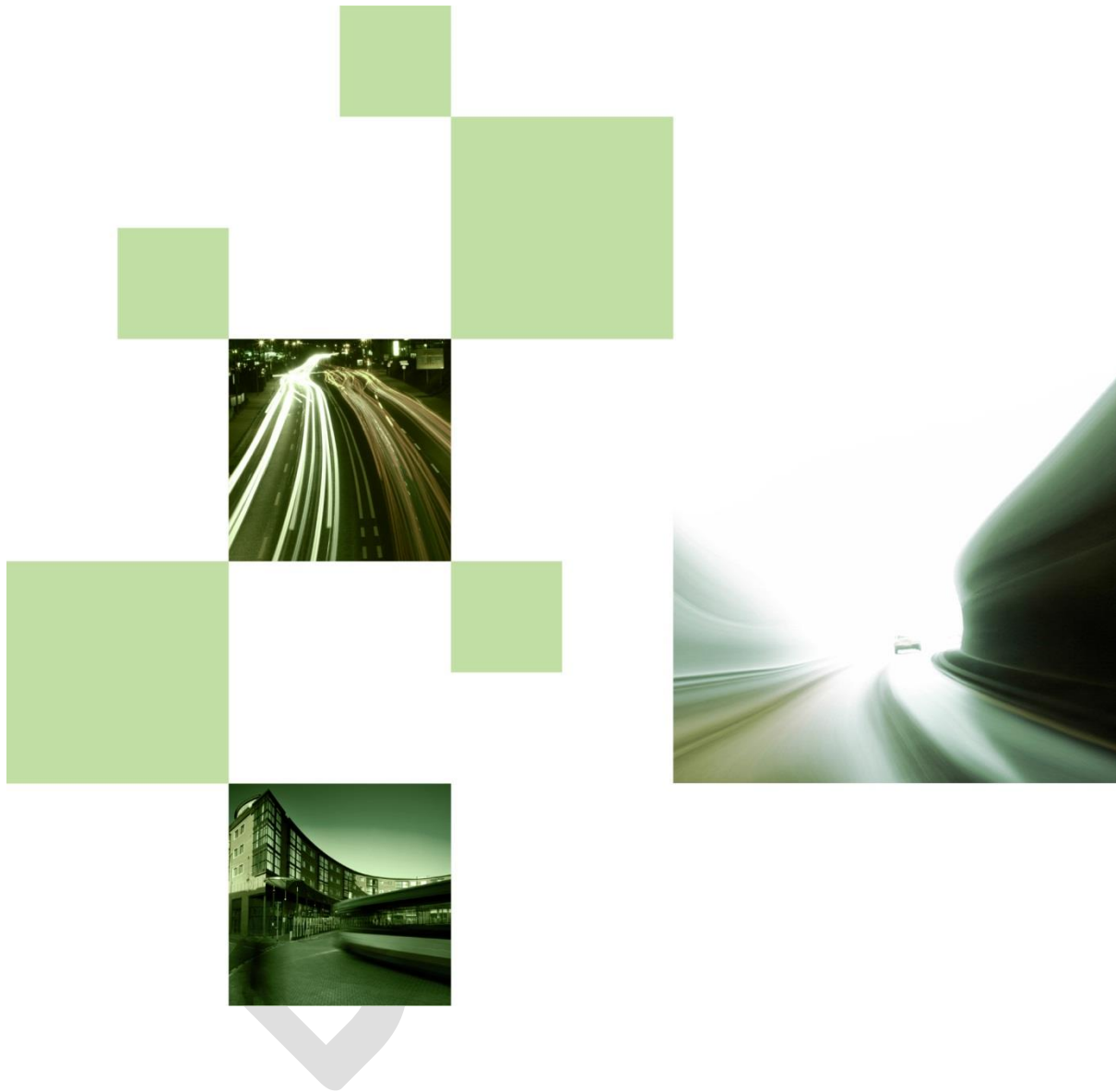


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Residential Development

Woolley Colliery, Darton

Travel Plan

August 2024

PROPOSED RESIDENTIAL DEVELOPMENT
WOOLLEY COLLIERY
DARTON

GLEESON REGENERATION

TRAVEL PLAN

Report by: Phoebe Pitcher

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APPENDICES

Appendix TP1

Proposed Site Plan

DRAFT

1.0 INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) of on behalf of Gleeson Regeneration to support a planning application for a proposed residential development of 115 dwellings, on land to the west of Woolley Colliery Road, Darton, South Yorkshire.

Site Location and Development Proposals

- 1.2 The site is located between the villages of Darton to the south and Woolley Colliery to the north. The proposals comprise of two land parcels which are separated from each other by a mixed-use sporting facility and comprise of land that was formerly part of the now disused Woolley Colliery. The two land parcels will be referred to within this TA as the 'northern' land parcel and 'southern' land parcel, due to their geographical position in relation to each other.
- 1.3 The northern land parcel occupies an area of some 2.1 hectares and is bound to the north by existing residential dwellings, to the east by Woolley Colliery Road, to the west by brownfield land belonging to the former colliery and to the south by the sports facility.
- 1.4 The southern land parcel occupies an area of some 1.1 hectares and is bound to the south and west by woodland, to the east by Woolley Colliery Road, and to the north by the existing sports facility.
- 1.5 A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1 - Site Location



1.6 The development proposals seek to provide a new residential development which will comprise of 115 dwellings. A site plan is attached at **Appendix TP1**. As shown on the attached plan, the northern land parcel will comprise of 75 dwellings, whilst the southern land parcel will comprise of 40 dwellings.

1.7 Vehicular and pedestrian access to both land parcels will be provided from Woolley Colliery Road at the eastern boundary of each site. The southern land parcel will utilise an existing priority T junction to provide access, whilst the northern land parcel will be accessed via the formation of a new priority controlled T junction with Woolley Colliery Road.

Travel Plan Objectives

1.8 In line with the National Planning Policy Framework (NPPF), the following objectives have been identified for this TP:

- To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;
- To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and
- To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.

1.9 This TP represents a long-term commitment to reducing reliance on the private car. All prospective residents will be made aware of the TP and the associated commitments from the outset. Through the provision of this TP, the applicant is committed to ensuring that the outlined measures will support sustainable travel for residents at the site.

1.10 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. This TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.

1.11 This TP has been prepared in accordance with national transport planning policy, including the NPPF and the Department for Transport's Planning Practice Guidance (PPG).

Report Structure

1.12 Following this introduction, the TP is divided into the following sections:

Table 1.1 Travel Plan Report Structure

Section	Title	Description
2.0	Access by Sustainable Transport	This section describes the opportunities to travel to and from the site by sustainable modes of transport
3.0	Travel Plan Coordinator	This section outlines the role of the TPC and sets out their responsibilities.
4.0	Targets and Monitoring	This section sets out the existing modal split for the area in the vicinity of the site, sets out appropriate targets for the site and explains how the TP will be monitored.
5.0	Travel Plan Measures and Action Plan	This section provides a package of initial measures for the site to promote sustainable travel, and an associated action plan.

2.0 ACCESS BY SUSTAINABLE TRANSPORT

- 2.1 National and local transport policies seek to reduce the need to travel and to promote travel by means other than the private car. A review of the accessibility of the site by walking, cycling and using public transport has therefore been undertaken as follows.

Walking

- 2.2 With regard to pedestrian provision at new developments, guidance is set out within the CIHT document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.
- 2.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 2.1.

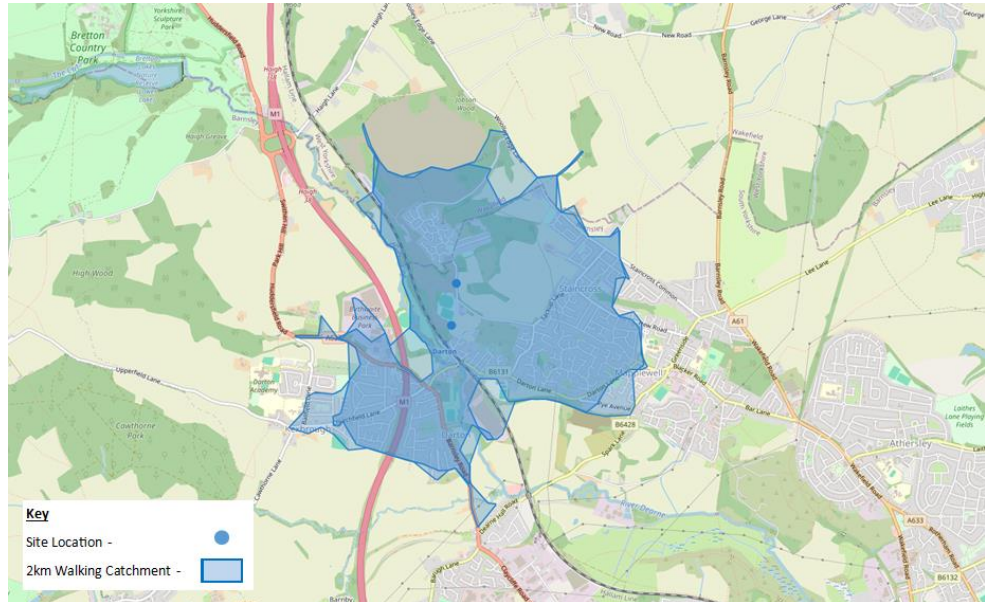
Table 2.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

- 2.4 Table 2.1 shows that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres and the preferred maximum walking distance for other journeys is 1,200 metres.
- 2.5 Pedestrian access to both the northern and southern land parcels will be provided from Woolley Colliery Road via footways to both sides of the vehicular site accesses. A walking catchment plan prepared using Iso4app has been created for the

application site, which highlights the areas accessible within a preferred maximum 2,000 metres walking distance from the centre of both land parcels.

Figure 2.1: 2,000 metre Pedestrian Catchment



©OpenStreetMap

- 2.6 Figure 2.1 above shows that all of Darton is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Mapplewell to the east of the site, Woolley Grange to the north of the site and Kexborough to the south-west of the site.
- 2.7 Table 2.2 summarises the walking distances from the centre of the site to each of the nearest key amenities in the vicinity of the site.

Table 2.2: Walking Distances to Amenities

Amenity	Location	Approximate Walking Distance from Site
Darton Railway Station	Station Road	350 metres
The Royal Spice (Hot Food Takeaway)	Station Road	500 metres
May's Thai Takeaway (Hot Food Takeaway)	Church Street	650 metres
Co-Op Foodstore	Church Street	675 metres
Darton Tap (Public House)	Church Street	700 metres
Darton Primary School	Station Road	800 metres
Darton Community Centre	Church Street	800 metres
Darton Village Hall	Church Street	800 metres
The Rose & Crown (Public House)	Barnsley Road	950 metres
Darton Park	Barnsley Road	1100 metres
Darton Business Park	Barnsley Road	1400 metres

- 2.8 Table 2.2 shows that there are a number of local amenities which are within the preferred maximum walking distance of 2,000 metres. It also shows that Darton Primary School is within the acceptable walking distance for school journeys of 800 metres. To access the school, pedestrians can walk southbound along Woolley Colliery Road, which transitions into an off-carriageway footpath. Approximately 90 meters into this path, it enters the car park for Darton Railway Station. From there, pedestrians can walk through the station car park to the east and then proceed along Station Road, heading southeast for approximately 430 meters. This leads to the entrance of the Primary School.
- 2.9 The nearest secondary school to the site is Darton Academy, which is located circa 2.6 kilometres walking distance to the west of the site. It can also be accessed by a combined walking and bus journey, via the 95 bus (approximately 23 minute journey time including walking time).
- 2.10 The southern site access will tie in to existing footway provision to the western side of Woolley Colliery Road. This footway provision continues to the south,

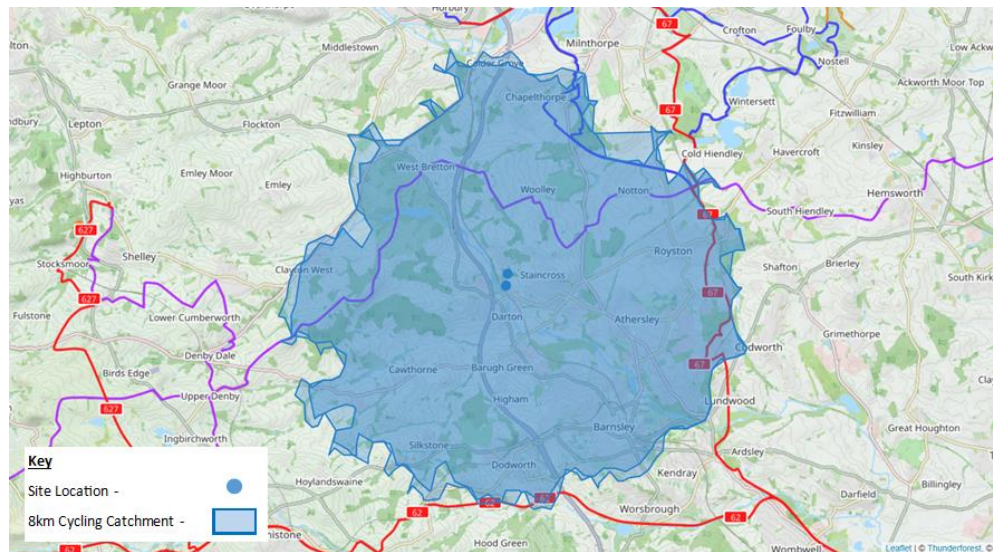
approximately 10 metres to the south of the junction tactile paving and dropped kerbs are provided to tie in to the existing provision to the east of Woolley Colliery Road.

- 2.11 A shared use footway / cycleway is present adjacent to the eastern side of Woolley Colliery Road, this provision stretches from a point approximately 25 metres to the south of the southern land parcel to a point approximately 40 metres to the north of the northern parcel. Dropped kerbs and tactile paving will also be provided adjacent to the northern land parcel site access to tie into this existing provision.
- 2.12 Within the site, it is proposed to provide two metre footways to both sides of the carriageway. The footways will meet up with Woolley Colliery to the east and will ensure there are no development barriers to promoting trips on foot.
- 2.13 It is noted that previous proposals have been put forward to provide a footway to the northern side of Woolley Colliery Road along the approximate 80 metre section of carriageway that currently does not benefit from footway provision, this was accounted for as part of application reference: 2022/0619. The provision of footway along this section of Woolley Colliery Road could however only be facilitated by utilising land to the north of the existing adopted highway, which is not under the applicants control. This land however is allocated for residential development under site HS25, and it is therefore considered that this footway link will therefore be delivered as part of any future application on site HS25.

Cycling

- 2.14 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people. It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 2.15 An 8 kilometre cycling catchment plan has been prepared using the Iso4App accessibility software and is shown at Figure 2.2 below.

Figure 2.2 – 8km Cycling Catchment



©OpenStreetMap

- 2.16 This shows that Darton, Mapplewell, Royston, Athersley, Silkstone and Barnsley town centre are accessible within an 8 kilometre cycle distance, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also well within an 8 kilometre cycle.
- 2.17 The shared use footway/cycleway to the east of Woolley Colliery Road provides a good quality cycle link which allows cyclists to travel adjacent to the site frontage to access Woolley Grange to the north and Darton to the south.
- 2.18 The West Yorkshire Cycle Route is located approximately 2.7 kilometres to the north of the site and provides a mixture of on and off carriageway cycle routes around the perimeter of West Yorkshire. Locally, it provides access to several cycle routes that form part of the National Cycle Network, namely NCN route 67 and 627.

Public Transport

Bus

- 2.19 With regard to public transport provision at new developments, the CIHT publication “Buses in Urban Developments” (January 2018) refers to a maximum walking distance to bus stops of 400 metres. This is a historic recommended distance which has been applied for many years. The aforementioned “Planning for Walking” also states that 400 metres has traditionally been regarded as a cut off point for walking distance to bus stops.

- 2.20 “Buses in Urban Developments” also recognises that there are a number of other factors to consider. For example, people will accept longer walks to reach bus services that are fast, direct, frequent and serve a wider range of destinations.
- 2.21 The closest bus stops to the site are located on Woolley Colliery Road, with the closest stop for the northern land parcel being located approximately 350 metres to the north of the site within Woolley Grange, whilst the closest bus stop to the southern land parcel is located approximately 350 metres walking distance to the south-east from the centre of the site. Therefore, both stops are located within the recommended maximum walking distance of 400 metres.
- 2.22 Both bus stops can be accessed using the existing shared use footway/cycleway to the east of Woolley Colliery Road. Yet, to access bus stops to the south-east of the southern land parcel and avoid the need for pedestrians to walk on carriageway, pedestrians would follow the previously mentioned off carriageway footpath that links the site and Darton Railway Station, before utilising footway provision along Station Road that begins in the railway station car park.
- 2.23 The bus stops are served by the 93, 95a and 97 number bus services. They are both marked by a flag and provide timetable information, whilst the northern bus stop also provides a waiting shelter for passengers. Table 2.3 summarises the bus services available from the stops.

Table 2.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Weekdays	Saturday	Evenings & Sunday
93	Barnsley Interchange – Woolley Grange	Hourly	Hourly	No Service
95a	Barnsley Interchange – Woolley Grange	No Service	No Service	Hourly
97	Wakefield Bus Station – Woolley Grange	3 services towards Wakefield during AM 3 services towards Woolley during PM	No Service	No Service

- 2.24 Table 2.3 shows that there are regular services from these local bus stops to key destinations including Barnsley town centre. These areas provide a wide range of key employment, leisure and retail opportunities that future residents can access

using the bus services. The 95a service provides several late evening and Sunday services to ensure that bus travel from the site can be utilised outside of peak times.

Rail

- 2.25 The closest railway station to the proposed development site is Darton Railway Station, which is located around 290 metres walking distance to the south of the southern land parcel and approximately 550 metres walking distance to the south of the northern land parcel. The railway station is accessible via the footways adjacent to Woolley Colliery Road and the off carriageway footpath that links Woolley Colliery Road to Darton Railway Station. The station is also accessible within an approximate 2 minute cycle ride. At the station, there are 18 sheltered cycle parking spaces which are protected by CCTV.
- 2.26 The station offers hourly services in each direction between Leeds and Sheffield which also stop at other key local stations within South and West Yorkshire such as Barnsley, Wakefield and Castleford. Subsequently, from these stations connections can be made to access national destinations including Manchester, Liverpool, Newcastle, Edinburgh, and London.
- 2.27 Given the close proximity of Darton Railway Station to the application site, it is considered that rail travel will be an extremely convenient and attractive travel mode for future residents of the site.

Summary

- 2.28 This section has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy. It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys.
- 2.29 Regular bus services are provided from bus stops within a short walking distance of the application site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is also located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.

3.0 TRAVEL PLAN COORDINATOR

3.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including establishing the measures contained in this report, travel surveys, future monitoring and the review process.

3.2 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 time to time as the site moves from initial marketing through to implementation and then during the early years of occupation. If the TPC changes, Barnsley Metropolitan Borough Council (BMBC) will be advised of the relevant changes and contact details.

3.3 The TPC will work closely with BMBC to ensure a partnership approach is adopted and the TP accords with the requirements set out by the authority.

Budget

3.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the TP. The ongoing cost of providing a TPC will be funded by the site developer throughout the TP implementation period.

Contact Details of the TPC

3.5 At this stage Bryan G Hall will be the primary contact for this TP, during the interim period prior to the formal appointment of the TPC. The contact details for the interim TPC are as follows:

Travel Plan Coordinator
(ref: 24-256 Woolley Colliery, Darton)
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk
Leeds LS3 1AB
Email: tpc@bryanghall.co.uk
Telephone: 0113 246 1555

4.0 TARGETS AND MONITORING

- 4.1 The primary objective of this TP is to achieve a reduction in dependence on private car journeys (particularly single occupancy journeys) to the site. In order to determine the impact of the TP, challenging but realistic targets must be established. These targets will be set and monitored using resident travel surveys and the results of an initial multi-modal travel survey.

Multi-Modal Counts

- 4.2 Multi-modal traffic counts will be undertaken at the site access junction six months after first occupation, to establish baseline travel patterns. The results of this survey will be utilised to establish site specific baseline travel patterns and will be used to inform the targets associated with the TP, alongside the results of a resident travel survey as detailed below.

Resident Surveys and Modal Split Targets

- 4.3 The baseline resident travel surveys will be undertaken within the first six months of occupation, at the same time as the multi-modal counts. The travel surveys will ask residents where and when they are going to travel, how they intend to travel and what would encourage them to consider sustainable modes of travel. A suitable target response rate will be agreed with BMBC, but an initial response rate of 50% will be sought.
- 4.4 The travel surveys will be used alongside the results of the baseline multi-modal traffic counts to establish a baseline modal split, against which realistic travel targets could be set. Thereafter, the surveys will be undertaken annually as part of the monitoring process. A suitable length of time over which the TP monitoring period will be implemented is to be agreed with BMBC, and this will take into account the amount of time it will take to construct the proposed development.
- 4.5 Prior to the collection of baseline travel data, it is common practice to examine census data for the area within which the development is located. As described within the accompanying TA, the development is located within the Barnsley 005 middle super output area (MSOA).
- 4.6 It is noted that data from the 2021 National Census data has been released recently and this can be interrogated to determine the likely travel patterns of residents in the local area. However, it is also noted that the 2021 Census was undertaken at a time when various travel restrictions were in place throughout England due to the Covid-19 pandemic. On the official survey date of 21st March 2021, England was in

its third national lockdown with a 'stay at home' order in place for non-essential travel. Obtaining modal split data from the 2021 Census data would therefore not be representative. Modal split data has instead been obtained from the 2011 Census data as the other available data source.

- 4.7 As previously discussed, an initial resident survey will ascertain the true baseline position and this will be updated in future monitoring reports. The modal split results from the 2011 census are summarised in Table 4.1.

Table 4.1:
National Statistics Census 2011 Data for Barnsley 005 MSOA
Method used to travel to work

Travel Mode	% Modal Split
Train	3%
Bus	5%
Taxi	0%
Motorcycle	1%
Car/Van Driver	79%
Car/Van Passenger	6%
Bicycle	1%
On foot	5%
Other	0%
Total	100%

- 4.8 The modal splits shown in Table 4.1 will be used to inform a discussion with officers at BMBC, so that target reductions in car usage can be agreed and appropriate targets for alternative modes of transport for the site can be identified.
- 4.9 An initial target of a 10% reduction in single occupancy vehicle trips (i.e. from 79% to 71.1%) from the baseline over a five-year period will be adopted, which is indicated in Table 4.2. This will be informed by the results of the baseline residential

travel survey and agreed with BMBC. As detailed previously, these targets will also reflect any findings of the multi-modal traffic counts.

Table 4.2:
Target Modal Splits

Modal Split	% Split	Target
Car (single occupancy)	79%	71.1%
Train	3%	Additional 7.9% split between other modes.
Bus	5%	
Taxi	0%	
Motorcycle	1%	
Car/Van Passenger	6%	
Bicycle	1%	
On foot	5%	
Other	0%	
Total	100%	100%

Monitoring

- 4.10 Baseline travel surveys will be carried out after a period of six months after first occupation of the development or when 50 dwellings are occupied, whichever is first. As set out previously, a suitable length of time over which the TP monitoring period will be implemented will be agreed with BMBC.
- 4.11 As part of monitoring and review, a review of occupation to date and a site visit will be undertaken to coincide with the annual travel surveys. The TPC will review onsite parking, the condition of footways and cycleways and identify any areas for concern within the development. Any notable findings will be highlighted within the monitoring report and discussed with the developer.

Other Targets

- 4.12 Whilst the primary objective of this TP will be to achieve a reduction in dependence on private cars (particularly single occupancy journeys), a less direct objective will be to increase the awareness of residents of the advantages and the potential for more environmentally friendly modes of travel.
- 4.13 In addition to the modal split targets outlined previously, the objectives of this TP will be actively pursued as the TP is implemented to:
- Minimise the number of single occupant car trips to and from the site;
Target – that residents utilise the existing and future facilities within the local area.
Measure – through travel surveys
 - Increase awareness of the advantages and potential for travel by environmentally friendly modes of transport;
Target - to ensure that awareness of the health, financial and environmental benefits of sustainable modes of travel increase each year.
Measure – through travel surveys
 - Encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site;
Target – that residents are choosing sustainable modes of travel where reasonably practicable for most of their journeys.
Measure – through travel surveys
- 4.14 The TP will strive to achieve these objectives through the measures described in Section 5.0. The objectives and targets will be refined following the initial travel surveys and adjusted accordingly. The targets will be agreed in consultation with BMBC following the first survey.
- 4.15 Awareness is harder to measure. One indicator will be the general response to the introduction of the TP measures which can be monitored through feedback from residents as the strategy evolves. Information gathered through informal feedback will be recorded and used in subsequent reviews.

5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

- 5.1 It is an important principle that the implementation of the TP can establish a pattern of travel behaviour, favouring sustainable modes of travel from the inception of the development.
- 5.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures, residents can pick and choose the most appropriate. It is unlikely that a single measure will ever address all transport needs. Therefore, having a range of measures enables users to choose the most appropriate to them, thus providing flexibility to choose different measures at different times.
- 5.3 The TP is not a static document. It will be developed further once approved and baseline travel surveys have been collected. The measures outlined below are not exhaustive and as the TP evolves, they will include emerging best practice and measures. It will also respond to local changes, as and when appropriate. It will be subject to change in light of progression and completion of the development and will remain responsive to change in line with the findings from future travel surveys and the on-site multi-modal traffic counts.

Measures to encourage sustainable modes of travel through site design

The development has been designed in accordance with relevant design guidance and standards, ensuring that the development promotes and encourages walking and cycling, use of public transport and to reduce the dependence on the private car. Footways are provided throughout the site which provide a permeable and well-connected development, ensuring there are no barriers to walking trips.

Measure 1 - Site Specific Travel Guide

A site-specific travel guide will be prepared and shared with prospective residents via the marketing suite. Providing this information ahead of first occupation can assist in site wide recognition and cooperation with the plan and aspirations for resident travel. The guide will include maps showing walking routes and facilities, locations and routes to bus stops, cycle routes and other places of interest in the local areas. The maps will be annotated to show distances and average walk/cycle times.

Similarly, up-to-date information on electric bikes and cars will be included in the Travel Guide and will be updated accordingly in future newsletters.

Measure 2 - Personalised Travel Planning

All first occupiers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the TPC. 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 where the closest bus services travel to, and local walking and cycling options.

Through discussion with residents the TPC will establish the preferred method of communication going forward. This will allow the TPC to tailor the approach to suit the residents at the development and ensure that the information provided is accessible. This measure will be available on a face-to-face basis for those residents that choose this option.

Measure 3 - Periodic Travel Newsletter

As a means of updating residents of national and local events and periodic campaigns, travel newsletters will be prepared and distributed. The travel newsletter will be produced and distributed at least twice per year, or more frequently if required, in order to report any travel related items of interest. The letter will also advertise events such as resident meetings and will request feedback in order to judge demand for such events.

The newsletter could include, but not be limited to, the following:

- Latest government advice regarding walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of local Car Share scheme
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);
- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week / National Liftshare Week

Measure 4 - Sustainable Travel Voucher

A free public transport ticket will be offered to residents within the travel guide. This will likely be for one month's travel (area and time to be agreed with BMBC) and allows residents to trial using the bus as a form of transport.

If residents already travel by bus, or would prefer a cycle voucher, residents will be offered a cycle voucher for the equivalent cost of the taster ticket. This provides some help towards purchasing a new bike or accessories. Residents therefore have the choice to choose which incentive is best for them.

Measure 5 - Sustainable Travel to Schools

The TPC will promote sustainable travel to school options, such as walking, cycling and public transport. One example of how this could be promoted is through encouraging participation in national and local events such as Walk to School Week. There may also be the opportunity for the TPC to liaise with the local school regarding the sustainable travel options available, to help identify which of these would benefit residents of the proposed site and where potential improvements could be made.

Measure 6 - Cycle User Group

The TPC will promote and arrange a residents cycle user group to encourage cycling.

This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow residents to connect with other residents who are interested in cycling.

The cycle user group will meet every 6 months and will be promoted within the resident newsletter and travel guide prior to each meeting.

Measure 7 - Measures to encourage car sharing

The TPC will promote car sharing through the newsletters and travel guide. The TPC will inform residents of the web-based Liftshare scheme for the local area of Darton. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. Consideration will be given to setting up a site-specific car share scheme, whereby residents of the development can share with other residents, with journey matches facilitated by the TPC.

5.4

The following are other potential measures that the TPC could explore, should residents express interest in additional measures:

- Contact a nearby cycle store to discuss options for providing discounts to future residents, for the purchase of bicycles, clothing and other accessories;

- Contact a nearby cycle store to discuss holding a bicycle maintenance event at the site; and
- Contact a nearby sportswear store to discuss options for providing discounts to future residents, for the purchase of walking, running and other sports clothing accessories which may help residents to travel via sustainable modes.

5.5

An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 5.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking this action.

Table 5.1: Initial Action Plan

Action	Date	Responsibility	Progress to Date
Appoint Travel Plan Coordinator	Prior to marketing of the sites	Developer	Bryan G Hall appointed as interim
Pedestrian links to be built	During construction, in line with development proposals	Developer	Design ongoing
Prepare Travel Guide	For residents prior to first occupation	Travel Plan Coordinator in conjunction with BMBC	To be completed prior to occupation
Undertake personalised travel planning	Within 1 month of occupation	Travel Plan Coordinator	To be offered within one month of occupation
Prepare travel newsletter	Every 6 months	Travel Plan Coordinator	To be completed within six months of occupation
Sustainable Travel Voucher	Within 1 month of occupation	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Promote sustainable travel to schools	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Provide measures to encourage walking	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage cycling (Cycle User Group)	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage car sharing	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Advise residents on reducing the need to travel/working from home	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters

Action	Date	Responsibility	Progress to Date
Undertake travel surveys/multi-modal count	Baseline survey and multi-modal count to be undertaken within 6 months of first occupation. This will be repeated annually for a suitable time period to be agreed with BMBC.	Travel Plan Coordinator	To be completed within six months of occupation or occupation of the 50th dwelling depending on which is first
Review Travel Plan/Action Plan	Annually	Travel Plan Coordinator in conjunction with BMBC	Ongoing throughout the monitoring period

DRAFT

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