providing suitable infrastructure to enable charging points for electric vehicles for all the properties to ensure that if private car journeys are necessary then they have the opportunity to be made by electric vehicles in accordance with the Council's SPD Parking document.
- 3.1.10 Secure cycle parking provision will also be provided within the curtilage of all of the proposed units either within the garages or within 6 x 4ft sheds (if no garage is provided).

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## **4.0 Travel Plans**

4.1.1 A Travel Plan (TP) is typically a package of practical measures to encourage residents and potentially their visitors to choose an alternative to single occupancy car use, and to reduce the need to travel in connection with their work, for recreation, shopping or leisure purposes.

4.1.2 The TP should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle facilities, restraining car parking or providing high speed broadband to allow working from home to assist with reducing business travel and commuting. The purpose is to make the more sustainable transport modes safe and practical, and therefore attractive to residents.

### **4.1.3 The Benefits of a Travel Plan**

4.1.4 The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.

4.1.5 It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or public transport in preference to single occupancy car use. The TP should encourage residents to reconsider how they make regular journeys.

4.1.6 An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by potentially reducing the demand for parking spaces, including visitor provision.

4.1.7 The table below summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

| Benefit                    | Residents/Visitors | Community/Environment |
|----------------------------|--------------------|-----------------------|
| Cost savings               | ✓                  |                       |
| Healthier lifestyle        | ✓                  |                       |
| Improved site access       | ✓                  | ✓                     |
| Reduced congestion         | ✓                  | ✓                     |
| Time savings               | ✓                  | ✓                     |
| Improved quality of life   | ✓                  | ✓                     |
| Reduced stress             | ✓                  |                       |
| Improved local air quality |                    | ✓                     |
| Reduced noise              |                    | ✓                     |

**Table 1: The Benefits of a Travel Plan**

- 4.1.8 TPs produce indirect but significant benefits, such as improving the punctuality of people attending work. Residents who cycle or walk to and from the development will promote a healthier lifestyle. By having a TP, the developer will demonstrate a more responsible and caring attitude to residents and the local community.

#### **4.1.9 Transport Policy**

- 4.1.10 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, walking and cycling. This policy therefore sets out the framework for this Travel Plan and the project's compliance with policy objectives. Further details of the relevant policy documents are set out below.

#### **4.1.11 National Planning Policy Framework – Promoting Sustainable Transport**

- 4.1.12 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be significant. Within this context, applications for development with regards to Transport should:

| Considerations                                                                                                                                               | Proposals                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Consider the potential impacts of the development on the transport network                                                                                   | <b>This will be dealt with as part of Section 6 – Transport Impact</b>                                                                              |
| Provide opportunities to promote cycling, walking and public transport use are identified                                                                    | <b>The layout of the site will allow access for all potential users</b>                                                                             |
| Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places | <b>On-site parking will be provided as part of the development proposals to current Local Authority requirements</b>                                |
| Allow for the efficient delivery of goods, and access by service and emergency vehicles                                                                      | <b>The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road</b> |
| Include within the design for charging of plug-in and ultra-low emission vehicles in safe and convenient locations                                           | <b>Charging infrastructure for plug-in vehicles will be provided as part of the overall development</b>                                             |

4.1.13 Paragraph 110 of the NPPF goes on to say, “All developments that will generate significant amounts of movement should be required to provide a Travel Plan.”

#### **4.1.14 Local Transport Plan**

4.1.15 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The key goals of the LTP3 include:

- To support economic growth.
- To enhance social inclusion and health.
- To reduce emissions.
- To maximise safety.

4.1.16 The LTP sets out the policies and strategies for achieving the above goals. These include improving interurban connectivity, the increase in use of active traffic management and intelligent traffic control systems, public transport enhancements, and design pedestrian friendly streets and footpaths for walking and cycling.

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#### **4.1.17 Barnsley Local Plan**

4.1.18 Barnsley Council's Local Plan was adopted in January 2019. The Local Plan sets out the key elements of the planning framework for Barnsley and sets out the Council's strategy vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment.

4.1.19 With regard to Transport the Council recognise the following challenges: -

- Reducing transport related green house gas emissions.
- Supporting sustainable development and the location for growth set out in the Local Plan.
- Addressing cross boundary transportation issues.
- Reducing the need to travel, particularly by car.
- Where travel is necessary making it easier for people to travel between home, health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport.

4.1.20 The Local Plan contains policy solutions including: -

- Ensuring that new development is designed and located to be accessible to public transport, walking and cycling.
- Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards.
- Requiring transport assessments and travel plans for new development.
- Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users.

4.1.21 Policy T3 New Development and Sustainable Travel states:

New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a travel plan statement or a travel plan in accordance with the guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel Plans will be secured through a planning obligation or planning condition.

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## **5.0**      **Accessibility**

### **5.1.1**      **Introduction**

5.1.2      The following paragraphs provide a summary of the site's current accessibility in terms of walking, cycling and public transport. The plan included at Appendix A shows the local highway network within the vicinity of the site.

5.1.3      The applicant is highly committed to providing a development that is accessible to all residents. One of the key elements of the proposal is to reduce the reliance on private car use by delivering a number of both 'hard' and 'soft' initiatives to promote sustainable travel choices. Details of the proposed infrastructure improvements to achieve this objective and provide secure, safe and convenient links to the existing network are provided in the following paragraphs.

### **5.1.4**      **Site Location / Local Facilities**

5.1.5      The site currently consists of unoccupied grassland which was allocated for housing in the Barnsley Adopted Local Plan dated January 2019. It lies within the centre of Brierley approximately 1.85km to the east of the settlement of Shafton and 8.17km to the northeast of the large market town of Barnsley.

5.1.6      The site is bounded by open fields to the north, residential properties to the east, grounds belonging to Brierley C of E Primary School to the south and an existing development by Saul Homes to the west.

5.1.7      Access to the proposed development site will be via the existing development that is Phase 1 of Hall Gardens, which in turn gains access from Church Street. Church Street is a two-way single carriageway with footways to both sides, providing access to numerous individually served dwellings and residential streets. Street lighting is present to main road standards and the speed limit is 30mph along the site frontage.

### 5.1.8 Walking

5.1.9 There are numerous facilities in close proximity to the development within the normally accepted walking distance of 3km, including two primary schools, a park, medical centre, pharmacy, public houses and a hotel which boasts a fitness gym, pool, spa and restaurant. There are also places of worship, a sports and social club, hot food takeaways, a children's play centre, butchers, and convenience stores with ATM facilities. Also within walking distance are the settlements of Shafon and South Hiendley. The walking catchment plan can be seen at Appendix B.

### 5.1.10 Cycling

5.1.11 The normally accepted cycling distance of 5km has been considered, and the cycle catchment area can also be seen highlighted in green at Appendix B. This catchment includes the settlements of Fitzwilliam, Hemsworth, South Kirkby, Grimethorpe, Cudworth and Royston. These nearby destinations possess further employment, retail and leisure facilities, as well as railway stations at Fitzwilliam and Moorthorpe, providing the opportunity for further travel via sustainable means.

### 5.1.12 Public Transport

5.1.13 The site is well located in terms of access to public transport. There are two railway stations within cycling distance and bus stops on Church Street less than 250 metres from the proposed development site, and further north on Cross Hill. The stops on Cross Hill have the benefit of passenger shelters and timetable cases. The stop on Church Street northbound has the benefit of a flagpole and timetable with the southbound stop having the benefit of a passenger shelter and timetable case. Further details regarding the services available from these local fare stages can be found in the table below.

| Service No.  | Stop Location              | Route                                                                     | Frequency Mon – Sat | Frequency Late evenings and Sundays |
|--------------|----------------------------|---------------------------------------------------------------------------|---------------------|-------------------------------------|
| 27, 27a, 27b | Church Street, Grange Road | Wombwell, Grimethorpe, Darfield, Grimethorpe, Brierley, Shafon, Cudworth, | 60 mins             | Last service at 23.47               |

|                                        |                                                                                                         |                                                                                                                                                                                               |                                                                                |                                         |
|----------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-----------------------------------------|
|                                        | Church Street,<br>Church Drive                                                                          | Cundy Cross, Barnsley<br>Interchange                                                                                                                                                          |                                                                                | 60 mins                                 |
| 28                                     | Cross Hill, Haldane<br>Close<br><br>Church Street,<br>Grange Road<br><br>Church Street,<br>Church Drive | Barnsley Interchange,<br>Lundwood, Cudworth,<br>Shafton, Grimethorpe,<br>Brierley, Hemsworth<br>Bus Station,<br>Fitzwilliam, Ackworth<br>Moor Top, Pontefract<br>Bus Station                  | 30 mins                                                                        | Last service at<br>17.50<br><br>N/A     |
| 28c                                    | Cross Hill, Haldane<br>Close<br><br>Church Street,<br>Grange Road<br><br>Church Street,<br>Church Drive | Barnsley Interchange,<br>Lundwood, Cudworth,<br>Shafton, Grimethorpe,<br>Brierley, Hemsworth<br>Bus Station,<br>Fitzwilliam, Ackworth<br>Moor Top,<br>Featherstone,<br>Pontefract Bus Station | 60 mins                                                                        | Last service at<br>22.49<br><br>60 mins |
| 428<br><br>(school<br>service<br>only) | Cross Hill, Haldane<br>Close<br><br>Church Street,<br>Grange Road<br><br>Church Street,<br>Church Drive | Barnsley Interchange,<br>Lundwood, Cudworth,<br>Shafton, Grimethorpe,<br>Brierley, Hemsworth<br>Bus Station,<br>Fitzwilliam, Ackworth<br>Moor Top, Pontefract<br>Bus Station                  | 2 x services<br>per day at<br>07.43 and<br>15.03                               | N/A<br><br>N/A                          |
| 36                                     | Cross Hill, Haldane<br>Close                                                                            | Barnsley Interchange,<br>Monk Bretton,<br>Cudworth, Shafton,<br>Brierley, South<br>Hiendley, Hemsworth<br>Bus Station, South<br>Kirkby, South Elmsall<br>Bus Station                          | 60 mins<br><br>3 x services<br>per Saturday<br>at 10.06,<br>12.06 and<br>14.36 | N/A<br><br>N/A                          |
| 198                                    | Cross Hill, Haldane<br>Close                                                                            | Barnsley Interchange,<br>Lundwood, Cudworth,<br>Shafton, Brierley,<br>South Hiendley, Ryhill,<br>Newstead                                                                                     | 60 mins                                                                        | Last service at<br>17.53<br><br>N/A     |

**Table 2: Bus Services**

- 
- 5.1.14 As can be identified from the table above, there are regular bus services that provide access to many local settlements as well as bus stations at Hemsworth, Pontefract and South Kirkby. There are also regular connections to the combined bus and rail station at Barnsley Interchange and the rail station at Fitzwilliam.
- 5.1.15 The railway station at Fitzwilliam is located approximately 4.13km to the north of the development site. Bus services No.28 and No.28C stop on Wakefield Road, directly opposite the entrance to the station, with three services per hour. Fitzwilliam Station runs on the Leeds to Sheffield and Doncaster (Wakefield Line) with services running every 15 minutes or less. It has the benefit of 16 cycle storage stands which are covered by CCTV and a dedicated car park with space for 103 vehicles.
- 5.1.16 Additionally, all bus services from the aforementioned local fare stages provide connections to Barnsley Interchange, where further travel can be undertaken via bus or train to destinations such as Sheffield, Huddersfield, Leeds, Nottingham, Doncaster and Rotherham.
- 5.1.17 As can be identified, there are good public transport links available to a wide selection of destinations. It is evident that the site benefits from being in close proximity to these links for travelling around the area with plenty of scope for multi-modal travel.

## **6.0      Transport Impact**

### **6.1.1    Travel Questionnaire**

6.1.2      To provide a focussed Travel Plan with effective measures to promote sustainable travel, an understanding of the transport impact of the development and travel characteristics is required. This is achieved by carrying out a survey of residents' travel characteristics when they move to the site. A copy of a sample questionnaire is included at Appendix C.

### **6.1.3    Traffic Impact**

6.1.4      The development of 36 new dwellings would provide a trip generation of between 18 and 22 trips during the network peak hours.

6.1.5      The proposed development has been approved by the Council and therefore should not create any capacity or road safety problems on the local road network or at the site access.

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## **7.0 Travel Plan Initiatives**

7.1.1 The following paragraphs detail both 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices.

7.1.2 The following paragraphs will first detail the physical infrastructure measures that will be implemented in this development proposal. Details of the 'soft' management measures that will be used are then provided.

### **7.1.3 Infrastructure Improvements**

#### **7.1.4 Proposed Infrastructure to Increase Pedestrian Usage**

7.1.5 The site layout will provide safe and convenient access for pedestrians to link to the footways in the immediate area. Appropriate levels of lighting will be provided along pedestrian routes within the site.

#### **7.1.6 Proposed Improvements to Increase Cycle Usage**

7.1.7 Safe and convenient access through the site for cyclists will be provided. Links to the local highway network to provide access for pedestrians and cyclists is also proposed.

7.1.8 Cycle parking will be available for all of the proposed dwellings either within the garages or within 6 x 4ft sheds (for those dwellings that don't have the use of a garage).

#### **7.1.9 'Soft' Measures**

7.1.10 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through marketing initiatives such as personalised travel plans, travel information packs and a dedicated website.

7.1.11 Travel information and initiatives will be promoted to all residents. This will be achievable via the Travel Information Welcome Pack and thereafter by producing a dedicated website. This activity will need to be coordinated properly by a nominated individual or company.

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**7.1.12 Travel Plan Coordinator (TPC)**

- 7.1.13 To deliver the 'soft' measures it will be necessary for a Travel Plan Coordinator to be appointed to implement the measures. This appointment will be made at least 3 months prior to the marketing of the units on the site and will continue for a minimum of 12 months after full (95%) occupation of the site and a minimum period of 3 years. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for all travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.
- 7.1.14 The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site.
- 7.1.15 One of the first tasks of the TPC on their appointment will be to ensure their contact details are included in the marketing suite for the development, within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 7.1.16 The TPC will promote each form of sustainable travel in the following ways.

**7.1.17 Initiatives to Promote Walking**

- 7.1.18 The health, environmental and financial benefits of walking will be promoted to residents and visitors. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of residents to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying if requested.
- 7.1.19 Information in respect of walking routes to the site will be made available to residents and visitors. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through the dedicated website. Reference to the walking planner ([www.walkit.com](http://www.walkit.com)) will also be provided in promotional and marketing material.

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**7.1.20 Measures to Promote and Facilitate Cycling**

- 7.1.21 The TPC will promote cycling to work, particularly for those residents who work within a 5km radius of the site. The health, environmental and other benefits of cycling will be promoted by the TPC to residents. If viable, a Bike User Group (BUG) and forum will be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy service will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area-wide initiatives. The provisions of a spares and tools box to assist with on-site repairs while the marketing / sales suite is on-site will be made available.
- 7.1.22 Information on local cycle routes will be made available to residents and visitors. This information will be included on maps to be produced and made available through the Travel Information Welcome Pack and thereafter through the dedicated website. Details of the Department for Transport / local Council cycling promotion and assistance initiatives will also be disseminated via these methods.
- 7.1.23 Those properties with a garage will be sufficiently large enough to accommodate cycle spaces. For those properties without a garage, 6 x 4ft sheds will be provided for cycle storage.

**7.1.24 Measures to Promote Public Transport**

- 7.1.25 The TPC will liaise with Barnsley Metropolitan Borough Council and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services via promotional and marketing material, the Travel Information Welcome Pack and thereafter through the dedicated website.
- 7.1.26 The TPC will make arrangements to demonstrate to residents and visitors, if requested, how to access real-time bus information and how to use the Journey Planner on the Travel South Yorkshire website. Visitors will also be made aware of all the relevant websites administered by public transport operators via the dedicated Travel Plan website.

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**7.1.27 Measures to Reduce Car Use**

7.1.28 Car sharing is a good means of reducing single occupancy car use. It represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of people travelling to work by implementing and publicising a formal scheme. This can be established by setting up a database for users available via the internet or the development's WhatsApp group.

7.1.29 It is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via promotional and marketing material with specific reference to operating companies such as [www.liftshare.com](http://www.liftshare.com).

7.1.30 The developer is also committed to providing charging infrastructure for electric vehicles to ensure that if car journeys are necessary then they have the opportunity to be made by electric vehicles.

**7.1.31 Measures for Residents**

7.1.32 On first occupation of each residential unit, the residents will be provided with a Travel Information Welcome Pack. Details of the local facilities will be provided in the Pack which, if residents are fully aware, will assist with a reduction in travel demand.

7.1.33 The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- The Travel Plan, its objectives and the role of the TPC.
- Local transport facilities, including maps, timetables and the location of the nearest bus stops.
- Public rights of way / cycle path network maps for the local area and beyond.
- Local bicycle user groups and cycle shops.
- Local footpath network.

- Car parking arrangements.
- Car sharing and car club schemes.
- Local taxi services.

7.1.34 The proposed travel plan initiatives are summarised in the following paragraphs.

### **7.1.35 Summary of Initiatives**

7.1.36 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the local footways / footpaths. Appropriate levels of lighting will be provided along the routes within the site. Links to the local highway network to provide access for pedestrians and cyclists are also proposed.

7.1.37 A Travel Plan Coordinator (TPC) will be appointed for this residential development and will be put in place at least 3 months prior to the marketing of the dwellings and will continue for a minimum of 12 months after full (95%) occupation of the site and for a minimum of 3 years in total. The TPC will coordinate all initiatives for the development site in liaison with the Council's Travel Plan Officer including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development.

7.1.38 The TPC will promote walking, cycling and the use of public transport. This information will be included on maps to be produced and made available in the Travel Information Welcome Pack and thereafter through the dedicated website. Initiatives such as a bike buddy service will be promoted and the TPC will liaise with the Council's Cycling Officer about such schemes and other area-wide initiatives. The provision of a spares and tools box to assist with on-site repairs if necessary whilst the marketing / sales suite is in situ will be provided.

7.1.39 Should the targets outlined in the table in Section 8 not be met on the completion of the development, it is suggested that the TPC role will be extended by 12 months until the actual agreed targets are achieved. During this period, additional on-site modal surveys and data collection will be made and information obtained from residents to be forwarded to the Council's Travel Plan Officer for discussion and agreement.

## 8.0 Targets

- 8.1.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART- specific, measurable, achievable, realistic and timed.
- 8.1.2 A commitment to specific targets is difficult to achieve at this stage. However, indicative targets have been identified to monitor the effects of the Travel Plan.
- 8.1.3 It is not considered possible to identify a true base level of travel behaviour until the development is 60% occupied and the travel questionnaire has been undertaken. An indicative framework for the initial target is, however, provided below.

| Objective            | Target                     | Base Year | Year 1 | Year 2 | Year 3 | End Target |
|----------------------|----------------------------|-----------|--------|--------|--------|------------|
| Private car use      | Single occupancy car trips | 54%       | -4%    | -4%    | -2%    | 44%        |
|                      | Car sharers                | 14%       | +1%    | +1%    | +1%    | 17%        |
|                      | Taxi                       | 1%        | -1%    | 0%     | 0%     | 0%         |
| Accessibility        | Public transport users     | 21%       | +1%    | +1%    | +1%    | 24%        |
| Health and wellbeing | Cycling                    | 1.5%      | +2%    | +0.5%  | 0%     | 4%         |
|                      | Walking                    | 8.5%      | +1%    | +1%    | +0.5%  | 11%        |

**Table 3: Initial Travel Plan Targets**

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## **9.0 Responsibility / Ownership**

- 9.1.1 The developer will be responsible for implementing the initial infrastructure measures detailed in this report. The developer will appoint a TPC and this will be maintained whilst the site is being marketed / developed and shall maintain this role for at least 3 years.
- 9.1.2 The Travel Plan will be implemented under the control of the TPC, who will work in conjunction with the Council's Travel Plan Officer, the local community and other interested parties for the continuing progression of the Travel Plan. The TPC will provide their contact details to the Council's Travel Plan Officer.
- 9.1.3 Once the development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer and set out preliminary dates for the delivery and monitoring of this Travel Plan. The TPC will liaise with the Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the Local Authority.
- 9.1.4 The TPC will be provided with a budget to fund the provision of travel information, marketing and promotional activities, etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the Local Authority and relaying this information to all involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed.

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## **10.0 Implementation**

- 10.1.1 The infrastructure provision outlined above will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed prior to the full occupation of the development.
- 10.1.2 The TPC will carry out a questionnaire survey of residents' travel characteristics once 60% of the dwellings have been occupied. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine initial targets, it will also be used to inform residents of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 10.1.3 The survey work will provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of the Travel Plan and initiatives amongst the residents. The results of this survey and the refined targets will be submitted to the Council for the approval.
- 10.1.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for residents, if requested.
- 10.1.5 The Travel Plan will be continually marketed through the provision and updating of travel information and the dedicated website. This will be the responsibility of the TPC.
- 10.1.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town Without My Car and World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 10.1.7 A suggested Framework for the actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

| Action                                                             | Delivery Period                                           |
|--------------------------------------------------------------------|-----------------------------------------------------------|
| Infrastructure provision (cycle, pedestrian, highway improvements) | Post-planning permission, prior to first occupation       |
| Appointment of TPC                                                 | 3 months prior to marketing                               |
| Travel questionnaire                                               | On 60% occupation, yearly thereafter                      |
| 'Soft' measures / promotional material                             | Prior to first occupation                                 |
| Monitor and review                                                 | Annually                                                  |
| Action plan                                                        | Prepared at start of year, implemented during that period |

### Action Plan Framework

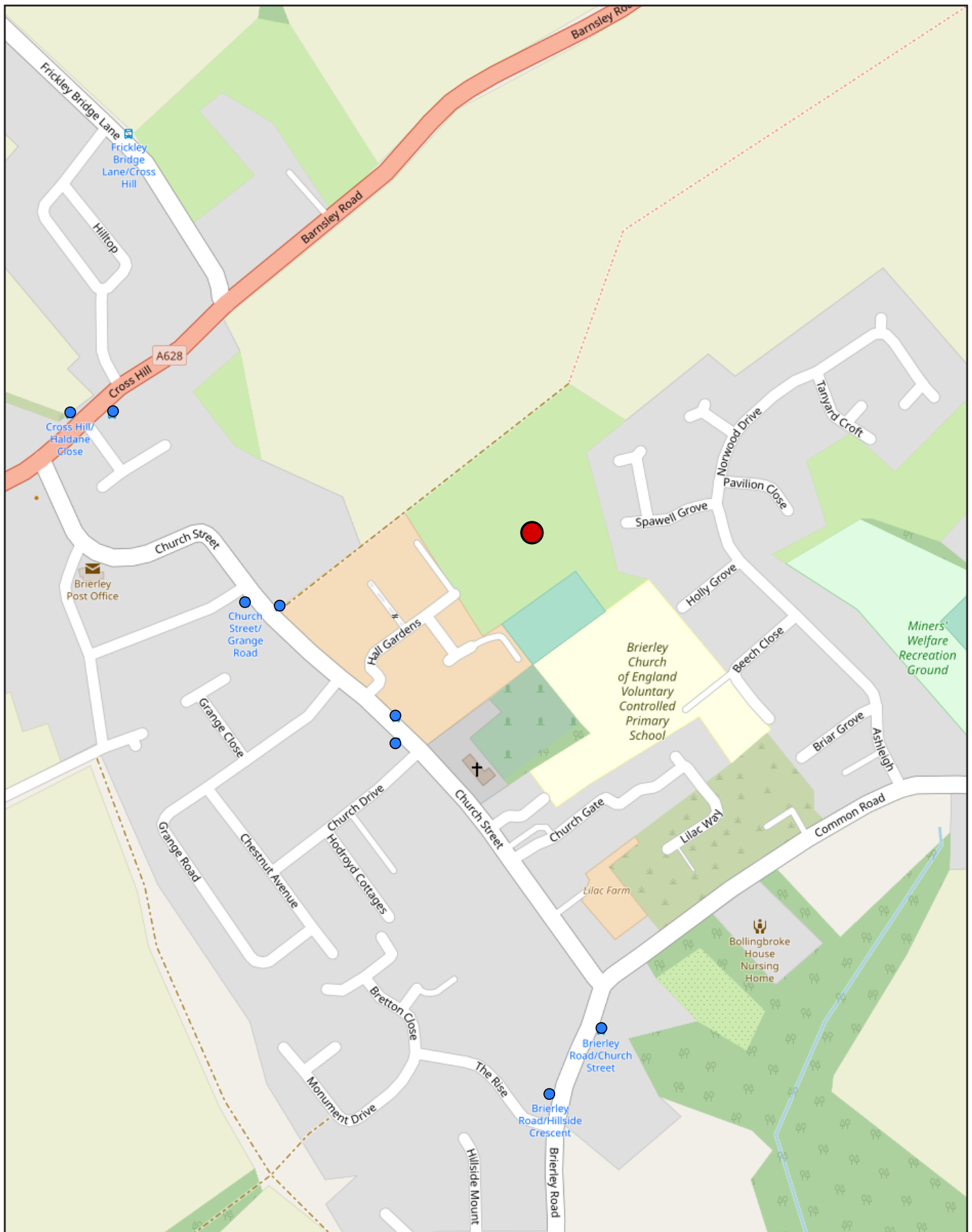
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## **11.0 Monitoring and Review**

- 11.1.1 An objective of this Travel Plan is that there will be an ongoing improvement process including periodic monitoring where necessary. The whole Travel Plan will then be reviewed in consultation with the Council's Travel Plan Officer.
- 11.1.2 The TPC will form a contact point for communication with the Local Authority. Findings from the Authority discussions and reviews will then be communicated to residents and visitors via leaflets, newsletters and the dedicated website. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken and the monitoring and reporting procedure.
- 11.1.3 Following the initial travel surveys, repeat travel surveys will be undertaken. The survey will be based upon the sample travel questionnaire found at Appendix C. A written analysis of the results of the survey will be provided to the Local Authority within 1 month of completion. The survey results will be used to identify the targets mentioned in Section 8. The results of the monitoring will be fed back to the Travel Plan Officer.
- 11.1.4 The TPC will then identify any necessary changes to the Travel Plan, should specific issues be raised or targets not met. This will be done in liaison with the Travel Plan Officer and will identify measures to improve on the targets.
- 11.1.5 At this stage, it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum, it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

# Appendix A

## Site Location Plan



**Legend:**

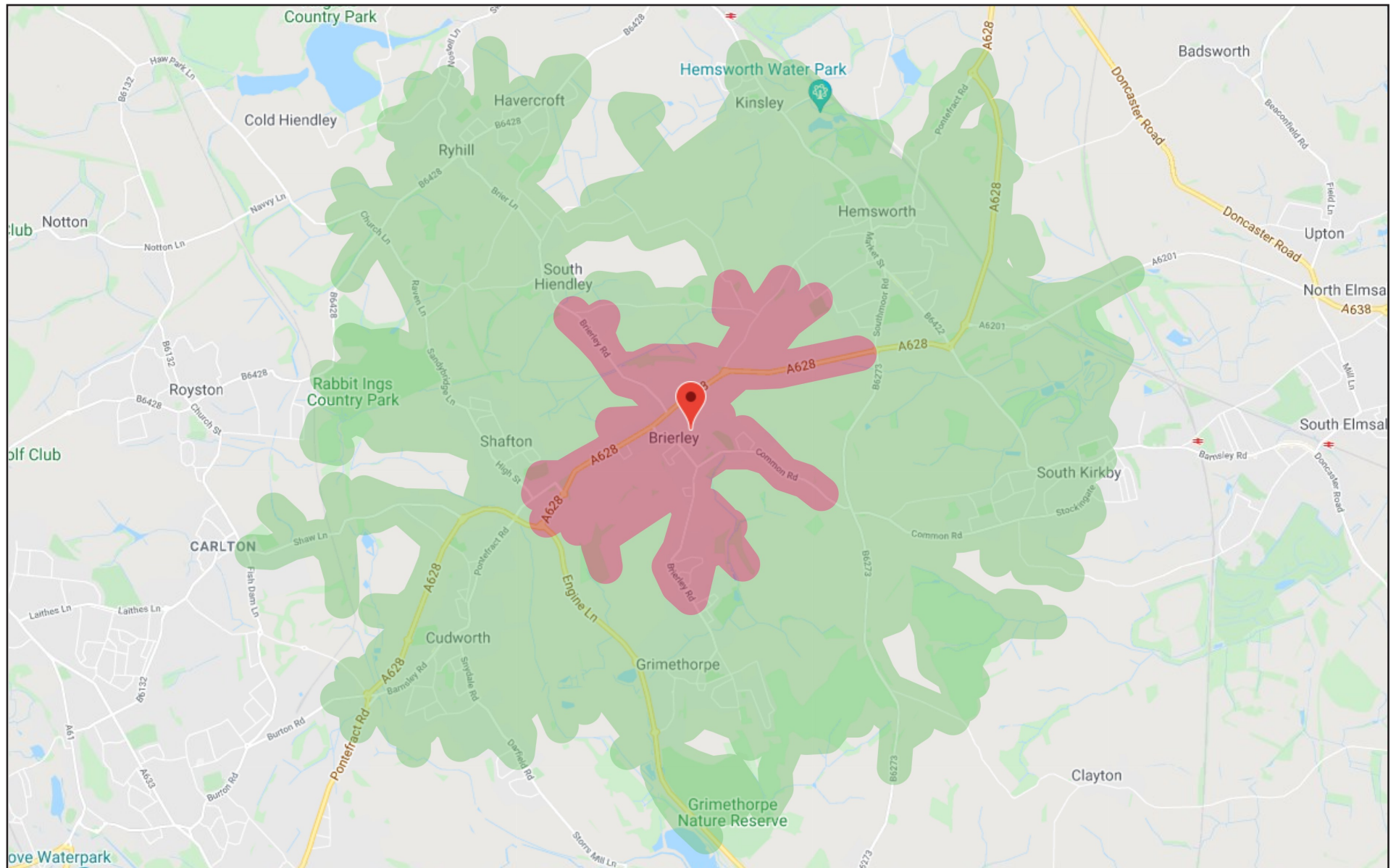
- Site Location
- Closest Unique Bus Stops



Offices 20/21  
 The Rear Walled Garden  
 Nostell Estate, Wakefield WF4 1AB

# Appendix B

## Cycle and Pedestrian Catchment Plan



**Legend:**

- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location



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Nostell Estate, Wakefield WF4 1AB

# Appendix C

## Sample Travel Questionnaire

## Residents Travel Questionnaire

In developing a Travel Plan to improve the travel options available to residents. We want to make sure that we understand the travel patterns and your perceptions of different ways of getting to work and home etc.

I would be grateful if you would spare a few minutes to complete this questionnaire. This has been sent to all residents. All the information you have provided will be treated in the strictest confidence. Please tick the boxes that correspond to your answers or write in the spaces provided as appropriate. When you have completed your form please return to the TRAVEL PLAN COORDINATOR.

If you have any questions please contact the TRAVEL PLAN COORDINATOR.

### Section A: About Yourself

1 *What is your age?*

Under 55

☐

55-65

☐

Over 65

☐

2 *What is your employment status?*

Full time employment

☐

Part time employment

☐

Not working / retired

☐

### Section B: About Your Travel Patterns

3 *Referring to your travel patterns today, how many journeys have you made by each mode?*

Walk

☐

Car (alone)

☐

Cycle

☐

Car (with others)

☐

Bus

☐

Motorcycle

☐

Other (please specify)

☐

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4 *What are your main reasons for using a car? (tick up to three boxes)*

Time savings

☐

Personal safety

☐

Cost savings

☐

Health reasons

☐

Car needed during day

☐

Convenience/flexibility

☐

Public transport not available

☐

No alternative

☐

Other uses to/from work

☐

Other (please specify)

☐

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5 *If you didn't use the car today, what were your main reasons?*

No car available

☐

Time saving

☐

Cheaper alternative

☐

Health / fitness reasons

☐

Avoid traffic congestion

☐

Other (please specify)

☐

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