

Hoyland Developments Ltd
Land North of Hawshaw Lane, Hoyland

Residential Travel Plan

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Issue





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1 Introduction

1.1 Commission

Hoyland Developments Ltd is bringing forward a planning application for a proposed residential development at Land North of Hawshaw Lane, Hoyland, Barnsley.

The proposed site is intended to form Phase 1 of a wider residential development at Hoyland Lowe which is identified as a residential allocation in BMBC's Local Plan Publication Draft 2016.

Fore Consulting Limited (Fore) has been commissioned by Hoyland Developments Ltd to prepare the Residential Travel Plan to accompany the planning application for the Phase 1 development comprising circa 100 dwellings. However, in order to provide a robust analysis, both the Travel Plan and the accompanying Transport Assessment (prepared under separate cover) test the site delivery for up to 120 dwellings.

1.2 The Site & Surrounding Area

The site is located within the town of Hoyland, approximately 5.9km to the south of Barnsley. Hoyland lies to the east of Junction 36 of the M1 and to the south of A6195 Dearne Valley Parkway.

The central area of the town is located on B6097 High Street, which runs west to east, bisecting the built up urban areas of the town. Within the town there are a mixture of modern and historic developments and a number of public amenities including shops, public houses, schools and medical facilities.

The site currently comprises open fields / agricultural land, bound by a mixture of fences and hedgerows. An existing residential area and the B6096 Hawshaw Lane are located along the site's southern frontage whilst to the north, east and west there are further areas of open fields.

The B6096 Hawshaw Lane serves as a local distributor road providing access to the built up residential areas of Hoyland. The B6096 Hawshaw Lane connects Junction 36 of the M1 with the northern fringes of Hoyland via the A6135 Sheffield Road. A number of properties located on the northern and southern side of the B6096 Hawshaw Lane also take direct driveway access onto the carriageway.

The location of the site is shown on Figure 1.

1.3 The Development Proposal

The proposal is an outline application to develop the site to provide circa 100 dwellings. However in order to provide a robust analysis, both the Travel Plan and the accompanying Transport Assessment (prepared under separate cover) test the site delivery for up to 120 dwellings.

It is proposed to access the site via a new three-arm simple priority junction with the B6096 Hawshaw Lane along the site's southern frontage, to the east of West Street.

A dedicated pedestrian / cycle only access into the site will also be provided, connecting to the existing footway provision located along the north side of the B6096 Hawshaw Lane, opposite its junction with the B6097 Fearnley Road.

The proposed site layout is included at Appendix A.

1.4 Purpose of this Report

This report is the Residential Travel Plan for the proposed development. The report has been prepared to promote, as far as practically possible, travel to the site by sustainable modes including walking, cycling and public transport.

The Residential Travel Plan sets out the aspiration of the applicant to encourage alternatives to single-occupancy car journeys, as one of the ways to reduce the environmental impact of the proposed development and to ensure that future residents of the site have access to, and a choice of, travel options.

The structure and content of this Residential Travel Plan follows the national planning policy contained within the National Planning Policy Framework¹ and Planning Practice Guidance². Due consideration has also been given to the relevant local guidance and standards published by BMBC.

1.5 Structure of the Report

This report is structured as follows:

- Section 2 sets out the aim and objectives of the Residential Travel Plan.
- Section 3 presents an audit of the existing transport networks that serve the site.

¹ *National Planning Policy Framework*, Department of Communities and Local Government, 2012.

² *Planning Practice Guidance*, Department of Communities and Local Government, 2014.

- Section 4 presents an audit of the transport facilities that will be available at the proposed development.
- Section 5 identifies the likely transport impacts associated with the proposed development.
- Section 6 presents the proposed travel plan targets.
- Section 7 sets out the roles and responsibilities associated with implementing the Residential Travel Plan.
- Section 8 identifies the travel plan measures that will be implemented to encourage trips by sustainable modes of transport.
- Section 9 identifies how the Residential Travel Plan will be monitored and reviewed.
- Section 10 provides a summary action plan for the implementation of the Residential Travel Plan.

2 Travel Plan Aim and Objectives

2.1 Aim

The aim of this Residential Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with the proposed development and, through this, to reduce the demand for less sustainable modes of travel.

The Residential Travel Plan is a ‘living’ document that will grow and develop over time and in accordance with the changing circumstances of the proposed development. It should not be viewed as a one-off piece of work to be undertaken and put on a shelf. It is a continuous improvement for all the travel-related activities of future residents of the proposed development.

2.2 Objectives

The overall objectives of this Residential Travel Plan are as follows:

- To reduce travel by single occupancy car journeys.
- To encourage sustainable travel choices.
- To increase awareness of the environmental and health implications of different travel choices.
- To maximise accessibility for walking, cycling and public transport as sustainable transport modes.
- To encourage multi-occupancy car usage.
- To minimise the impact of the development proposals on the local area and local transport network.
- To create an accessible, connected, inclusive community.

3 Transport Network Audit

3.1 Introduction

This Section provides a ‘point-in-time’ audit of the existing transport links that serve the site. It helps develop an informed view of the transport options available, so that recommendations can be made to future residents of the site about the way they travel. It also identifies the proposed improvements to the physical infrastructure which are to be brought forward as part of the development proposals in order to improve the connectivity of the site and encourage travel by more sustainable modes.

This Site Audit is to be reviewed prior to first occupation of the proposed development (and annually thereafter) and should be used to identify any future issues and areas for improvement.

Key Action:	Update the audit of the transport network
To be completed by:	Prior to first occupation and annually thereafter
Responsibility of:	Travel Plan Coordinator

3.2 Local Highway Network

This Section describes the local highway network within the vicinity of the site, comprising a number of key links and junctions which are identified on Figure 2 and discussed in turn below.

3.2.1 B6096 Hawshaw Lane

The B6096 Hawshaw Lane serves as a local distributor road, linking the western areas of Hoyland to the A6135 Sheffield Road and ultimately Junction 36 of the M1. Locally, the B6096 Hawshaw Lane runs south-west to north-east along the southern boundary of the site, providing access towards Hoyland Town Centre via the B6097.

Within the immediate vicinity of the site the B6096 Hawshaw Lane is a single lane two-way carriageway and is subject to a 30mph speed limit. The carriageway is approximately 7.5m in width, though it widens in places to accommodate formalised roadside parking.

The carriageway is lit along the extent of the site’s southern frontage and there are currently no waiting restrictions in place.

A footway is provided on both the northern and southern side of the road which continues along the full extent of the site frontage. The footway on the southern side of the road

connects to further provision at a number of local access roads and residential streets, with informal pedestrian crossing points located at most junction mouths (dropped kerbs and tactile paving).

Heading westwards from the site the B6096 Hawshaw Lane is renamed the B6096 Hoyland Road and provides access to a number of local residential streets via a series of simple three-arm priority junctions on both the northern and southern side of the road, before forming the eastern arm of a four-arm signalised junction with A6135 Sheffield Road and Tankersley Lane.

East of the site the B6096 Hawshaw Lane provides access to the northern fringes of Hoyland, ultimately connecting to the A6195 at a four-arm roundabout with Woodhead Lane.

Approximately 40m south-west of the proposed site access junction, the B6096 Hawshaw Lane forms a simple three-arm priority junction with West Street. West Street primarily provides access to a small number of residential properties situated on the southern side of the road and West Meadows Primary School to the north. West Street runs for approximately 240m, connecting to the B6097 Fearnley Road at a simple three-arm priority junction on approach to the town centre.

3.2.2 A6135 Sheffield Road

The A6135 Sheffield Road serves as a local distributor road, linking Junction 36 of the M1 with the western fringes of Hoyland. The carriageway is lit, is subject to a 30mph speed limit and is flanked by footways along both sides.

The A6135 Sheffield Road forms the northern and southern arms of a four-arm signalised junction with the B6096 Hoyland Road and Tankersley Lane. Waiting restrictions, in the form of double yellow lines, are present along all four approach arms of the junction.

Controlled pedestrian crossings (Pelicans) are provided across the A6135 Sheffield Road (n) and B6096 Hoyland Road arms, located approximately 80m and 65m back from the stoplines respectively. The crossings provide pedestrian connectivity between Hoyland Common Primary School and the eastern side of A6135 Sheffield Road and between the local shops along the B6096 Hoyland Road.

Additionally, uncontrolled pedestrian crossings (dropped kerbs) are provided across all four arms of the junction, in front of the stoplines.

3.2.3 Tankersley Lane

Tankersley Lane forms the western arm of the four-arm signalised junction with the A6135 Sheffield Road and the B6096 Hoyland Road. Within the immediate vicinity of the junction,

Tankersley Lane provides access to a number of residential driveways, which take direct access onto the carriageway.

Tankersley Lane serves as a local road connecting the B6096 Hoyland Road and A6135 Sheffield Road with Church Lane and ultimately the A61 to the far west. The road heads westwards over the M1, before becoming Church Lane immediately beyond an informal three-arm priority junction with Black Lane.

The road is subject to a 30mph speed limit, which increases to the national speed limit approximately 210m west of the signalised junction with the A6135 Sheffield Road / B6096 Hoyland Road.

Within the 30mph limit the road is lit and footways are provided on both sides of the road. Beyond that, due to the rural nature of the road, street lighting is not provided though a continuous footway is present on the northern side of the road.

3.2.4 A6195 Dearne Valley Parkway

The A6195 Dearne Valley Parkway runs to the far north of the site and links directly to Junction 36 of the M1 via a four-arm roundabout with the A61 / A6135 Sheffield Road.

The A6195 Dearne Valley Parkway serves as the northern bypass to Hoyland, connecting to a number of local distributor roads via a series of three-arm and four-arm roundabouts.

The A6195 Dearne Valley Parkway is a two-lane dual carriageway, separated by a raised kerbed central reserve. The road is lit and subject to the national speed limit for its entirety.

3.3 Sustainable Access

This Section describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport.

The Section gives consideration to the existing and proposed new infrastructure within the vicinity of the site along with the potential pedestrian and cycling catchment areas. Details of local public transport services are also provided.

3.4 Pedestrian Access

3.4.1 Pedestrian Catchment

Although walking distances will obviously vary between individuals and circumstances the Chartered Institution of Highways & Transportation (CIHT) suggests acceptable walking distances for commuting as follows³:

- Desirable: 500m.
- Acceptable: 1.0km.
- Preferred Maximum: 2.0km.

Figure 3 presents the isochrone of a 2.0km walking distance threshold measured from an indicative point, centrally within the site, assuming only formal road crossings and designated footways / footpaths are used. The 2.0km isochrone covers the following range of local amenities:

- **Retail:**
 - It should be noted that due to the site's close proximity to Hoyland town centre, an abundance of local retail facilities are located within a 2.0km walking distance of the site, primarily between Southgate, Milton Road and the B6097 High Street. The retail facilities include a number of takeaway food outlets, convenience and general stores, a bakery, butcher, a range of local supermarkets and high street banks.

A number of other key retail facilities are outlined below:

- The nearest supermarket (Co-operative) to the site is located on the northern side of B6096 Hoyland Road, within approximately 700m walking distance of the site. Further provision is also provided to the north east of the site, adjacent to the B6096 Hawshaw Lane / Market Street junction (Tesco), and within the town centre (Co-operative). Both supermarkets are accessible within approximately 1.4km walking distance of the site. A further local supermarket (One Stop) is located on the southern side of the B6097 West Street, accessible within approximately 800m walking distance of the site.
- The nearest convenience store is located on the western side of Stead Lane, adjacent to the junction with Chapel Street. The convenience store is accessible within approximately 600m walking distance of the site. Further provision is located

³ *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

on the southern side of the B6097 West Street, near to Kirk Balk Academy, and is accessible within approximately 850m walking distance of the site. An additional convenience store is located to the far north of the site, on the northern side of the B6096 Wombwell Road and is accessible within approximately 1.6km of the site.

- The nearest petrol filling station (with associated store) is located to the south of the junction with the B6096 Hoyland Road and Tankersley Lane, accessible within approximately 950m walking distance of the site. Similar provision is also located to the north of the junction, on the eastern side of the A6135 Sheffield Road, accessible within approximately 1.2km of the site.
- A petrol filling station (with associated store) and discount food store (Londis) are located on the eastern side of Market Street, accessible within approximately 1.5km and 1.6km walking distance of the site respectively.
- The nearest Post Office is located within the Co-operative supermarket to the west of the site, accessible within approximately 700m of the site. Further provision is also located on the western side of Market Street, adjacent to the junction with Duke Street. The Post Office is accessible within approximately 1.6km walking distance of the site.
- The nearest café is located on the southern side of the B6096 Hoyland Road, adjacent to the junction with Watson Street. The café is accessible within approximately 750m walking distance of the site.
- There is a takeaway food outlet situated on the northern side of the B6096 Hoyland Road, adjacent to the junction with Hunt Street. The takeaway food outlet is accessible within approximately 850m walking distance of the site. Further provision is located on the western side of Princess Street, accessible within approximately 600m walking distance of the site.
- Hoyland Market is located on the eastern side of Market Street (note that the general retail market operates on a Tuesday and Saturday) and is accessible within approximately 1.5km walking distance of the site.

- **Leisure:**

- The nearest public house (The Star) is located on the northern side of the B6096 Hoyland Road, adjacent to the junction with Tinker Lane, and is accessible within approximately 700m of the site. Further provision (Hare and Hounds and Savile Square) is located on the eastern side of A6135 Sheffield Road, and are accessible within approximately 1.0km and 1.1km walking distance of the site respectively. Additional provision (Prospect Tavern) is located on the southern side of the B6097

West Street, adjacent to the junction with Brooke Street, and is accessible within approximately 950m walking distance of the site.

- A number of other public houses (The Gate Inn and Beggar and Gentleman) are located within Hoyland Town Centre, both of which are accessible within 1.5km walking distance of the site. Additional provision (The Yorkshireman and The Furnace) are located to the far south of the site, accessible within approximately 1.5km and 1.9km walking distance of the site respectively.
- A recreational playing field is located to the west of the site, accessible within approximately 800m walking distance of the site. Further recreational grounds, including an all-weather football pitch, is located to the south of the site (associated with Kirk Balk Academy). The facilities are accessible within approximately 600m walking distance of the site (school entrance).

- **Education:**

- The nearest primary school (West Meadows Primary School) is located to the immediate south of the site, adjacent to the junction with the B6096 Hawshaw Lane and West Street. The school is accessible within approximately 260m walking distance of the site. Hoyland Common Primary School is located to the west of the A6135 Sheffield Road and is accessible within approximately 1.0km walking distance of the site. Further primary school provision is located to the east of the site (St Helen's Catholic School and Hoyland Springwood Primary School) and is accessible within approximately 1.0km and 1.2km walking distance of the site respectively.
- The nearest secondary school (Kirk Balk Academy) is located to the immediate south of West Meadows Primary School and is accessible within approximately 500m walking distance of the site.

- **Health:**

- The nearest medical centre to the site (Walderdale Surgery) is located on the southern side of Southgate, adjacent to the junction with George Street, and is accessible within approximately 1.5km walking distance of the site. Further provision is located to the immediate south (Hoyland Medical Practice), accessible within approximately 1.6km walking distance of the site.
- The nearest pharmacy (Co-operative Pharmacy) is located on the northern side of the B6096 Hoyland Road, accessible within approximately 800m walking distance of the site. Further provision is located adjacent to the Walderdale Surgery and Hoyland Medical Practice (Cohens) and within the Hoyland Centre, accessible within 1.6km and 1.5km walking distance of the site respectively. A further pharmacy is

also located on the western side of Market Street (Cohens), accessible within approximately 1.6km walking distance of the site.

- The nearest dental practice (Hoyland Family Dental Centre) is located on the western side of Milton Road within Hoyland Town Centre. The dental practice is accessible within approximately 1.4km walking distance of the site.

It can be seen that the site is located within convenient walking distance to a wide range of local amenities and facilities.

3.4.2 Pedestrian Routes & Facilities

The pedestrian routes and facilities within the immediate vicinity of the site are shown on Figure 3 and are outlined as follows:

- **Footways:**
 - An existing footway is present along both the northern and southern side of the B6096 Hawshaw Lane which continues along the full extent of the site frontage. The footway on the southern side of the road terminates immediately beyond the junction between the B6096 Hoyland Road and West Street, with dropped kerbs and tactile paving provided across the carriageway to provide a pedestrian connection to the footway located on the northern side of the road.
 - The footway on the southern side of the road connects to further pedestrian provision heading southwards at a number of local access roads and residential streets.
 - An existing footway is present along both the eastern and western side of the A6135 Sheffield Road, though the footway on the western side of the road terminates on approach to Birdwell Roundabout. Heading southwards the footways continues beyond the built up residential areas of Hoyland.
 - Existing footways are present on both the northern and southern side of Tankersley Lane, which extend westwards beyond a number of residential properties. The footway on the southern side of the road terminates on approach to the national speed limit signs, though the footway on the northern side of the road continues beyond the M1.
 - Existing footways are provided on both the eastern and western side of the A6195 Dearne Valley Parkway, though these both terminate immediately beyond Rockingham Roundabout.

- **Public Rights of Way:**

- A footpath runs beyond the northern section of the site, connecting to further provision to the east and west. Heading westwards the footpath connects to a footway on the eastern side of the A6195 Dearne Valley Parkway. To the east the footpath connects to additional provision beyond Upper Hoyland Road, ultimately providing access southwards towards the B6096 Hawshaw Lane and northwards towards the A6195 Dearne Valley Parkway.
- A footpath (with a section of bridleway) provides access heading northwards beyond the A6195 Dearne Valley Parkway towards Shortwood Business Park and the area of Hay Green.
- A short section of footpath beyond the eastern boundary of the site provides a connection heading southwards towards the footway located on the northern side of the B6096 Hawshaw Lane. A further footpath provides a traffic-free link between the western side of Upper Hoyland Road and the northern side of the B6096 Hawshaw Lane.
- To the west of the site a relatively short stretch of footway passes to the west of Hoyland Common Primary School and provides a connection between the A6135 Sheffield Road and Tankersley Lane. A further footpath, located to the far west, provides a link heading northwards ultimately towards the village of Tankersley.
- A number of other footpaths are located to the south of the site within the area of Hoyland Common, two of which provide a link heading southwards beyond the railway line towards Broadcarr Road.
- A further short stretch of footpath provides a connection between the A6135 Sheffield Road and Stead Lane, passing to the south of Parkside Road.
- Additional footpath provision is located on the western side of the A6135 Sheffield Road and provides a link heading westwards towards the M1 and ultimately Tankersley Park Golf Course.
- A number of footpaths and bridleways are easily accessible from the site, providing opportunities for recreational walking.

- **Pedestrian Crossings:**

- Controlled pedestrian crossings (Pelicans) are provided across the A6135 Sheffield Road (n) and B6096 Hoyland Road arms, located approximately 80m and 65m back from the stoplines respectively. The crossings provide pedestrian connectivity

between Hoyland Common Primary School and the eastern side of A6135 Sheffield Road and between the local shops along the B6096 Hoyland Road.

- A Zebra crossing is also provided within the town centre, across High Street, to the north of its junction with Milton Road whilst there are numerous uncontrolled crossings (dropped kerbs with / without tactile paving) provided across junction and access mouths throughout the town.

3.4.3 Proposed Pedestrian Infrastructure

Pedestrian access to the site will be provided from:

- New 2.0m wide footways provided along both sides of the proposed vehicular access and connecting to the existing footway provision along the north side of the B6096 Hawshaw Lane.
- A dedicated pedestrian / cycle only access into the site, connecting to the existing footway provision located along the north side of the B6096 Hawshaw Lane, opposite its junction with the B6097 Fearnley Road.
- The internal layout will ensure that an attractive pedestrian environment is provided within the site, in order to encourage journeys to be made on foot.

3.5 Cycle Access

3.5.1 Cycle Catchment

The Cycling England document *Integrating Cycling into Development Proposals*⁴ suggests acceptable cycling distances of commuting and non-work purposes, as follows:

“Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed.”

With regards to these distances, Figure 4 shows that a number of towns and public amenities can be accessed within 8km of the site.

- The whole of Hoyland is located within convenient cycling distance providing ease of access to the wide range of local facilities and amenities outlined previously in this Section. In particular, the town centre is located approximately 1.4km cycling distance from the site.

⁴ *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

- Wombell and Brampton are accessible to the northeast of the site and can be accessed within approximately 5.3km and 7.0km cycling distance respectively. Collectively, they provide access to a range of high street retail facilities, a medical centre and educational and leisure facilities. Brampton also provides access to Cortonwood Retail Park, which includes a large range of retail amenities including two large supermarkets (Morrisons and Asda) and a number of takeaway food outlets and restaurants.
- Worsbrough is located to the north of the site and can be accessed within approximately 6.3km cycling distance. Worsbrough forms the southern fringes of Barnsley and provides access to a large range of retail and leisure facilities. Access is also provided to Mount Vernon Hospital and a number of primary and secondary educational facilities.
- Chapeltown is accessible to the south of the site and can be reached within approximately 5.3km cycling distance. Chapeltown is largely residential in nature, though provides access to a range of retail, leisure and educational facilities. In particular, Chapeltown provides access to a railway station and a large superstore supermarket (Asda).
- Access is also provided to the smaller settlements of Tankersley (approximately 2.2km), Birdwell (approximately 3.3km), Thorpe Hesley (approximately 5.5km), Wentworth (approximately 5.5km) and Harley (approximately 3.3km). Collectively they provide access to a range of local services and amenities.

3.5.2 Cycle Routes

A number of cycle routes are accessible from within close proximity of the site, outlined as follows:

- National Cycle Route 67 is accessible to the south of the site from A6135 Sheffield Road. The route runs from Long Whatton near Loughborough to join National Cycle Route 71 near Northallerton in Yorkshire. Locally, the route provides a largely traffic-free link between Chapeltown, Hoyland, Elsecar, Wombwell and Brampton. The route also heads southwards via Thorpe Hesley.
- National Route 62 is accessible from Worsbrough to the north of the site. The route connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. Locally, the route provides cycling access between the southern fringes of Dodworth and Wombwell, via Worsbrough.

- To west of the site National Cycle Route 67 provides access onto part of the Trans Pennine Trail. The route heads westwards, ultimately joining National Cycle Route 627 to the north of Stocksbridge. Locally, the route provides cycling access between Tankersley and Wortley.

3.6 Public Transport

3.6.1 Bus Services

The CIHT document Planning for Public Transport in Developments⁵ states that:

“The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”

The document also states that:

“It is better to provide bus routes that are simple and direct than slavishly follow limits on walk distance to stops. Routes should not be split or diverted to achieve a walk distance of less than 400m from every destination to its nearest bus stop.”

With regards to the CIHT guidelines Figure 5 indicates that the closest bus stops in relation to the site are located on the northern and southern side of B6096 Hawshaw Lane approximately 240m and 220m from the site (measured from an indicative central point within the site).

Collectively, the bus stops provide access to the Number 7, 7A, 66, N66 72, 72A, 683 and 482/283 bus services. The Table overleaf provides a summary of the bus services available from the bus stops described above, including respective frequencies and destinations served.

⁵ Planning for Public Transport in Developments, Chartered Institution of Highways & Transportation, 1999, p11.

Table 1: Bus Services, Destinations and Frequencies

Bus Stop	Service	Operator	Destinations Served	Approx. Daily Frequency (Both Directions)		
				Mon-Fri.	Saturday	Sunday
Hoyland Common / Hoyland Road / Police Station	7	TM Travel	Barnsley - Worsbrough Bridge - Blacker Hill - Platts Common - Hoyland - Tankersley - Pilley - Birdwell	Every 60 minutes until 0934 hours (every 120 minutes thereafter)	Every 60 minutes until 0934 hours (every 120 minutes thereafter)	-
	7A	TM Travel	Barnsley - Worsbrough Bridge - Blacker Hill - Platts Common - Hoyland - Tankersley - Pilley - Birdwell	Every 60 minutes until 0824 hours (every 120 minutes thereafter)	Every 60 minutes until 0824 hours (every 120 minutes thereafter)	-
	66	Stagecoach	Barnsley - Birdwell - Hoyland Common - Hoyland - Jump - Elsecar	Every 10 - 20 minutes until 0844 hours (every 10 minutes thereafter)	Every 10 - 20 minutes until 0858 (every 10 minutes thereafter)	Every 30 minutes
	N66	Stagecoach	Barnsley - Birdwell - Hoyland Common - Hoyland - Jump - Elsecar	-	Every 60 minutes (night service)	-
	72 / 72A	TM Travel	Chapelton - High Green - Tankersley - Hoyland - Elsecar - Wath upon Dearne - Manvers	Every 60 minutes	Every 60 minutes (Number 72 bus service only)	-
	683	Thomas Rotherham College Student Service	Wombwell - Hoyland - Chapelton - High Green - Upper Wortley Road - New Wortley Road - Thomas Rotherham College	Twice daily (AM and PM school / college service)	-	-
	482/483	MASS Brightbus	Hoyland - Barnsley Academy	Twice daily (AM and PM school / college service)	-	-

Note: Bus services correct as of 11 November 2016.

The Table above shows that there are frequent bus services operating from the bus stops located on both the northern and southern side of B6096 Hawshaw Lane, providing access to a range of local and regional destinations. The key services are outlined below.

The Number 7 and 7A bus service provides an hourly service (every 120 minutes after 0934 hours) between Barnsley and Birdwell, Monday to Saturday. The service is currently not in operation on a Sunday. Note that some bus services run on school days and school holidays only.

The Number 66 bus service runs approximately every 10 to 20 minutes between Barnsley and Elsecar, Monday to Saturday, with a reduced half-hourly service currently in operation on a Sunday. The Number N66 bus service provides an hourly 'night' service between 0046 hours and 0346 hours. The 'night' service runs on Sunday mornings only.

The Number 72 and 72A bus service runs hourly between Chapeltown and Manvers, Monday to Saturday. The service is currently not in operation on a Sunday.

The Number 683 bus service runs between Wombwell and Thomas Rotherham College twice daily (AM and PM service), Monday to Friday. Note that the bus service is a student service only.

The Number 482/482 bus service runs between Hoyland and Barnsley Academy twice daily (AM and PM service), Monday to Friday. Note that the bus service is a student service only.

3.6.2 Rail Services

Elsecar Railway Station is the nearest railway station to the site and is located approximately 2.2km (direct measurement) to the west. The station is situated on the Penistone Line and Hallam Line, which are both served by Northern.

Trains operate hourly between Sheffield and Leeds in both directions, Monday to Saturday, with a reduced service (approximately every 120 minutes) currently in operation on a Sunday. New Northern Franchise operator Arriva Rail North plans to improve the service frequency to half-hourly all day after the new franchise agreement comes into effect (April 2016).

Trains also operate between Huddersfield and Sheffield, with trains towards Sheffield operating hourly between 0707 and 0907, Monday to Saturday (note that only one PM service is currently in operation). Trains towards Huddersfield operate in the evening only, between 1650 hours and 2258 hours, Monday to Saturday. A two-hourly service is currently in operation on a Sunday.

The station can be accessed via the Number 72 and 72A bus service, which stop approximately 160m to the north of the Station entrance.

4 Site Audit

4.1 Introduction

This Section presents an audit of the travel facilities at the proposed development. This information is to be reviewed on completion of the proposed development and updated, as necessary, to take account of any changes and to identify any additional issues. It should then be reviewed on an annual basis.

Key Action:	Update the site audit for the proposed development
To be completed by:	On completion of the proposed development and annually thereafter
Responsibility of:	Travel Plan Coordinator

4.2 Vehicular Access

4.2.1 Access onto B6096 Hawshaw Lane

Vehicular access onto B6096 Hawshaw Lane is to be provided as a simple three-arm priority junction. The proposed preliminary access arrangement is shown on Fore Drawing 3406/SK004/001 to the rear of this report and includes:

- 6.0m carriageway width.
- 10.0m kerb radii.
- 2.0m wide footways to be provided on both sides of the access road to tie into the existing provision on the northern side of the B6096 Hawshaw Lane. An uncontrolled pedestrian crossing (dropped kerbs and tactile paving) is to be provided across the site access mouth.

4.2.2 Internal Road Layout

The proposed vehicular access junction will link to a main internal spine road within the site. The internal spine road will provide access to a number of cul-de-sacs and residential streets.

The internal layout will be designed to ensure that carriageways can accommodate the necessary turning movements associated with the required refuse vehicle. The primary carriageways within the site will have a width of 6.0m and 2.0m wide footways will ensure that pedestrian movements within the site are adequately accounted for.

Access to individual dwellings will be provided directly onto the estate roads through the site by private driveways or, alternatively, by shared space areas. The surface treatment of the shared space areas will be visually and texturally different to that of the local access road. The shared space areas will be subject to low traffic speeds and will be jointly used by pedestrians, cyclists and vehicular traffic.

It is intended that the internal road network will be built to adoptable standards and the majority will be offered for adoption under Section 38 of the Highways Act.

4.3 Car and Cycle Parking

It is proposed that car and cycle parking provision within the site is provided in accordance with the adopted local guidelines and standards.

Table 1 of BMBC's Parking Supplementary Planning Document⁶ provides standards to guide the appropriate level of parking provision for different types of land use. These standards are reproduced in the Table below for new residential developments.

Table 2: BMBC Car Parking Standards – Residential Developments

Use	Borough Wide (Excluding Barnsley Urban)	Threshold above which standard applies
Housing and flats	1 space for dwellings with 1 or 2 bedrooms 2 spaces for dwellings with three or more bedrooms	All development

With regards to the standards set out in the Table above and guidance published in the South Yorkshire Residential Design Guide⁷, dedicated car parking provision will be provided for each residential dwelling in the form of detached or integral private garages and driveways. Each in-curtilage car parking space will be minimum 6.0m in length to ensure that parked cars do not overhang the footway. Where allocated spaces take the form of a garage, these will be minimum 6.5m x 3.0m.

Additional visitor parking will be provided at suitable locations, interspersed throughout the proposed development.

No specific cycling parking provision is set out in the Council's SPD, though the proposed development will ensure that cycle parking can be adequately accommodated within the curtilage of the residential dwellings. Dwellings without garages will provide adequate internal storage space for cycles. Dwellings with garages will be designed so that access to and from the cycle storage is not hindered by parked cars or other stored items.

⁶ *Supplementary Planning Document - Parking*, Barnsley Metropolitan Borough Council, 2012.

⁷ *South Yorkshire Residential Design Guide*, Transform South Yorkshire, 2011.

4.4 Pedestrian and Cycle Access

A safe and attractive environment for walking and cycling will be provided within the site, which encourages local journeys to be made by foot or by cycle. The following features will be included in the design of the internal site layout:

Pedestrian access to the site will be provided from:

- New 2.0m wide footways provided along both sides of the proposed vehicular access and connecting to the existing footway provision along the north side of the B6096 Hawshaw Lane.
- A dedicated pedestrian / cycle only access into the site, connecting to the existing footway provision located along the north side of the B6096 Hawshaw Lane, opposite its junction with the B6097 Fearnley Road.
- The internal layout will ensure that an attractive pedestrian environment is provided within the site, in order to encourage journeys to be made on foot. Where shared-space streets are provided, these will clearly delineate the functions of the different parts of the highway and aid wayfinding.
- Internal highway junctions will incorporate dedicated pedestrian crossing facilities, including dropped kerbs and tactile paving (where appropriate).

4.5 Public Transport

As described in Section 3, the site can be accessed by a number of existing bus services from bus stops located within convenient walking distance to the site.

The proposed development will be designed to capitalise on the existing public transport services, ensuring that pedestrian connections are convenient and direct - and take into consideration the needs of the elderly and mobility impaired.

5 Transport Impact

5.1 Introduction

The methodology used to estimate the total person trip generation and mode share associated with the proposed development, and a subsequent assessment of the traffic impact on the local transport network is set out in full in the Transport Assessment that accompanies the planning application.

A summary of the predicted total person trip generations by mode during the Weekday AM and PM peak hours (0800 to 0900 hours and 1700 to 1800 hours) is provided below. These peak hours represent the maximum impact expected on the local transport network from the proposed development.

5.2 Total Person Trip Generation

The total person trip generation associated with the proposed development is shown in the Table below, for the Weekday AM and PM peak hours. This has been derived using person trip rates from the TRICS database, which have been applied to the number of dwellings proposed (120 residential dwellings).

Table 3: Average Weekday Person Trip Generation

Land Use	Unit	Person Trip Generation (Person Trips)			
		AM Peak (0800-0900)		PM Peak (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Residential	120 Dwellings	26	98	72	45

It can be seen that the proposed development is predicted to generate a total of 124 & 117 two-way person trips during the identified Weekday AM and PM peak hours.

5.3 Mode Share

The 2011 Census dataset, *QS701EW - Method of travel to work*, has been used to derive an estimate of the baseline mode share for the development proposals. The mode share for the output area within which the site is located has been used (E01007397). In this way, the mode share is considered to accurately represent the likely travel characteristics of the site with regards to the existing accessibility of the site by foot, cycle and public transport, and the configuration of the local road network.

The mode share from this dataset is summarised in the Table below. The dataset includes all usual residents aged 16 to 74, whilst the categories 'Not in employment', 'Work mainly

at or from home’ and ‘Other method of travel to work’ have been removed for the purpose of this assessment.

It should be noted that the mode share presented here is considered to be a ‘baseline’ and therefore does not account for the future implementation of travel planning measures to encourage the use of sustainable modes to travel to and from the proposed development site.

Table 4: Baseline Mode Share

Mode	Mode Share
Underground, Metro, Light Rail, or Tram	0.5%
Train	1.1%
Bus, Minibus or Coach	9.7%
Taxi	0.7%
Motorcycle, Scooter or Moped	0.2%
Driving a Car or Van	71.7%
Passenger in a Car or Van	6.1%
Bicycle	1.3%
On Foot	8.8%
Total	100% (rounded to whole %)

5.4 Person Trip Generation by Mode

Considering the mode share and the person trip generation presented in the Tables above, the person trip generation by mode has been estimated for the proposed development. This is set out in the Table below for the Weekday AM and PM peak hours.

Table 5: Average Weekday Person Trip Generation by Mode

Mode	Person Trips					
	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Underground, metro, light rail, tram	0	0	0	0	0	0
Train	0	1	1	1	1	2
Bus, minibus or coach	3	10	13	7	4	11
Taxi	0	1	1	1	0	1
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	19	70	89	52	32	84
Passenger in a car or van	2	6	8	4	3	7
Bicycle	0	1	1	1	1	2
On foot	2	9	11	6	4	10
Total (rounded)	26	98	124	72	45	117

6 Travel Plan Targets

6.1 Introduction

The setting of targets is essential to understanding whether the Travel Plan has been effective in achieving its objectives. Targets should be SMART, that is:

Specific, Measurable, Achievable, Realistic and Time-bound.

A number of action-type targets have been set within this report as ‘Key Actions’ and relate to the effective establishment and implementation of the Residential Travel Plan.

6.2 Mode Share Targets

A key objective of the Residential Travel Plan is to increase the accessibility of the site by sustainable modes of travel and thereby reduce the dependency on single occupancy car trips. A suitable indicator in assessing the achievement of this objective is to monitor the modal split associated with residents travelling to and from the site.

The initial proposed mode share targets for the proposed development have been based on the baseline mode share identified in the accompanying Transport Assessment and presented earlier in this Travel Plan.

The proposed mode share targets seek modest increases in the proportion of residents travelling to and from the site by train, and greater increases in the proportion travelling by bus, cycle, on foot or car sharing. Overall, the mode share targets seek to secure a substantial reduction in single occupancy car trips.

The proposed mode share targets are set out in the Table below and are based on a target reduction in single occupancy car journeys of 5.0%. The target mode shares for walking, cycling and public transport has been increased accordingly, along with car passenger.

Table 6: Proposed Mode Share Targets

Mode	Mode Share		
	Baseline	Target	Net Change
Underground, metro, light rail, tram	0.5%	0.5%	-
Train	1.1%	1.6%	+0.5%
Bus, minibus or coach	9.7%	11.2%	+1.5%
Taxi	0.7%	0.7%	-
Motorcycle, scooter or moped	0.2%	0.2%	-
Driving a car or van	71.7%	66.7%	-5.0%
Passenger in a car or van	6.1%	7.1%	+1.0%
Bicycle	1.3%	2.3%	+1.0%
On foot	8.8%	9.8%	+1.0%
Total	100%		

The proposed mode share targets are to be reviewed following the completion of the first snap-shot travel survey (see Section 9 for details), before being agreed with the BMBC Travel Plan Team. In addition, a target for the maximum percentage of children taken to school by car will be determined. Based on work undertaken elsewhere, a target percentage reduction of 10.0% of children travelling to school in a car is considered realistic.

The proposed mode share targets will be agreed, and will not change, without prior consultation with the BMBC Travel Plan Team.

Key Action:	Agree the proposed mode share targets with the BMBC Travel Plan Team
To be completed by:	Following the first snap-shot travel survey
Responsibility of:	Travel Plan Coordinator

Once agreed, the objective would be to attain the mode share targets by completion of the full development, envisaged to be a three to four year period from the construction start date. Once the car driver target mode share has been achieved, the proportion of residents driving to the development should be maintained, or preferably reduced further.

Key Action:	Review and update the mode share targets
To be completed by:	Following the first travel survey and as determined by the BMBC Travel Plan Team
Responsibility of:	Travel Plan Coordinator

7 Responsibility and Ownership

7.1 Introduction

To be successful, travel planning should involve as many people as possible. To encourage people to think about, and change, their travel behaviour, it is important that they feel involved in the travel planning process rather than feeling that it is something that has been imposed upon them. The earlier everyone is involved in travel planning, the more successful it is likely to be.

The preparation, implementation and monitoring of the Residential Travel Plan will ideally encourage a partnership approach between the applicant, the housebuilder and the future residents of the site and the BMBC Travel Plan Team.

7.2 Travel Plan Coordinator

A Travel Plan Coordinator will be appointed for the site, prior to the first occupation of the proposed development. Details of the Travel Plan Coordinator will be forwarded to the BMBC Travel Plan Team within two weeks of the role being appointed.

It is envisaged (although not confirmed) that the appointed Travel Plan Coordinator will be a member of the house builder's sales team who will be on-site at the sales showroom throughout the development's construction period. The role of the Travel Plan Coordinator will be to advise residents of the opportunities to travel to the site by more sustainable modes.

Early appointment will enable the Travel Plan Coordinator to commence the implementation of the Residential Travel Plan immediately, to start establishing new travel patterns during the early occupation of the proposed development.

Key Action:	Appoint Travel Plan Coordinator
To be completed by:	Following grant of planning permission
Responsibility of:	Applicant / House Builder

The responsibilities of the Travel Plan Coordinator are as follows:

- Implementation and running of the Residential Travel Plan, demonstrating full commitment and enthusiasm towards it.
- Undertaking monitoring consistent with the agreed framework and ensuring that the results are communicated to the BMBC Travel Plan Team.

- Identifying measures that are required in response to the monitoring of the targets, for agreement with the BMBC Travel Plan Team. In this way, the Travel Plan Coordinator would be responsible for the overall delivery of the travel plan targets and agreeing appropriate additional measures, when necessary.
- Communicating the Residential Travel Plan, including promotion of the benefits of travel planning and acting as a point of contact for residents of the proposed development requiring information.
- Periodically reviewing the Residential Travel Plan, updating the document as necessary (for example, the site audit).

The Travel Plan Coordinator will remain in place throughout the construction period of the proposed development, envisaged to be three or four years from the initial start on site.

Any changes in contact details for the Travel Plan Coordinator will be passed on to the BMBC Travel Plan Team within two weeks of the change.

8 Travel Plan Measures

8.1 Introduction

This Section sets out a range of measures (grouped by category) that are to be implemented through the Residential Travel Plan, targeted at future residents of the proposed development.

It should be noted that the measures presented within this Section are not exhaustive and the Travel Plan Coordinator will be free to investigate other potential initiatives to achieve the stated objectives.

Key Action:	Implement travel plan measures
To be completed by:	As set out below
Responsibility of:	As set out below

8.2 Travel Welcome Pack

A Travel Welcome Pack will be prepared to include information on sustainable travel opportunities to the site. The details of the Travel Welcome Pack are yet to be confirmed but will likely include information on:

- Local walking & cycling routes and crossing facilities within the vicinity of the site.
- Up to date bus and rail timetables.
- Information relating to local and national car share schemes.
- Identification of the location of nearby amenity facilities.
- Information on how residents could consider reducing their need to travel such as home delivery for shopping and working from home.

The Travel Welcome Pack will be distributed to all new residents at each new property until the development is completed. It is also envisaged that copies of the Travel Welcome Pack will be made available for prospective buyers to take at the development site's showroom.

8.3 Site Design

A number of measures are to be built into the design of the proposed development at the construction stage in order to encourage the use of sustainable transport modes. These are set out in the Table below.

Table 7: Travel Plan Measures – Site Design

Measure	Responsibility	Implementation
Internal pedestrian routes will be built as part of the proposed development to increase permeability and minimise walking distances to bus stops.	Applicant / House Builder	Construction
The provision of adequate cycle parking within each home.	Applicant / House Builder	Construction
The provision of new pedestrian / cycle infrastructure connections onto the B6096 Hawshaw Lane from the proposed site access and dedicated pedestrian / cycle link opposite Fearnley Road	Applicant / House Builder	Construction

8.4 Initiatives to Encourage Walking

Walking is an attractive mode for short journeys and is the most environmentally friendly mode of transport available. Key measures to be provided to encourage walking trips to and from the site are set out in the Table below.

Table 8: Travel Plan Measures – Initiatives to Encourage Walking

Measure	Responsibility	Implementation
On-site and off-site pedestrian routes will be built as part of the proposed development to increase permeability and minimise walking distances to bus stops and local amenities.	Applicant / house builder	Construction
A route map showing pedestrian routes connecting the site to local bus stops and local amenities will be prepared and included within the Travel Welcome Pack.	Travel Plan Coordinator	To be distributed to all new residents at each new property until development completion.
Promote the health benefits of walking. Walking regularly can help to contribute towards a healthy lifestyle. Emphasising the health benefits of walking may encourage more people to walk to the site.	Travel Plan Coordinator	Information on the health benefits of walking and local leisure routes to be presented on a Travel Information Board at the development's on-site showroom throughout the construction period.
Consult with local schools to determine what measures and initiatives will be adopted to complement the school's own Travel Plan (if appropriate). Such measures	Travel Plan Coordinator	Ongoing - suitable information on travel to schools to be presented on the Travel Information Board at the development's on-site

could include 'walking buses' for the safe commute to nearby schools.		showroom throughout the construction period.
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8.5 Initiatives to Encourage Cycling

Providing high quality cycle parking and other trip-end facilities, together with incentives to cycle, can be effective tools to encourage modal shift towards cycling. Key measures to be provided to encourage cycling trips to and from the site are set out in the Table below.

Table 9: Travel Plan Measures – Initiatives to Encourage Cycling

Measure	Responsibility	Implementation
The provision of adequate cycle parking within each home.	Applicant / House Builder	Construction
A map showing local cycle routes & facilities will be included within the Travel Welcome Pack.	Travel Plan Coordinator	To be distributed to all new residents at each new property until development completion.
The promotion of events to encourage cycling, particularly emphasising health benefits.	Travel Plan Coordinator	Information on local and national cycling events to be presented on a Travel Information Board at the development's on-site showroom throughout the construction period.
Provide information regarding cycle training courses, including details of local 'bikeability' providers and any courses provided by BMBC.	Travel Plan Coordinator	Information on local cycle training courses to be presented on a Travel Information Board at the development's on-site showroom throughout the construction period.
Discounts on cycling equipment could also be arranged, possibly agreed with a local retailer. This could include discounts on bike purchase, on-site cycle repair service or free cycle accessories. A suitable local retailer would need to be identified.	Travel Plan Coordinator	Ongoing - Travel Plan Coordinator to discuss potential cycle equipment discounts / repair services with local retailers throughout the construction period.
The promotion of local and regional cycle groups	Travel Plan Coordinator	Information on local and regional cycle groups to be presented on a Travel Information Board at the development's on-site showroom throughout the construction period.

8.6 Initiatives to Encourage Public Transport Use

The site can be accessed by a number of existing bus services from bus stops located within convenient walking distance to the site. The Table below sets out the measures to be implemented to further encourage travel by public transport to the site.

Table 10: Travel Plan Measures – Initiatives to Encourage Public Transport

Measure	Responsibility	Implementation
Bus and Rail timetable information for local services to be included within the Travel Welcome Pack.	Travel Plan Coordinator	To be distributed to all new residents at each new property until development completion.
Discounted tickets could possibly be arranged with the local bus and train operators as an incentive for residents to use these services.	Travel Plan Coordinator	Ongoing - Travel Plan Coordinator to discuss potential ticket discounts with local bus / rail operators throughout the construction period.

8.7 Car Sharing

A key objective of the Residential Travel Plan is to reduce single occupancy car use and one of the ways to do this is to incentivise car sharing. The Table below sets out the measures to be implemented.

Table 11: Travel Plan Measures – Initiatives to Encourage Car Sharing

Measure	Responsibility	Implementation
Information on local and national car share schemes to be included within the Travel Welcome Pack.	Travel Plan Coordinator	Information on local and national car share schemes to be distributed to all new residents at each new property until development completion.

9 Monitoring and Review

9.1 Introduction

This Section sets out the monitoring framework for the Residential Travel Plan. Monitoring of the Travel Plan will indicate how well it is performing at meeting the mode share targets and any other targets that are set throughout the life of the Plan. Monitoring will also assist in refining travel plan measures and establishing new targets, as and when appropriate.

9.2 Monitoring Framework

A key action for the Travel Plan Coordinator is the production of a monitoring framework. The Travel Plan Coordinator will be responsible for ensuring monitoring of the Residential Travel Plan is undertaken and will coordinate the overall monitoring strategy and report the results to the BMBC Travel Plan Team.

The monitoring framework for the Residential Travel Plan will include the following:

- Undertaking an annual snap-shot travel survey of residents of the proposed development, recording how they travel to work or school on a particular day. The first survey will be carried out within six months of the first dwelling being occupied and annually thereafter until the development is completed.
- Record comments made by residents of the proposed development on the Residential Travel Plan.
- Record uptake of Travel Plan measures.
- Decide on the production of action plans and mitigation, when and where necessary, in agreement with the BMBC Travel Plan Team.

Key Action:	Produce monitoring framework to include details of the monitoring mechanisms set out above, including proposed methodology, draft surveys and timescales
To be completed by:	Prior to first occupation
Responsibility of:	Travel Plan Coordinator

Key Action:	Implement monitoring of the Residential Travel Plan in accordance with monitoring framework
To be completed by:	Annually
Responsibility of:	Travel Plan Coordinator

9.3 Travel Survey

As an important part of the monitoring framework, a snap-shot travel survey will be carried out by the Travel Plan Coordinator, in full consultation with the BMBC Travel Plan Team.

The first survey will be carried out within six months of the first dwelling being occupied and annually thereafter until the development is completed.

The snap-shot travel survey will determine the number of people travelling to and from the proposed development site on a particular day and the modes by which they travel. This will allow an accurate baseline to be established and year-on-year changes to be recorded. The travel survey will also look to identify:

- Where people are travelling to and from.
- How, why and when they are travelling.
- What alternative modes of transport they would consider.

The travel survey shall be undertaken on a weekday, during a ‘neutral’ or representative month, in accordance with WebTAG guidance⁸. The Travel Plan Coordinator will endeavour to ensure that the survey response rate is as high as reasonably possible.

Key Action:	Undertake an annual snap-shot travel survey of residents of the site, recording how they travel to the site on a particular day
To be completed by:	Six months after first occupation and annually thereafter
Responsibility of:	Travel Plan Coordinator

The detailed findings of the travel survey will be used to inform the measures to be implemented as the Travel Plan proceeds and to refine the mode share targets set as part of the ongoing monitoring of the Residential Travel Plan.

9.4 Annual Monitoring Report

A short monitoring report will be prepared by the Travel Plan Coordinator and provided to the BMBC Travel Plan Team. The monitoring report will present monitoring information and will compare this against the agreed targets set out in the Residential Travel Plan.

⁸ TAG Unit M1.2: Data Sources and Surveys, Department for Transport, 2014.

The monitoring report will be submitted within three months of the completion of the first travel survey (and annually thereafter) and will be used to examine the effectiveness of the Residential Travel Plan and to evaluate any changes in travel patterns.

If the monitoring report indicates that the travel plan targets are not being met, it would be the responsibility of the Travel Plan Coordinator to identify an action plan for the following twelve month period. The action plan would contain a programme of measures focused on meeting the travel plan targets, alongside a timescale for delivery.

The action plan will be submitted with the monitoring report for agreement by the BMBC Travel Plan Team. Monitoring of the agreed measures would be undertaken as part of the monitoring framework for the following twelve month period.

Key Action:	Prepare and submit monitoring report and action plan (if required)
To be completed by:	Three months after completion of the first travel survey and annually thereafter
Responsibility of:	Travel Plan Coordinator

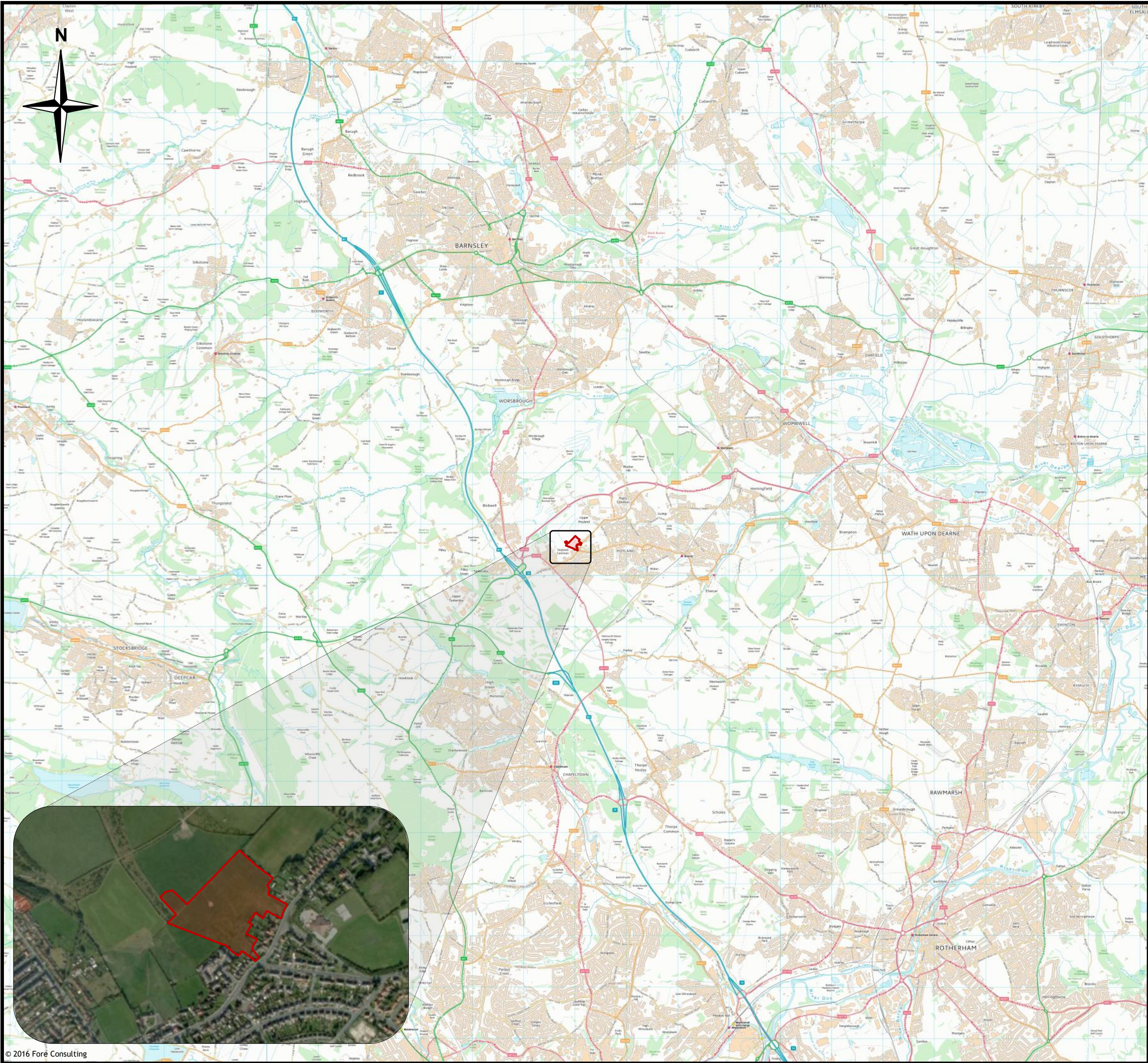
10 Summary Action Plan

A number of 'key actions' have been identified throughout this document which has been formed into a summary action plan for the implementation of the Residential Travel Plan. This summary action plan is set out in the Table below.

Table 12: Summary Action Plan for the Implementation of the Residential Travel Plan

Key Action	To be completed by	Responsibility of
Update the audit of the transport network	Prior to first occupation and annually thereafter	Travel Plan Coordinator
Update the site audit for the proposed development	On completion of the proposed highways infrastructure and annually thereafter	Travel Plan Coordinator
Appoint Travel Plan Coordinator	Following grant of planning permission	Applicant / House Builder
Implement Travel Plan Measures including the preparation of Travel Welcome Packs	Various - see Section 8	Various - see Section 8
Agree the monitoring framework with BMBC Travel Plan Team to include details of the monitoring mechanisms including proposed methodology, draft surveys and timescales	Prior to undertaking initial snap-shot travel survey	Travel Plan Coordinator
Undertake initial snap-shot travel survey	Within six months of the first dwelling being occupied	Travel Plan Coordinator
Agree the proposed mode share targets with the BMBC Travel Plan Team, based on initial snap-shot travel survey results	Following the first snap-shot travel survey	Travel Plan Coordinator
Prepare initial Monitoring Report	Within three months of completion of the initial snap-shot travel survey	Travel Plan Coordinator
Undertake annual snap-shot travel survey	Annually	Travel Plan Coordinator
Review travel survey results in comparison with agreed mode share targets and prepare annual Monitoring Report identifying any potential additional measures to encourage sustainable travel	Annually	Travel Plan Coordinator

Figures



Key:

 Site Location

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LS1 2DE

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enquiries@foreconsulting.co.uk
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Client:
Hoyland Developments Ltd

Project:
Land North of Hawshaw Lane

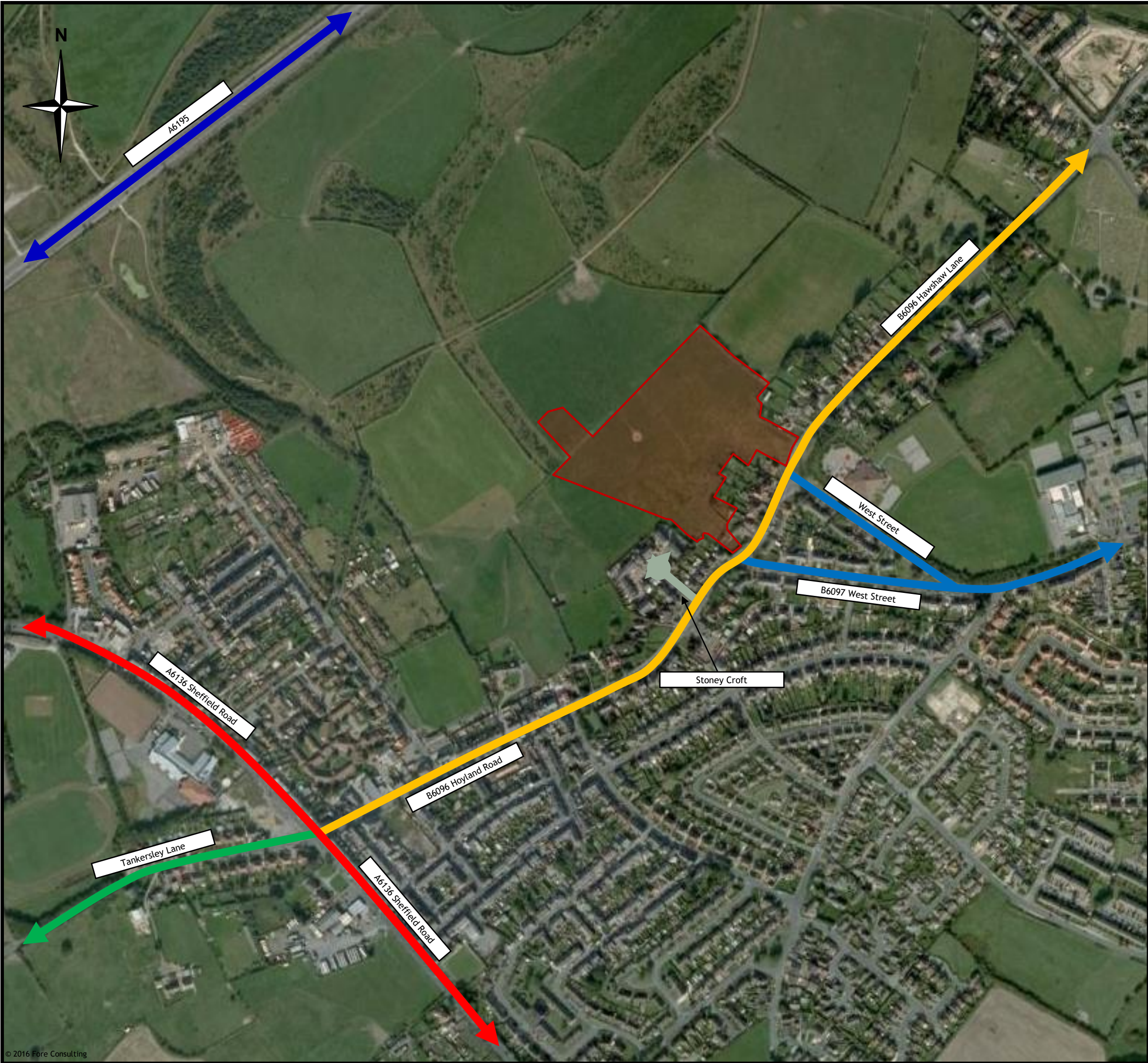
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Site Location

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3406

Figure Number:
Figure 1



Key:

 Site Location

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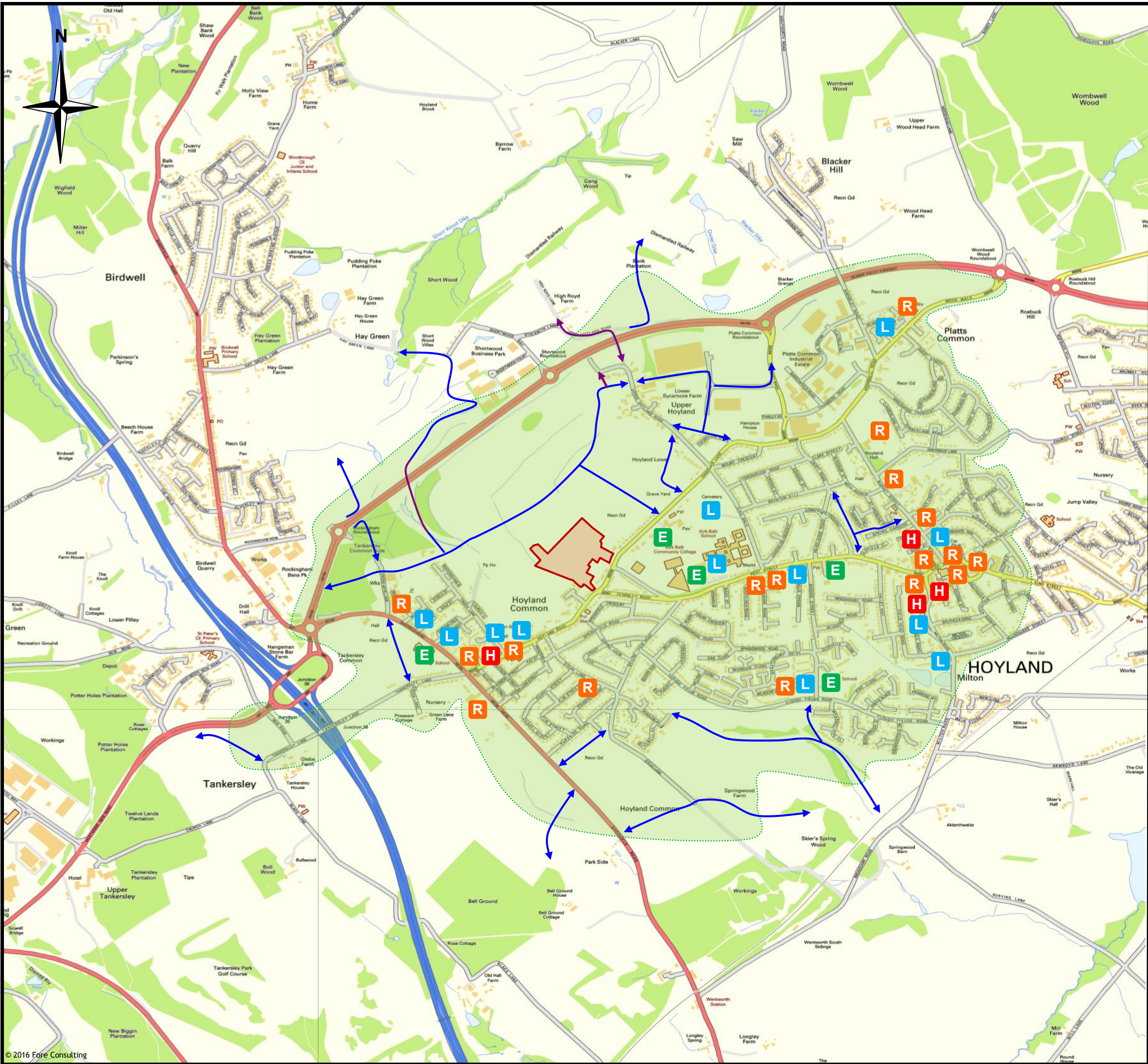
Figure Title:
Local Highway Network

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3406

Figure Number:
Figure 2



Key:

-  Site Location
-  2.0km Walking Distance Isochrone
- Note: Isochrone measured from approximate central area of site.
-  Education Site (eg schools and colleges)
-  Retail Site (eg shops and restaurants)
-  Healthcare Site (eg GP surgeries and pharmacies)
-  Leisure Site (eg public houses and playing fields)
-  Public Right of Way (Footpath)
-  Public Right of Way (Bridleway)

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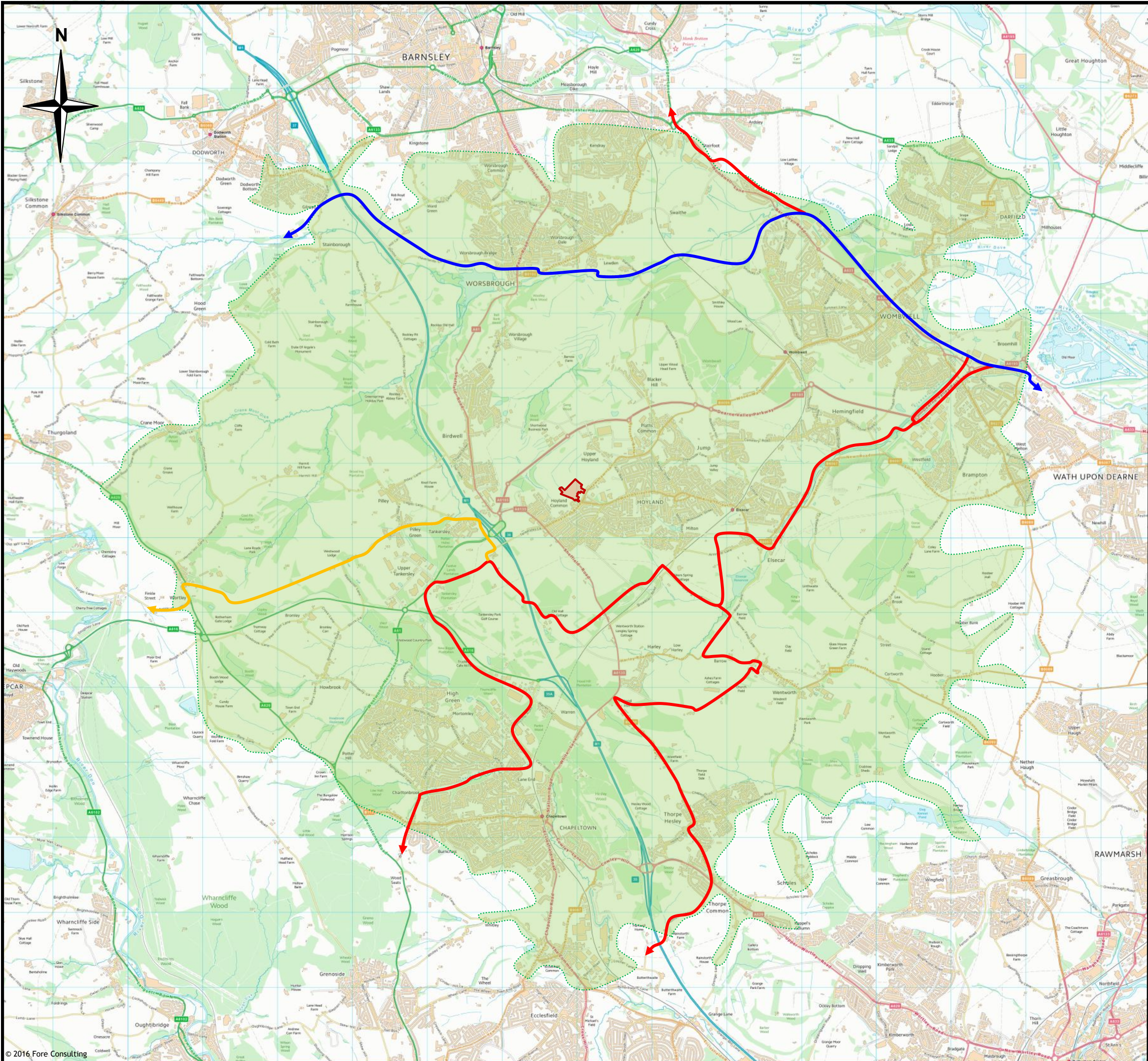
Figure Title:
Pedestrian Catchment and Local Amenities

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3406

Figure Number:
Figure 3



Key:

-  Site Location
 -  8.0km Cycling Distance Isochrone
 -  National Cycle Route 67
 -  National Cycle Route 62
 -  Trans Pennine Trail (not part of the National Cycle Network)
- Note: Isochrone measured from approximate central area of site.

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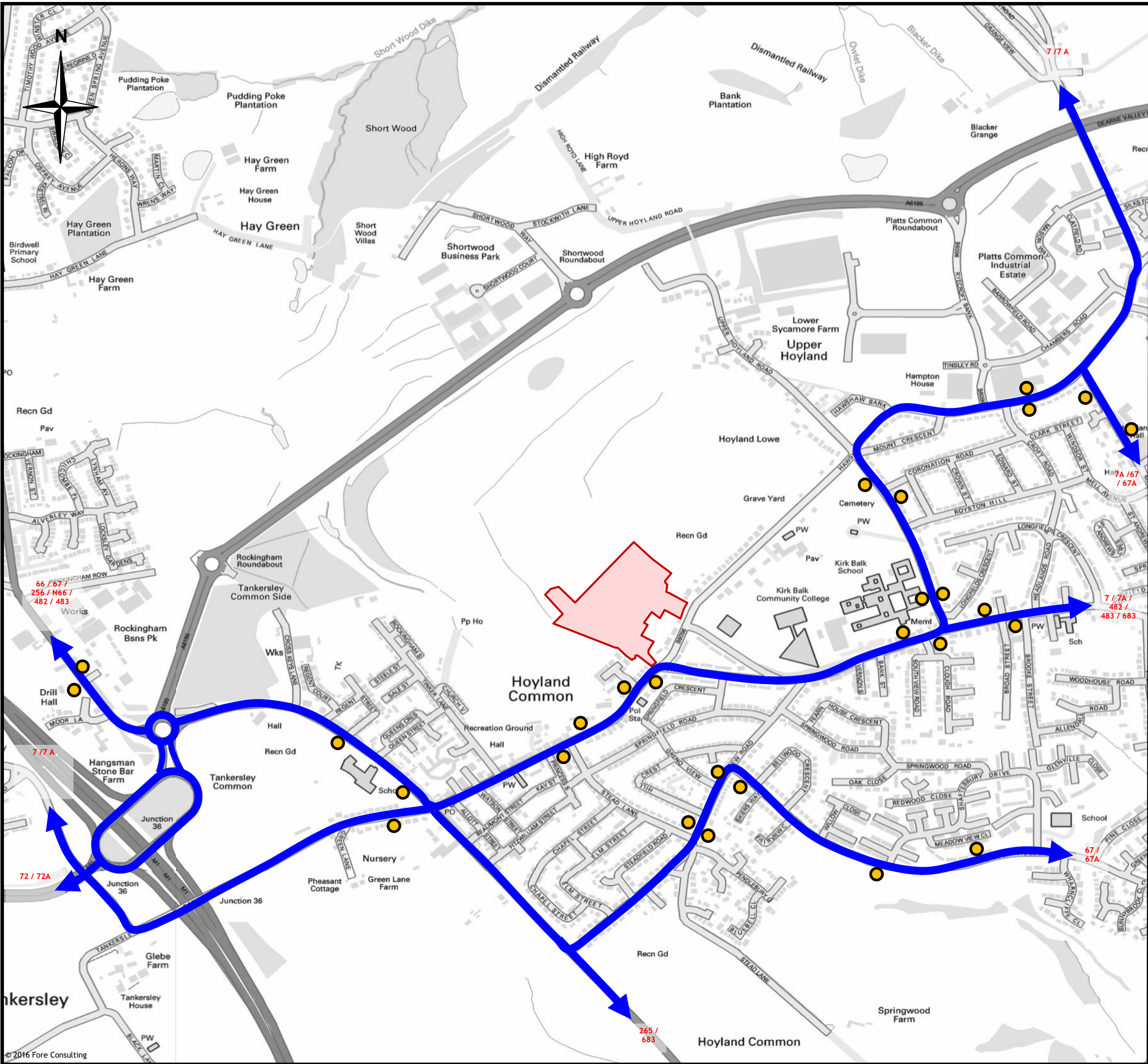
Figure Title:
Cycle Catchment

Scale:
Not to Scale

Job Number:
3406

Figure Status:
Issue

Figure Number:
Figure 4



Key:

- Site Location
- Bus Route
- Bus Stop
- Route Number

Bus Services

7 / 7A: Barnsley - Worsbrough Bridge - Hoyland - Birdswell

66 / N66: Barnsley - Birdswell - Hoyland - Elsecar

67 / 67A: Barnsley - Worsbrough - Birdswell - Hoyland - Wombwell

265: Sheffield - Ecclesfield - Hoyland Common - Birdswell - Barnsley

482 / 483: Hoyland - Barnsley Academy / Barnsley Academy - Hoyland (School Service)

683: Wombwell - Thomas Rotherham College (School Service)

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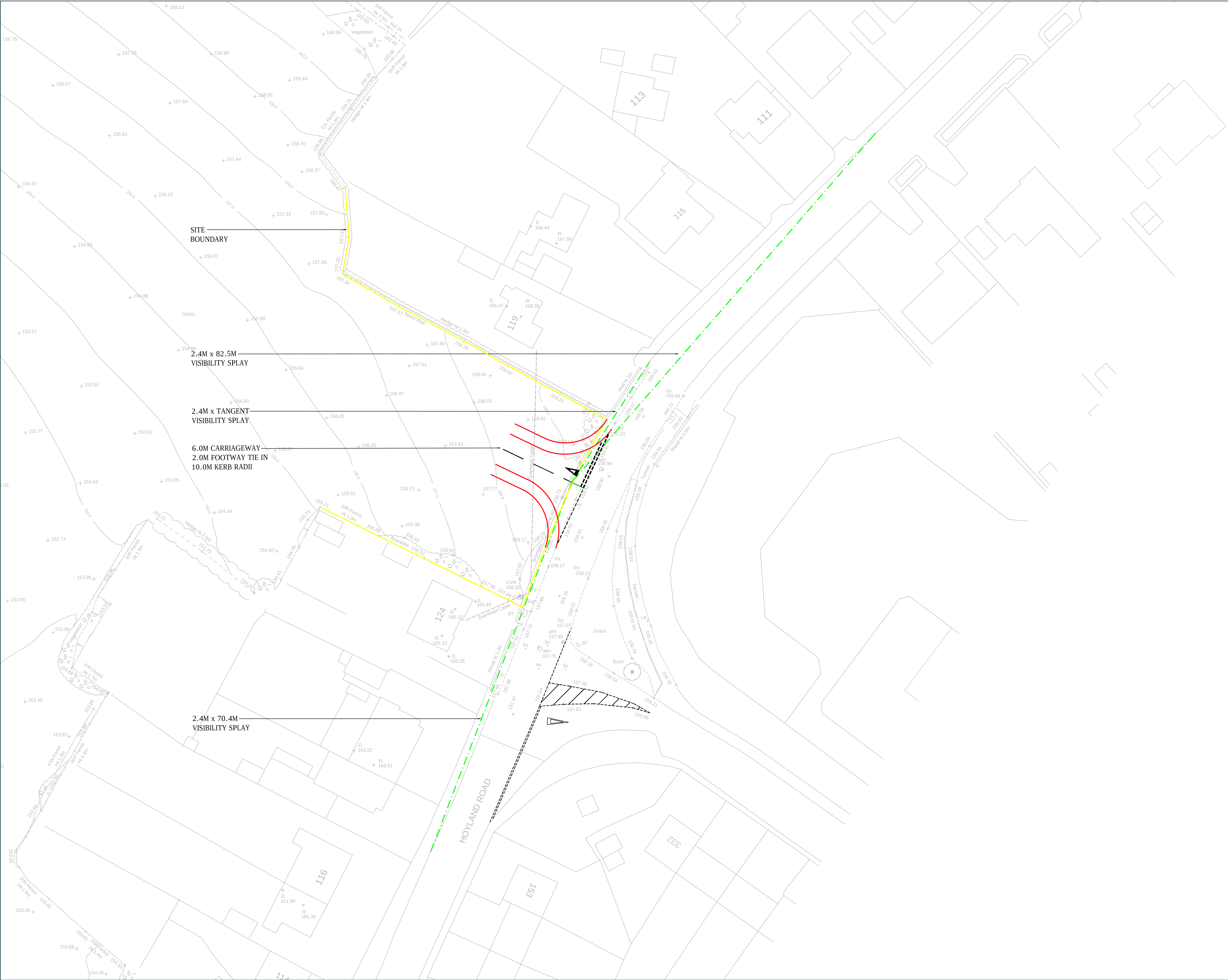
Client:
Hoyland Developments Ltd

Project:
Land North of Hawshaw Lane

Figure Title:
Public Transport

Scale: Not to Scale	Figure Status: Issue
Job Number: 3406	Figure Number: Figure 5

Drawings



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DO NOT SCALE

NOTES

1. Preliminary layout subject to full topographical survey & detailed design including CDM compliance, statutory undertakers search, diversion requirements, highway drainage provision, land availability and local authority approval.
2. This drawing is to be read in conjunction with all Architects, Engineers & Specialists drawings and specifications.

REV	DESCRIPTION	DATE	BY
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Client:
HOYLAND DEVELOPMENTS LTD

Project:
LAND NORTH OF HAWSHAW LANE

Drawing Title:
PROPOSED PRELIMINARY ACCESS ARRANGEMENT
ONTO B6096 HAWSHAW LANE

ISSUE

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Drawn by	Checked by	Date	Scale	Format
HS	GM	2016	1:500	A3
Job Number	Drawing Number			Revision
3406	3406 SK004 001			



Appendix A

Proposed Site Layout Plan



Drawing 2053-2001 -
Concept Masterplan for the
residential development of
Hoyland Lowe, Hoyland

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