WYG Transport Planning

part of the WYG group

Draft Framework Travel Plan

Proposed Residential Development, Dodworth Road, Barnsley



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REPORT CONTROL

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Primary Author:	Tony Harrigan	Initialled:	[redacted]
Checker:	John Booth	Initialled:	[redacted]
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CONTENTS

1 INTRODUCTION 1

Structure of the report 1

2 THE EXISTING SITE AND HIGHWAY NETWORK 2

The Site 2
Bus Services 2
Rail Services 4
Cycling Facilities 4
Pedestrian Facilities 4
The Proposed Development 5

3 OBJECTIVES AND OVERALL STRATEGY 6

4 MEASURES AND ACTIONS 7

5 TARGETS AND TIMEFRAMES 9

Targets 9

6 MONITORING AND REVIEW 11

7 SUMMARY 13

LIST OF APPENDICES

Appendix A: Strategic Highway Network – SK 001

Appendix B: Local Highway Network – SK 002

Appendix C: Location of Bus Stops – SK 003

Appendix D: Proposed Development Layout

1 INTRODUCTION

1.1 WYG has been appointed by PriceWaterhouseCoopers to provide a draft Framework Travel Plan to support a planning application for a residential development in Barnsley, South Yorkshire.

1.2 The site is located on the South side of A628 Dodworth Road approximately 1.5km West of Barnsley town centre.

1.3 This document outlines the strategy for achieving the objectives of the final Travel Plan which will be implemented during the occupancy phases of the development and provides the necessary guidelines that are required for residential Travel Plans by Barnsley Metropolitan Borough Council (BMBC).

1.4 PriceWaterhouseCoopers are applying for outline planning permission for the development. It is the intention that, following the grant of an outline approval, the site will then be marketed and sold to a house builder or developer.

1.5 The developer will then have the option of amending the scheme and/or applying for reserve matters approval and will build the scheme out and sell the dwellings to individual purchasers

1.6 The success of any residential Travel Plan is largely dependant upon the commitment and cooperation of the operators of the site. In this instance, the operators will be the developers. It is expected that the final end users of the site, the residents, will then operate the Travel Plan with the assistance and support of BMBC

1.7 This document has been prepared in accordance with guidance as set out in BMBC's Travel Plan policies.

Structure of the report

1.8 The remainder of this report is structured as follows:

- **Chapter 2** describes the existing site and the conditions within the vicinity of the site;
- **Chapter 3** describes what the draft Framework Travel Plan is trying to achieve and what strategy is best adopted;
- **Chapter 4** outlines what specific measures and actions may be introduced in the final Travel Plan to help deliver the identified objectives;
- **Chapter 5** determines appropriate targets and time frames against which the effectiveness of the measures to be taken will be reviewed;
- **Chapter 6** provides details of the arrangements that will be put in place to review and monitor the plan and to assess whether the objectives are being met; and
- **Chapter 7** provides a summary of the draft Framework Travel Plan proposals.

2 THE EXISTING SITE AND HIGHWAY NETWORK

The Site

2.1 The site is located on land to the South of the A628 Dodworth Road which runs along the length of its northern boundary approximately 1.5km to the west of Barnsley Town centre. The site is bounded to the east and west by existing residential developments and to the south by recreational playing fields.

2.2 The drawing at Appendix A shows the location of the site in relation to the strategic highway network.

2.3 The site was previously occupied by light industrial units and warehousing though these have now been demolished. There exists a filling station at the northern end of the site adjacent to Dodworth Road. However, it is intended that this will be demolished as part of the development proposals.

2.4 Dodworth Road is a main arterial route into Barnsley from J37 of the M1 further to the west of the site, and is subject to heavy traffic flows.

2.5 The drawing at Appendix B shows the location of the site in relation to the local highway network.

Bus Services

2.6 There are currently five bus services that operate at the bus stops within the vicinity of the site along Dodworth Road.

2.7 Four bus shelters are located along Dodworth Road immediately adjacent to the site access. A further five bus shelters are located on Broadway to the northwest and southwest of the site. Each of these stops are within the desired isochrones identified in the IHT publication "Guidelines for Planning for Public Transport in Development" which states that:

> *"the desirable walk distance from a development site to a bus stop should be 400m or less"*

The furthest stop being located some 395m from the centre of the development along the pedestrian footways around the site.

2.8 Seating and bus timetable information is provided at the each of the bus stop locations.

2.9 Table 2.1 summarises the frequency and destination of the services that pass by the site. A plan showing the location of the bus stops in relation to the site can be seen at Appendix C.

Service No.	Description	Frequency		Hours of Operation
		Mon - Fri	Sat	
X12	Barnsley - Rotherham	60 mins	60 mins	0720 - 1853
23	Barnsley – Deepcar - Stocksbridge	120 mins	120 mins	0657 - 2308
24 / 24A	Barnsley – Green Moor - Peniston	120 mins	120 mins	0757 - 1931
43	Barnsley – Kingstone - Barnsley	30 mins	30 mns	0620 - 2329
44	Barnsley – Kingstone - Barnsley	30 mins	30 mins	0653 - 2259

Table 2.1: Summary of Bus Services

2.10 All services into Barnsley that pass by the site stop at the recently constructed Barnsley Interchange. High quality pedestrian linkages from the bus terminal to Barnsley train station are in operation which further promotes the accessibility of bus services as part of a longer journey. Facilities for passengers at Barnsley Interchange include;

- Realtime bus information;
- commercial units including a newsagent, chemist and café;
- Information Centre and customer service points;
- offices and a meeting room;
- a secure, fully enclosed, high quality passenger concourse and waiting area;
- comfortable seating at every stand;
- public toilets;
- baby changing area;
- cash machine;
- public telephones;
- cycle racks; and
- luggage lockers.

Rail Services

2.11 Barnsley Railway Station is located 2.2 km to the east of the proposed site. Both the Hallam and Peniston lines run through the station and provide frequent services to regional stations in the surrounding area. Other services to Leeds, Wakefield and Sheffield are also available from the station where services to the rest of the UK rail network operate.

2.12 The station forms part of the Barnsley Interchange and as such there is the potential to offer commuters an attractive alternative to complete part of their journey to and from Barnsley by modes of transport other than privately owned cars.

2.13 Facilities available at Barnsley Railway station include:

- drop off facilities;
- 74 standard parking spaces;
- 6 disabled parking spaces;
- 2 'parent and child' parking spaces;
- full accessibility for all users including those with mobility, hearing and visual impairments;
- 3 lifts, 2 escalators and ramps; and
- a footbridge connecting the concourse of the interchange with the rail station.

Cycling Facilities

2.14 Dodworth Road is identified by BMBC as a potential cycle route. In all other circumstances cyclists currently use the existing highway network.

2.15 PPG 13 recognises that:

> "cycling has the potential to substitute short car journeys, particularly those under 5km"

2.16 With the proximity of Barnsley Interchange and the modern facilities for convenient and secure cycle storage located there, it can be considered that cycling is an attractive mode of transport for residents as part of their journey.

Pedestrian Facilities

2.17 In the vicinity of the site there are wide footways along both sides of the carriageways that pass by or near to the site. These are generally of good condition and are lit.

2.18 Signalised pedestrian crossing facilities exist at the junction of Broadway and Dodworth Road to the west of the proposed site access. There are no other formal pedestrian crossing facilities adjacent to the site across Dodworth Road

The Proposed Development

2.19 It is proposed to provide some 172 residential dwellings on the site. These will consist of 51 apartments and 121 houses

2.20 As part of the proposed development it is intended to provide a pedestrian refuge on Dodworth Road, immediately to the west of the proposed site access. This will improve the accessibility of the bus stops located along the northern extent of Dodworth Road where services travelling into Barnsley stop.

2.21 The houses will use the garage to store the cycles, as all the houses a have garages. As for the apartments there will be either external cycle stores or a storage area to the rear of the ground floor area for cycle and bin storage.

2.22 Secure covered cycle storage will be provided for the apartments on the development at the rate specified in the SPD. This equates to one cycle space per apartment.

2.23 A plan showing the proposed layout of the development can be seen at Appendix D.

3 OBJECTIVES AND OVERALL STRATEGY

3.1 A Travel Plan is a sustainable access strategy for all users of a development and addresses the management of travel to and from the development.

3.2 When assessing the objectives of a Travel Plan there are numerous local and national policies in place to protect and enhance the environment and to encourage sustainable development. This draft Framework Travel Plan proposes measures to encourage accessibility via a variety of transport modes which may be implemented across the whole development as identified in the final Travel Plan.

3.3 The specific objectives of the draft Framework Travel Plan are:

- Improve the accessibility of the site by means other than single occupancy car;
- Ensure that the final Travel Plan meets the needs of the residents;
- Inform the end users of the development of the environmental, financial and health benefits to be derived from the final Travel Plan; and
- Minimise the level of vehicular traffic that the development will generate on the local highway network.

4 MEASURES AND ACTIONS

4.1 The objectives of the draft Framework Travel Plan will be supported by a series of measures identified for the proposed development. These are aimed at encouraging greater use of public transport, increasing the number of residents travelling to and from the site on foot or by cycle, and reducing the amount of trips to and from the site by car. The measures are expected to increase and maintain the sustainability of the development in terms of transport in future years.

4.2 For the residents of the development it is proposed that the following measures are considered as part of the draft Framework Travel Plan:

M1 The provision of Travel Information Packs. These information packs will be provided to each of the dwellings on the development upon the first occupation. The information contained in each of the packs will include the following:

- An introduction to the site and the agreed Travel Plan process that is being undertaken, highlighting the reasons and benefits to the recipient:
- Information on the local cycling facilities in the area;
- Information on sustainable pedestrian linkages to the site including public rights of way, walking routes etc;
- Concise information on the public transport services in the vicinity of the site, including up to date timetables, bus stop locations and local train stations. Primary contact details for agencies and organisations that can provide bespoke advice on all forms of public transport will also be included. An example of this would be the http://www.traveline.gov.uk website which provides a journey planner, local timetable information and details of any special offers;
- Information on schemes to help reduce the need to travel by single occupancy vehicle and encourage residents to use alternative modes of transport. Examples of this would be http://www.liftshare.org/uk, http://www.doyoureallyneedit.com and the local authority web site http://www.carsharesouthyorkshire.com;
- Contact details of local taxi firms; and
- Information of other travel initiatives that may be pertinent to the site. e.g. Local school Travel Plans and similar residential schemes.

M2 The offer of a specific household/personalised travel planning session for all new residents.

M3 The developer of the site may provide details of its commitment to sustainable travel by providing information on how to arrive at the site by alternative means of transport. This can be included on any promotional literature for the site and also on the company's web site. This can also have the benefit of encouraging prospective home buyers to consider the development even if they do not own a car as it highlights from an early stage that the site is accessible by frequent, alternative modes of transport.

M4 Residents will be advised that free copies of cycle maps are available by contacting Barnsley Council or can be downloaded from the council's website.

M5 The health and fitness benefits of walking and cycling should be highlighted in any literature that is provided to the residents of the site along with any resources that may encourage this such as http://www.walkit.com .

M6 It may be beneficial to provide some financial contribution to improving access to sustainable modes of transport. This could include the improvement of existing bus stop facilities or the provision of dropped kerbs and pedestrian refuges to promote linkages by foot for example.

M7 The provision of secure and sheltered cycle parking for the proposed apartments will promote the use of cycle modes as part of a longer journey. This should be especially highlighted due to the proximity of the nearest rail station approximately 2.2km away, well within the 5km isochrone as identified in PPG13 for journeys of this type.

5 TARGETS AND TIMEFRAMES

5.1 Targets are measurable goals which are set in order to assess whether the objectives of the Travel Plan have or are being achieved. They should be realistic and take into account the situation of the proposed development and should be determined from the predicted level of traffic.

5.2 In order to determine suitable targets for the development, it is essential that the baseline is established and this should be achieved by undertaking a travel survey of the residents. The baseline should be undertaken when the development has achieved a suitable level of occupancy e.g. 50%.

Targets

5.3 It is important targets are set in order to assess how successful the travel plan process has been in achieving its objectives. Targets need to be **SMART:**

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime-bound.

5.4 Targets can take the form of both "action-type" targets and "aim-type" targets. The main "action type" targets that may be required are described in this document.

5.5 The "aim-type" targets are to take account of the objectives contained within the current Local Transport Plan for the Barnsley area. The targets will need to be agreed with BMBC officers as part of the Travel Plan process.

5.6 The second South Yorkshire Local Transport Plan (LTP2) contains the following plan indicators and targets which are comparable with the aims of the draft Framework Travel Plan;

- BVPI Public transport patronage. Increase public transport patronage by 3.2% between 2003/04 and 2010/11;
- LTP3 Cycling Trips. Increase cycling trips by 10% between 2003/04 and 2010/11;
- LTP6 Changes in peak period traffic flows to urban areas. Limit the growth in the proportion of car driver journeys into Barnsley to 9% between 2004/05 and 2010/11; and
- SYLI1 Mode share of journeys to main urban centres. Limit the decline in the proportion of those travelling by non car modes into Barnsley to 9% (an average of 1.5% per annum) between 2004/05 and 2010/11.

5.7 Appendix H (Indicators and targets) of the LTP2 provides additional information about these indicators and targets. Following a review of the above targets the following SMART targets for the first end user Travel Plan are listed below as a guideline as to what may be expected:

- Public transport patronage for main journey to work to be increased by 1% per annum over that recorded in the baseline survey;
- Increase the proportion of cycling as the main journey to work by 1% per annum;
- An increase of pedestrian walking to work by 1% per annum; and
- Decrease the proportion of people travelling to work by car by 3% per annum.

5.8 It is likely that a commitment to review these targets annually may be required to ensure that the Travel Plan continues to encourage more sustainable modes of transport.

6 MONITORING AND REVIEW

6.1 This report provides a draft Framework for the residential Travel Plan and should therefore be considered as a guideline as how to start the process. Additional monitoring of the baseline information and the comparative success of any initiatives may be required by the local authority.

Travel Plan Coordinator

6.2 It is important to identify at an early stage who the Travel Plan Coordinator (TPC) will be and the responsibilities that will be undertaken by them.

6.3 The TPC will be the focal point of contact for all travel related issues for the whole site. This is a prominent and visible role which is expected to be carried out with enthusiasm and commitment. The importance of the TPC's role will be stressed by senior management and their duties will include:

- Leading on the delivery of the Travel Plan;
- Promoting the Travel Plan measures;
- Liasing with public transport operators;
- Monitoring the implementation of the plan; and
- Taking a key role in the review of the plan.

6.4 For a Travel Plan to be successful, adequate monitoring needs to be undertaken to see if the targets are being achieved. Monitoring measures that are usually required by the TPC may consist of:

- Resident travel surveys, to cover all modes of travel to/from the site;
- Modal split analysis;
- Attitude to change;
- Level of usage at cycle stands;
- Public transport usage;
- Vehicle, pedestrian and cycle counts; and
- Feedback from public transport operators.

6.5 This may be a large task for any one individual to undertake and it should be quickly established exactly what resources will be available to the TPC to provide additional support when needed.

6.6 In these situations, a steering group involving senior management can be very helpful in providing a targeted approach to how the Travel Plan is to be administered. Objectives, measures and details can then be subjectively assessed to provide a coherent and easily accessible outline as to what is required.

6.7 There are two important stages in the management of a residential Travel Plan:

- Stage One: This is the early part of the plan development and will cover the construction period, the initial occupation of the site and the first monitoring and review period. During this period the developer will appoint a TPC to coordinate the management of the Travel Plan.

- Stage Two: Once the development is occupied and integrated into the surrounding area, the responsibility for managing and developing the plan will need to be passed on to another party for example, a residents association. However, the local authority should also be closely involved to ensure that there is coordination with other Travel Plans that may be in place in the local area.

Monitoring

6.8 All monitoring should take place around dates that are neutral, avoiding public and school holidays and any large, public events in the local area.

6.9 The monitoring process should help to highlight the benefits of sustainable travel to the residents of the site and will question the need for them to travel by less sustainable modes of transport i.e. single occupancy cars.

6.10 The local authority should be consulted as to the required frequency that any monitoring of the site should have once the baseline data has been gathered. This is usually (but not exclusively) done so on an annual basis.

6.11 The involvement of the local authority in any monitoring procedure is advisable as their experience in dealing with this type of process will lead to a more comprehensive approach as to how the targets identified are being met and what, if any, measure may be introduced to improve these.

7 SUMMARY

7.1 This Travel Plan has been produced for a proposal to redevelop the former S R Gent site in Barnsley, South Yorkshire.

7.2 This report provides a draft Framework for the residential Travel Plan and should therefore be considered as a guideline as how to start the process. Additional monitoring of the baseline information and the comparative success of any initiatives may be required by the local authority.

7.3 The proposal is to provide 172 residential units of which 51 are Apartments and 121 are houses.

7.4 A series of key measures have been incorporated in the Framework Travel Plan which will help to achieve the objectives of sustainable travel.

7.5 The key processes required to monitor the progress of the Framework Travel Plan have been detailed.

7.6 Initial targets have been proposed which will be monitored against the baseline data.

7.7 It is intended that further measures, initiatives and promotions will be developed over time by the TPCs with the assistance of BMBC.

Appendix A



DESCRIPTION	BY	CHK	APP	DATE

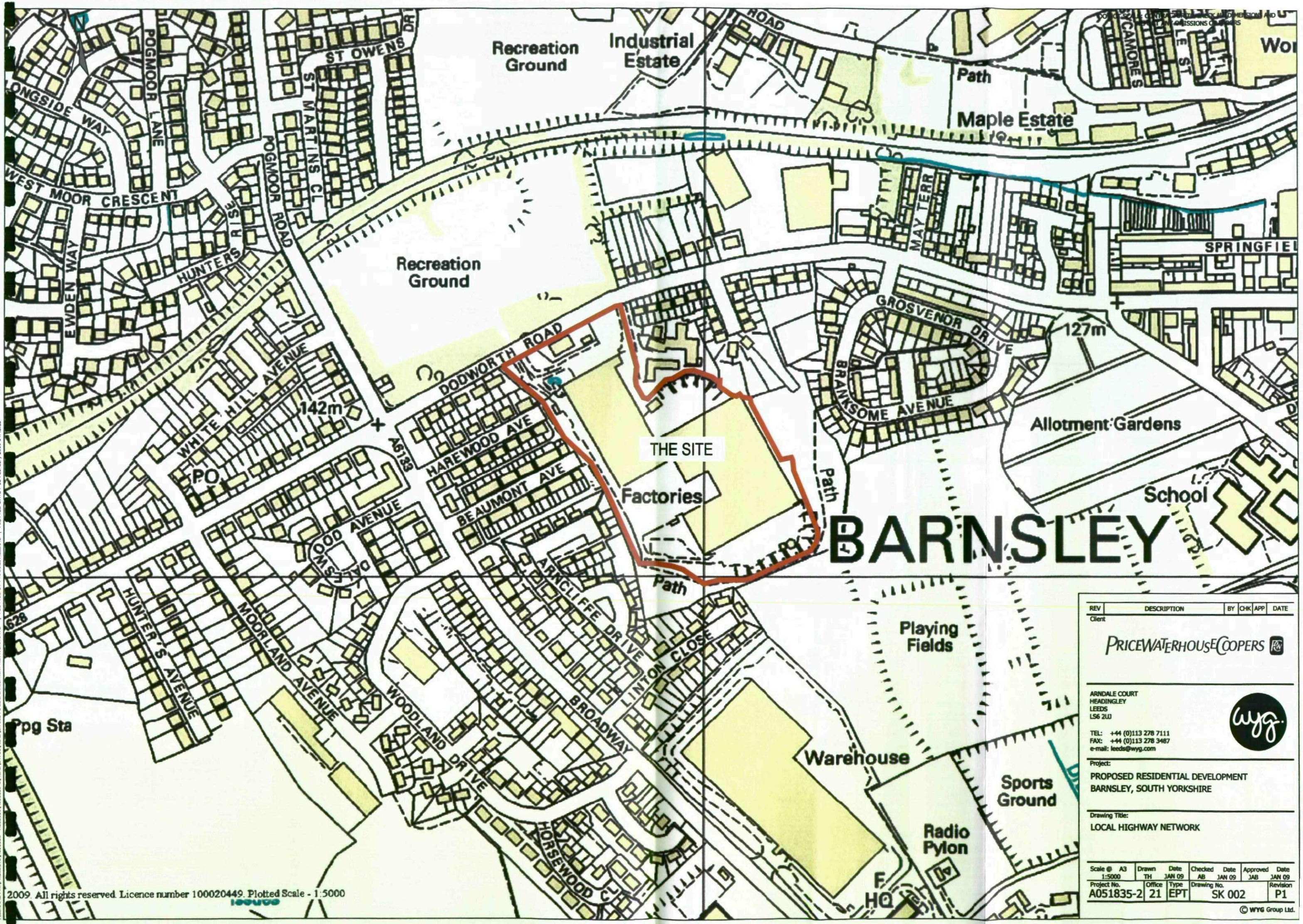
WYG
Client
Project: PROPOSED RESIDENTIAL DEVELOPMENT BARNSLEY, SOUTH YORKSHIRE
Drawing Title: STRATEGIC HIGHWAY NETWORK

Scale @ A4	Drawn	Date	Checked	Date	Approved	Date
1:50000	TH	JAN 09	AB	JAN 09	JAB	JAN 09

Project No.	Office	Type	Drawing No.	Revision
A051835-2	21	EPT	SK 001	P1

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Appendix B



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REV	DESCRIPTION	BY	CHK	APP	DATE

Client

PRICEWATERHOUSECOOPERS

ARNDALE COURT
HEADINGLEY
LEEDS
LS6 2UJ

TEL: +44 (0)113 278 7111
FAX: +44 (0)113 278 3487
e-mail: leeds@wyg.com

Project:

PROPOSED RESIDENTIAL DEVELOPMENT
BARNSLEY, SOUTH YORKSHIRE

Drawing Title:

LOCAL HIGHWAY NETWORK

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
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Project No.	Office	Type	Drawing No.	Revision
A051835-2	21	EPT	SK 002	P1

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Appendix C



REV	DESCRIPTION	BY	CHK	APP	DATE

Client

PRICEWATERHOUSECOOPERS

ARNDALE COURT
HEADINGLEY
LEEDS
LS6 2UJ

TEL: +44 (0)113 278 7111
FAX: +44 (0)113 278 3487
e-mail: leeds@wyg.com

Project:

PROPOSED RESIDENTIAL DEVELOPMENT
BARNSLEY, SOUTH YORKSHIRE

Drawing Title:

BUS STOP LOCATIONS & ROUTES

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	TH	JAN 09	AB	JAN 09	JAB	JAN 09

Project No.	Office	Type	Drawing No.	Revision
A051835-2	21	EPT	SK 003	P1

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Appendix D

NOTE

This sketch viability layout has been prepared form topographical survey by others and a digital copy of an OS Plan and adjustments made accordingly, i.e. OS Plan made to suit the topographical survey.

The layout is also subject to confirmation of site / legal boundaries, easements, restrictive covenants, rights of way, etc. plus consultation with the Local Authority, Design Team and Public Utilities, etc.

All house and apartments type design & floor areas are subject to detailed CAD design based on a the detailed CAD layout of the above which is based on the topographical survey by others.

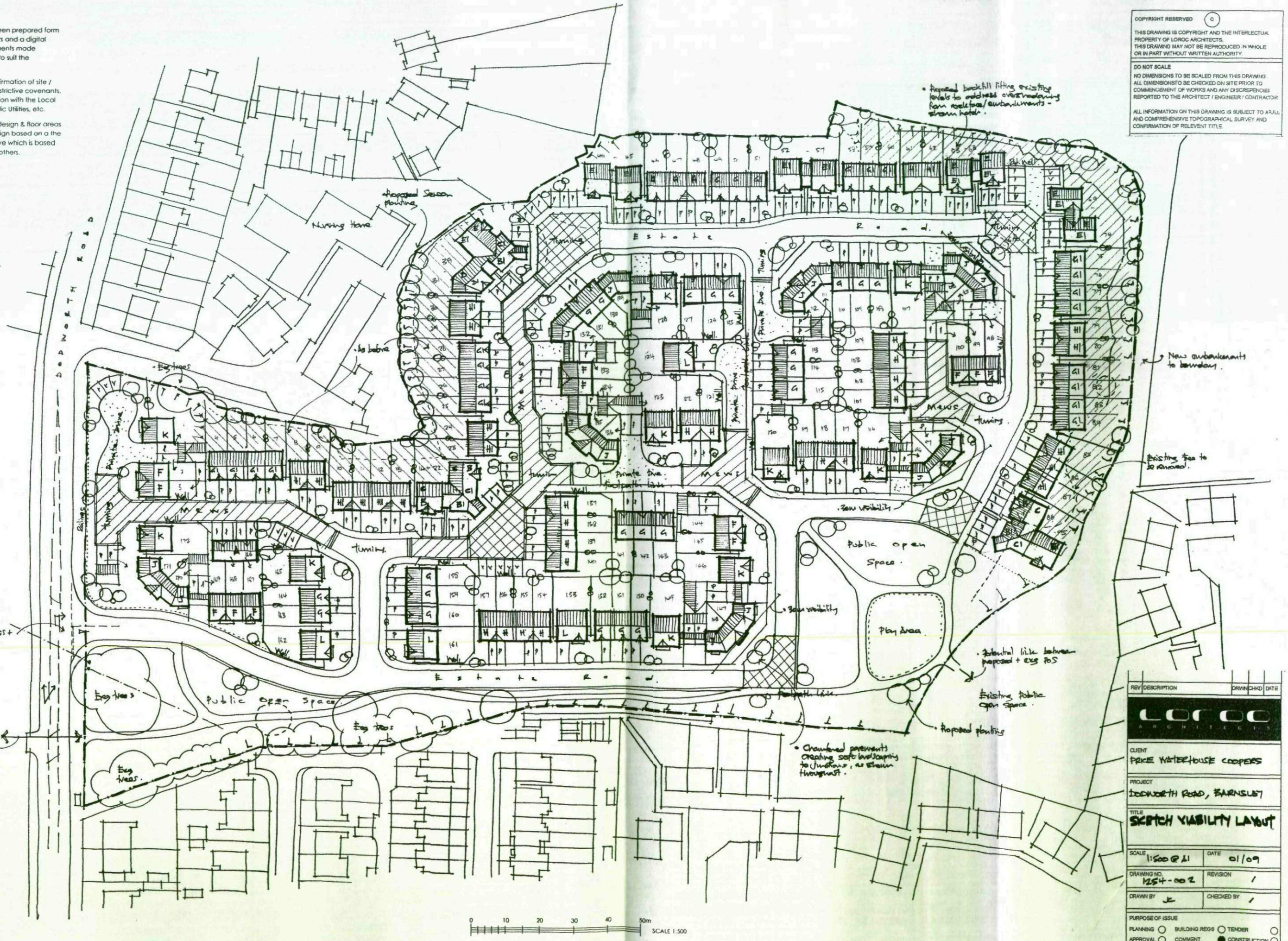
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REV	DESCRIPTION	DRWN/CHKD	DATE

LOROC ARCHITECTS

CLIENT
PRICE WATERHOUSE COOPERS

PROJECT
DONCASTER ROAD, BARNSLEY

TITLE
SKETCH VIABILITY LAYOUT

SCALE 1:500 @ A1	DATE 01/09
DRAWING NO. 1254-002	REVISION /
DRAWN BY JL	CHECKED BY /

PURPOSE OF ISSUE
PLANNING ○ BUILDING REGS ○ TENDER ○
APPROVAL ○ COMMENT ● CONSTRUCTION ○

LOROC ARCHITECTS
WHITEHALL WATERFRONT
2 RIVERSIDE WAY LEEDS LS1 4EH
T: 0113 233 7766 F:0113 243 4808 W: www.loroc.co.uk