

Prepared on behalf of

Empire Property Concepts Limited



NORTH WEST ELEVATION

**Proposed Residential Development
Former HMRC Car Park, Heelis Street, Barnsley**

Travel Plan

Acknowledgements:

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

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1 Introduction

- 1.1 Empire Property Concepts Limited have appointed Sanderson Associates (Consulting Engineers) Ltd to produce a Transport Assessment and Travel Plan in support of their Outline Planning Application to develop the main car park to the former HMRC offices, known as Joseph Locke House, in Heelis Street Barnsley. The site location is shown on Figure 1 in **Appendix A**.
- 1.2 The outline proposals seek to use the 0.26 hectare site for residential purposes. An indicative plan has been produced which shows a multi floored building on the site which would house up to 101 apartments, 20 of which would be two bedroomed, with the remaining 81 single bedroomed units. The proposed development will include an undercroft car park with a capacity of around 17 car spaces with storage facilities for motor cycles and cycles. An indicative general layout of the development is provided in **Appendix A**.
- 1.3 The proposed apartments are located in a particularly sustainable area of the town with easy access to numerous local facilities on foot, and to public transport for longer journeys. The development is ideally placed for those without access to private cars, or who have made the choice of town centre living where there is little reliance on the regular and frequent use of a motor car. Nevertheless the development is not intended to be totally “car free” although in the town centre parking facilities within developments tend to be allowed by the LPA only on the basis of a “maximum provision”.
- 1.4 This Travel Plan is produced in “draft form” and will be finalised as part of the subsequent Reserved Matters application, and later when the development has been implemented and occupied.
- 1.5 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:

- ◆ Clear and unambiguous objectives to influence a lifestyle less dependant upon the private car;
- ◆ A package of measures to encourage and facilitate less car dependant living; and,
- ◆ A time bound programme of implementation.

- 1.6 This Travel Plan will be further developed following discussions with the Local Authority and other relevant bodies, once the site is occupied and specific travel needs are identified.
- 1.7 Prospective residents of the site will be made fully aware of the commitment of the development towards the use of sustainable transport and will at the earliest possible stage be provided with detailed information that sets out the intentions of the Travel Plan and its obligations on future residents by including a copy of the Travel Plan within the sales cabins and providing a Welcome Pack within the sales particulars of each dwelling.
- 1.8 Details of the appointed Travel Plan Co-ordinator will be provided to the LPA at the stage set out in the Action Plan, and Empire Property Concepts Limited are aware that there may be a fee payable to the LPA for their monitoring of the Travel Plan process.
- 1.9 Empire Property Concepts Limited acknowledge their wider responsibilities to encourage a sustainable development that will contribute to reducing congestion and help the viability and attractiveness of the overall development. In a wider sense the Travel Plan will also aid in protecting the general environment and will encourage and engage residents in playing their part in addressing sustainability issues.

2 Travel Plan Objectives

- 2.1 This Travel Plan includes realistic and appropriate objectives and targets for the life of the plan's operation. Travel Plans exist to influence the behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.
- 2.2 The Travel Plan objectives are as follows:
- ◆ To minimise single occupancy vehicle trips created by the development; and
 - ◆ To encourage residents to travel by sustainable modes.
- 2.3 An initial target will be to reduce the number of residents travelling to work in a single occupied vehicle by 10% within 5 years of occupation. Further targets will be set on completion of the initial travel surveys carried out upon occupation.
- 2.4 In order to establish the 'base' situation, residents travel surveys will be issued to residents upon occupation, with the results collated once 50% of the residential development is occupied to provide an initial baseline (unless an alternative timescale is agreed in writing by the Local Planning Authority). It is considered that a time bound implementation of the surveys is not appropriate, as a definitive timescale for occupancy cannot be guaranteed at this stage.
- 2.5 The Transport Assessment which accompanied the planning application includes details of predicted vehicular trip rates likely to be generated by the proposed 101 apartments.
- 2.5.1 The industry standard TRICS v7.4.1 database was utilised to estimate the likely amount of traffic the proposed development could generate. The land use category 03 – Residential C-Flats Privately owned has again been used. The trip rates have been taken from the multimodal surveys previously used.
- 2.5.2 The resultant traffic generation for the proposed 101 apartments residential are tabulated as follows for the typical network AM and PM peak hours of 0800 -

0900 and 1700 - 1800. Full copies of the TRICS data are included at **Appendix D** of the Transport Assessment.

Weekday Assessment Period	Trip Rates per unit		101 apartments	
	Arrivals	Departures	Arrivals	Departures
08:00 - 09:00	0.056	0.144	6	15
17:00 - 18:00	0.158	0.096	16	10

Vehicle trip rates and trip generation for proposed apartments

- 2.6 As will be appreciated the predicted two way peak hour traffic movements are light, at 21 and 26 two way movements, and thus a reduction of 10% is not an unrealistic target.
- 2.7 Monitoring the effectiveness of the initial measures can identify examples of good practice. These can be refined over time to ensure that the targets set for modal shift are likely to be achieved.
- 2.8 If the targets identified are not met, the Travel Plan Coordinator will review the Travel Plan with assistance from Barnsley Metropolitan Borough Council, and an Annual Action Plan will be prepared and agreed.
- 2.9 The Action Plan will contain a program of measures designed to help achieve the Travel Plan targets. It will clearly set out the tasks involved, the persons responsible, and will identify timescales within which the measures will be delivered.

3 Travel Plan Coordinator

- 3.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator (TPC) whose duties normally include liaison with Residents, Local Authority and Local Transport Operators.
- 3.2 The role of TPC will not require a full time equivalent position. The TPC will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.
- 3.3 The duties of the TPC include:
- ◆ Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting into its formation;
 - ◆ Representing the 'human face' of the Travel Plan – explaining its purpose and the opportunities on offer. The TPC will also play a central role in liaison with residents' steering groups or management committees;
 - ◆ Providing personalised travel planning tailored to residents' needs (or procuring this service from others);
 - ◆ Promoting the individual measures in the travel plan (e.g. a car sharing);
 - ◆ Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback residents' opinions to the operators;
 - ◆ Ensuring the approved Travel Plan and its component parts are being actioned;
 - ◆ Monitoring the Travel Plan implementation;
 - ◆ Taking a key role in review of the Travel Plan.
- 3.4 A TPC will be appointed by the developer prior to occupation of the development and will be retained for a minimum of 5 years after the initial baseline has been identified (after 50% occupation).

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- 3.5 The initial funding of the TPC will be from the developer of the apartments, after which the TPC will be funded from the annual service charge which all owners of the apartments will be required to pay.
- 3.6 An alternative to this would be to invite residents to form a Residents Management Group upon 50% occupation. The Residents Management group will be responsible for maintaining the Travel Plan and continue the role of TPC after the developers Travel Plan role concludes.
- 3.7 A Welcome Pack will be provided for residents that will set out details of available sustainable travel alternatives. This will include up to date bus timetable information, which the TPC will obtain from Travel South Yorkshire <https://www.travelsouthyorkshire.com>
- 3.8 It is fundamental to the Travel Plan that the travel patterns of residents are investigated. In order to do this, the TPC will issue a Travel Plan questionnaire upon occupation of each unit; the result will be collated upon 50% occupation of the development, with surveys reissued to all units where a response has not been received. The results shall be collated by the TPC within 3 months of reissue of the surveys and provided to Barnsley Metropolitan Borough Council for information.
- 3.9 This Travel Plan contains specific measures designed to meet the needs of residents and thus attempt to influence the travel modes of residents and visitors to reduce the numbers of car-borne trips to and from the development. As part of this process it is particularly important that residents and visitors are made aware of the sustainable transport alternatives that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use. Regular reviews of the sustainable travel opportunities are therefore necessary and this will be achieved by consultation between the TPC and stakeholders such as Barnsley Metropolitan Borough Council.
- 3.10 The Travel Plan shall be monitored and reviewed as follows; each review shall include a resurvey of residents travel patterns by resident travel questionnaires:

Baseline survey	50% occupation
2nd survey	1 year from baseline
3rd survey	3 years from baseline
Final survey	5 years from baseline or as agreed with the LPA

3.11 A written analysis of each review by the TPC shall be provided to the Council within 3 months of the completion and collation of the review for a minimum of 5 years after the baseline has been identified.

3.12 A key document is the Department for Transports 2005 “Making Residential Travel Plans Work – Guidelines for New Developments”. This can be downloaded from the DfT’s website at:

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/sustainable/travelplans/rpt/makingresidentialtravelplans5775>

4 Accessibility and Travel Plan Measures

4.1 *Introduction*

4.1.1 This Travel Plan includes measures that relate to the following categories:

- ◆ Public Passenger Transport, by bus or rail
- ◆ Walking
- ◆ Cycling
- ◆ Use of Motorcycles/Mopeds
- ◆ Car/taxi sharing
- ◆ Reducing the need to travel to work

4.1.2 A key aspect of delivering successful change is the provision of adequate and up to date information. If private car drivers are to be encouraged to either change their mode of travel or to participate in a car sharing scheme it is obvious that they need to be aware of the availability of these alternatives and updated on any changes or improvements. Therefore, a key measure that will be implemented by the development is the provision of a Welcome Pack, which will be provided to all residents prior to occupation and will detail of all the measures identified.

4.2 *Walking*

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

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- 4.2.3 In relation to acceptable walking distances *Manual for Streets* which is the latest national guidance on the design of residential roads offers the following guidance in Section 4.4 “*The walkable neighbourhood*”
- 4.2.4 “*Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2km. Manual for Streets encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents*”.
- 4.2.5 As a walking path from the centroid of the site the Barnsley Town centre with its substantial shopping and service opportunities lies well within the 800m walking distance set out in *Manual for Streets*. In addition a large Morrisons Supermarket lies within approximately 400m of the centroid of the development site. **Figure 2, Appendix C** indicates the extent of the town centre that is within the 800m walking neighbourhood and the 2km “walk distance”. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.
- 4.2.6 With respect to health care, the Gold Street Surgery lies approximately 880m distant from the site as a walking path. There are a number of dentists and chemists in the nearby town centre. Finally Barnsley Hospital lies approximately 2km distant from the site.
- 4.2.7 The majority of the apartments shown on the indicative plan would be single bedroomed units (81 of the 101) and as such it is unlikely that the development would be a choice for residents with children. Notwithstanding this the final design of the accommodation has not yet been determined, and in relation to the availability of educational facilities, Hope House School for years 3 to 11 lies within the 800m walking neighbourhood, Doncaster Road Primary School at approximately 890m, with Holy Rood RC Primary School located approximately
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1.3km distant. Barnsley College for further education lies approximately 1km distant as a walking path.

- 4.2.8 In terms of pedestrian infrastructure; footways and street lighting are provided on Heelis Street along its length and on all adjoining/adjacent roads in the vicinity of the site. Signal controlled pedestrian crossing facilities are provided on Upper New Street and A628 West Way providing a key pedestrian link from the site to Barnsley Town Centre.

4.3 Measures to encourage walking

- 4.3.1 When an appropriate number of dwellings are occupied, the TPC can establish demand for parents and children wishing to walk to nearby schools. It is now normal practice for Education Authorities to devise School Travel Plans and the TPC will consult with the local schools to determine what measures will be incorporated into the Travel Plan to complement the school's plan. These measures may for example be to establish (or extend) a 'walking bus' or "walking buddies" scheme for the safe commute to nearby schools.
- 4.3.2 The following website provided walking route planner advice and will be promoted by the TPC www.walkit.com
- 4.3.3 The TPC will promote the benefits of walking in relation to general health and well-being and will promote walking to work for residents identified as working "close by".

4.4 Cycling

- 4.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

- 4.4.2 A list of destinations within 5km cycling distance of the site, along with the corresponding cycle time (based on cycle speed of 12kph) are summarised below:

Destination	Distance	Time
Barnsley Town Centre	700m	3 ½ minutes
Barnsley Train Station	1.3km	6 ½ minutes
Kingstone	1.6km	8 minutes
Kendray	2.0km	10 minutes
Gawber	3.1km	15 ½ minutes
Worsborough	3.4km	17 minutes
Athersley South	3.5km	17 ½ minutes
Stairfoot	4.0km	20 minutes
Dodworth	4.1km	20 ½ minutes
Athersley North	4.7km	23 ½ minutes
Barugh Green	4.8km	24 minutes
Swaithe	4.8km	24 minutes
Higham	4.9km	24 ½ minutes

- 4.4.3 Figure 1 in **Appendix A** shows the general area that is accessible with 5km of the site. As can be seen, the site is within cycling distance of a number of shopping destinations which provide a range of services, facilities, school provision and employment opportunities.

4.5 **Cycling Measures**

- 4.5.1 Cycle parking for residents will be provided within the undercroft of the building. This is likely to be in the form of a locked cycle cage.

- 4.5.2 Information for cyclists including details of routes, cycle training, cycle sale and repair shops, and details of cycle facilities will be included within a residents Welcome Pack. Further information on cycling can be found at the following websites: <https://www.barnsley.gov.uk/services/parks-and-open-spaces/walking-and-cycling-in-barnsley/>, www.sustrans.org.uk

4.5.3 The responsibility for obtaining and updating this information will fall to the TPC, who in addition will promote the benefits to health and well-being from regular cycling.

4.5.4 It is considered that the site's accessible location will encourage access by cycle.

4.6 **Accessibility by Public Transport**

4.6.1 An objective of the Travel Plan is to maximise the use of the existing public transport services. The site is ideally placed in terms of access to public transport, located in relatively close proximity to Barnsley Bus and Train Interchange, and local bus stops are conveniently located on adjacent main and side roads within easy walking distance.

4.6.2 There are bus stops located approximately 270m from the site on New Street or Wood Street and 300m from the site on Sheffield Road.

4.6.3 The location of these accessible bus stops are shown on **Figure 4, Appendix A** and the details available services are provided below:-

Nº	Route	Approximate Peak Frequencies (Buses per hour)			
		Mon-Fri Day	Mon-Fri Evening	Saturday	Sunday
6	Barnsley Centre – Worsborough Dale – Barnsley Centre	10 mins	60 mins	12 mins	30 mins
7	Barnsley - Hoyland	60 mins	None	60 mins	None
22x	Rotherham Centre – Barnsley Centre	15 mins	60 mins	15 mins	60 mins
66/N66	Barnsley Centre – Elsecar – Barnsley Centre	10 mins	60 mins	12 mins	30 mins
67	Barnsley Centre - Wombwell	60 mins	120 mins	60 mins	120 mins
67a	Barnsley Centre - Wombwell	60 mins	120 mins	60 mins	120 mins
218	Barnsley Centre – Rotherham Centre	30 mins	None	30 mins	None
219	Barnsley Centre – Doncaster Centre	60 mins	60 mins	60 mins	60 mins
219a	Barnsley Centre – Doncaster Centre	60 mins	None	60 mins	None
222	Barnsley Centre - Mexborough	30 mins	60 mins	30 mins	60 mins
226	Barnsley Centre - Thurnscoe	30 mins	60 mins	30 mins	60 mins
265	Barnsley Centre – Sheffield Centre	30 mins	60 mins	30 mins	60 mins

X19	Barnsley Centre – Doncaster Centre	30 mins	None	30 mins	60 mins
X20	Barnsley Centre – Doncaster Centre	55 – 105 mins	60 mins	60 mins	None
43	Barnsley Interchange – Pogmoor Kingstone Circular	30 mins	60 mins	30 mins	60 mins
44	Barnsley Interchange – Pogmoor Kingstone Circular	30 mins	None	30 mins	60 mins

4.6.4 Barnsley Bus and Train Interchange, is located approximately 660m north of the site, from which additional services are provided.

4.6.5 The rail element of the Interchange is operated by *Northern* and facilities at the station include CCTV monitored cycle parking with stands for parking 24 cycles, cycle hire, a 76 space car park, a ticket office, ticket machines, ATMs, payphones, shops, toilets with baby changing facilities, waiting rooms and ramps for train access.

4.6.6 A summary of the available services and their frequencies is detailed in the following table;

Barnsley Train Station	Monday - Saturday Frequency		Sunday Frequency
	Day	Evening	
Barnsley to Sheffield	60 mins	60 mins	60 mins
Leeds to Sheffield	60 mins	60 mins	60 mins
Leeds to Nottingham	60 mins	None	60 mins
Huddersfield to Sheffield	60 mins	60 mins	60 – 120 mins

4.7 Public Transport Measures

4.7.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Welcome Pack. In addition the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. As mentioned previously it will be the responsibility of the TPC to ensure that this information is kept up-to-date and reported in each review.

- 4.7.2 The TPC will advise occupants that information is available via the internet and up to date bus timetables can be found at <https://www.travelsouthyorkshire.com> with journey planners available at www.yorkshiretravel.net. Coach Information can be found at www.nationalexpress.com and at www.megabus.com.
- 4.7.3 The “Your Stop” service tracks buses using a satellite navigation system and provides the departure times of your next bus at any bus stop in South Yorkshire. This enables users to find out the scheduled or real time for any bus, at any stop, in South Yorkshire. This service is available by scanning the QR code or tapping the NFC tag at the bus stop. More information can be found at <https://travelsouthyorkshire.com/YourStop/>; and will be promoted by the TPC.
- 4.7.4 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops/railway stations and sources of other travel information shall be provided within the Welcome Pack. In addition the physical connections from the site to these facilities will be identified and made known to all residents. It will be the responsibility of the TPC to ensure that this information is kept up-to-date and reported in each review.
- 4.7.5 The TPC will advise residents that information is available via the internet and up to date rail timetables can be found at:
<https://travelsouthyorkshire.com>
www.yorkshiretravel.net
www.nationalrail.co.uk

4.8 Car sharing

- 4.8.1 Car Share schemes:
- Provide a cheap way to get around
 - Reduce levels of traffic and congestion
 - Reduce CO₂ emissions and pollution
 - Reduce parking problems

- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

4.8.2 The site is accessible to the local and wider highway network and the initial Travel Questionnaire should identify the numbers of residents already travelling to work in a car driven by another party and those who may be willing to share their vehicle. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.

4.8.3 Existing Car Share schemes will be promoted to encourage car sharing. Further details can be found at <https://liftshare.com/uk/community/southyorkshire>

4.9 Motor cycling and mopeds

4.9.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

4.9.2 Advice regarding motorcycling can be found at the Department of Transport's website at <https://www.gov.uk/government/publications/think-motorcycling/think-motorcycling> and will be promoted to residents.

4.9.3 Concern is often raised over the safety of motorcycles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

4.9.4 Limited motor cycle parking facilities will be provided in the undercroft.

4.10 Taxis

4.10.1 If significant demand for taxi's is established once the initial travel surveys have been completed, the TPC will contact local taxi firms to see if they would offer

discounts for residents. Any such discounts will be advertised to residents in promotional material (welcome packs and mail shots).

- 4.10.2 The TPC will include details of local licensed taxi companies within residents welcome packs at the point of occupation. Taxi journeys can prove useful for people needing flexibility to travel but do not wish to own a car.

4.11 *Reducing the need to travel to work*

- 4.11.1 It may be possible for residents to encourage their employers to permit some degree of “home working”. This of course will be dependent on the particular circumstances of both the resident and the employer and realistically may not be appropriate in many cases. However if “home working” were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual resident.

4.12 *Other measures*

- 4.12.1 All residents will be made aware of home shopping and internet shopping within mailshots. This measure will assist in reducing the need to travel. Alternatively, taxis can be used for local shopping purposes.
- 4.12.2 All residents will be made aware of travel information and local facilities in there welcome pack at the point of occupation. These measures will also assist visitors and prospective residents to the site.
- 4.12.3 Each dwelling will accommodate a phone line which will allow occupants to access the internet and utilise the aforementioned websites to access bus timetable information etc.
- 4.12.4 Residents moving from the development will be encouraged to inform the TPC so that a resident’s pack can be provided to the new occupiers, by the TPC at the point of reoccupation.
- 4.12.5 Consideration will be given to providing an electric vehicle charging point in the undercroft of the building.

5 Marketing and Communication Strategy

- 5.1 All prospective residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within the Travel Plan by providing each unit with a Welcome Pack. Release of this information in the sales particulars of each dwelling prior to occupation will ensure that all prospective residents will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 5.2 A “mail shot” will be produced by the TPC at the time of each review which will include the latest information on bus, rail, walking, cycling and car sharing arrangements; and residents will be encouraged to make this information available to their visitors.
- 5.3 The TPC contact information including a telephone number and email address will be included within the Welcome Pack to allow residents to contact the TPC.

6 Enforcement and Monitoring

- 6.1 The operation of this Travel Plan will be a planning obligation related to the planning consents for the development.
- 6.2 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the Developers or their management company's responsibility to appoint a TPC at least 3 months prior to first occupation of the development. The name of the TPC must be forwarded to Barnsley Metropolitan Borough Council as soon as the appointment is made. It is the developer's responsibility to make any prospective purchaser of the site fully aware of the planning condition, the Travel Plan and the developer's obligations in relation to the Travel Plan.
- 6.3 With respect to timescales, the Travel Plan will be monitored and reviewed as per paragraph 3.11 after their initial implementation. Each review shall include a resurvey of travel patterns by undertaking a travel questionnaire. A written analysis of each review shall be provided to the Local Authority by the TPC within 3 months of the completion and collation of the review for the life of the Travel Plan.
- 6.4 The TPC will liaise with the Council to consider the review report, to agree any changes necessary and for sign off.
- 6.5 The survey of travel shall include details of the monitoring process undertaken. This report should also contain reference to any outside influence, such as changes in occupancy of the dwellings and changes to bus/train services or places of work and schools.
- 6.6 The Travel Plan will be reviewed in co-operation with the Council and an Action Plan prepared and agreed. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved. An initial Action Plan is set out below.

Action	Timescales	Who is responsible
Appoint a Travel Plan Coordinator (TPC)	Prior to the marketing and occupation of the development	The Developer
Produce Marketing information and sustainable travel element of the Welcome Pack for residents	Prior to the marketing and occupation of the development	Travel Plan Coordinator
Produce bus and rail information for use in communal areas of the development	Prior to the occupation of the development	Travel Plan Coordinator
Undertake first surveys of residents travel patterns	On 50% occupation of the development	Travel Plan Coordinator
Prepare reports and supply to LPA and review Travel Plan measures	Within 3 months of the surveys	Travel Plan Coordinator
Undertake annual surveys of residents travel patterns	Each year after 50% occupation	Travel Plan Coordinator
Prepare reports and supply to LPA and review Travel Plan measures	Each year up to 5 years from 50% occupation – or to a date to be agreed with the LPA.	Travel Plan Coordinator

Summary of Travel Plan actions and timescales

- 6.7 The developer and the appointed TPC will use their reasonable endeavours to ensure that the Travel Plan is successful.

7 Summary and Conclusions

- 7.1 This Travel Plan sets out a series of measures that will encourage changes in the travel patterns of residents and their visitors to the development from the use of the single occupied private vehicle to more sustainable forms of transport.
- 7.2 The Travel Plan includes reference to compliance and enforcement of the Travel Plan and to the required monitoring, review and reporting for the life of the Travel Plan.
- 7.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 7.4 Empire Property Concepts Limited are committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 7.5 This Travel Plan will be further developed in conjunction with Barnsley Metropolitan Borough Council once the development is operational and specific travel needs are identified.

RG 18 August

APPENDIX A

Figure 1 – Site Location

General layout Plan

Figure 2 – Walking Radii

Figure 3 – Cycling radii

Figure 4 – Locations of Public Transport

APPENDIX A

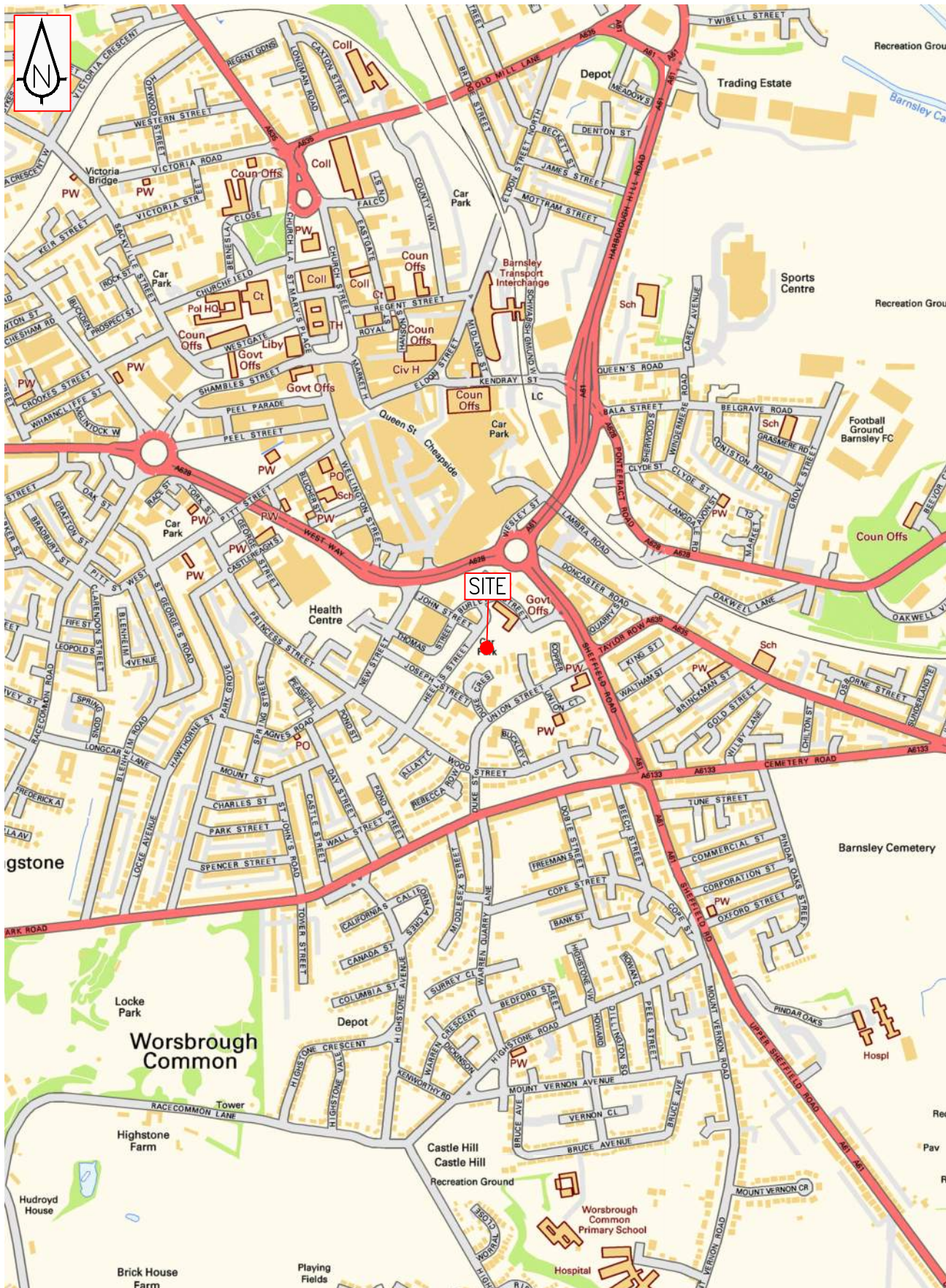
Figure 1 – Site Location

General layout Plan

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Figure 3 – Cycling radii

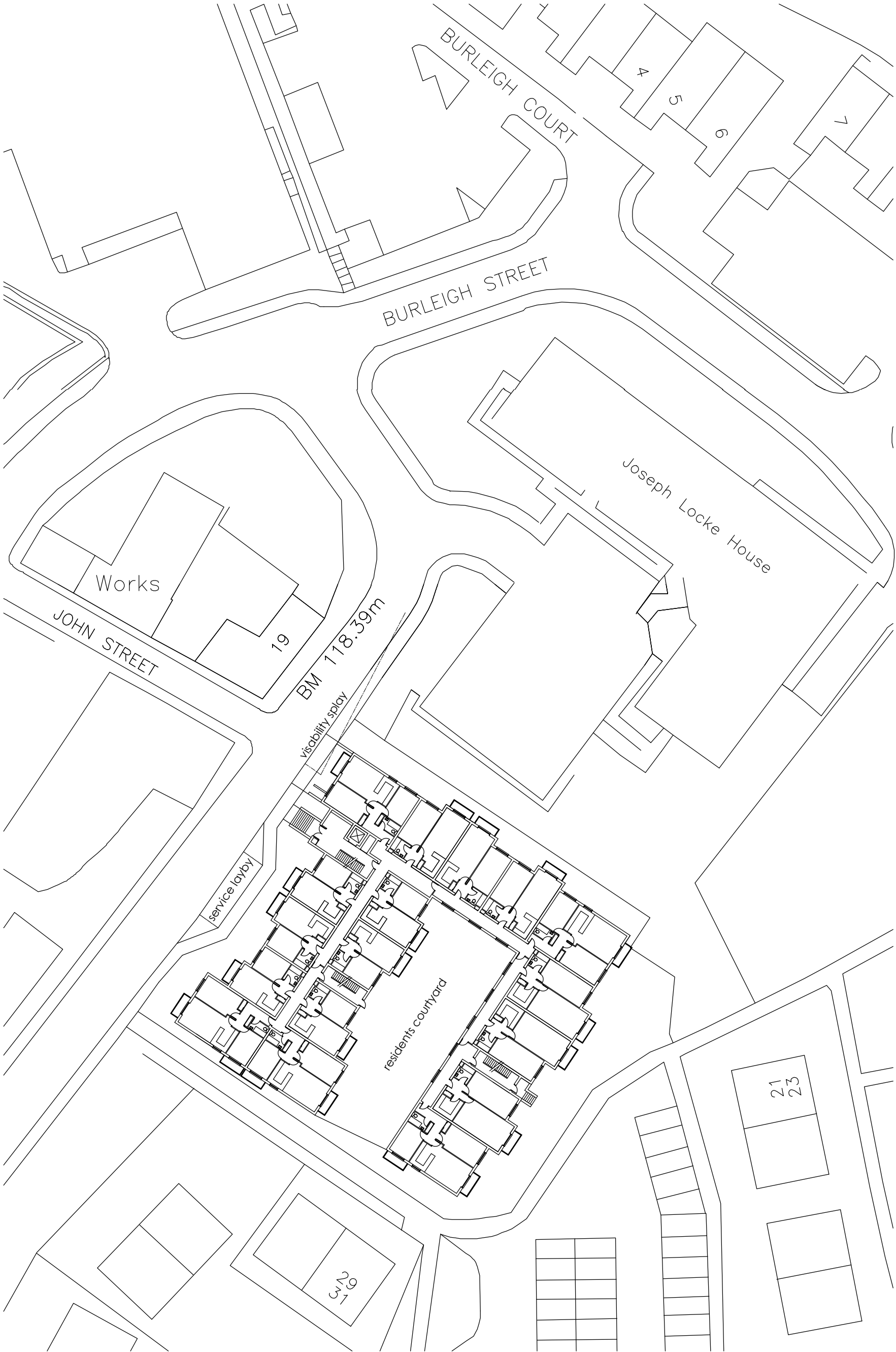
Figure 4 – Locations of Public Transport



Site Location Plan

Proposed Development
 Former HMRC Car Park
 Heelis Street, Barnsley

Drawn CC	Scale NTS	 ISO 9001 REGISTERED FIRM
Checked RB	Date May 2017	
Approved RB	Drawing Number Figure 1	Size A4



BIRCHLEIGH
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for
EMPIRE PROPERTY CONCEPTS

INDICATIVE SIRE LAYOUT

Date:	Drawn By:	Checked By:	Scale:
SEPT 2016	SDE		1:500 @ A3
Project No:	Drawing No:	Revision:	
1082	010		

