



Pitt Street, Darfield

Travel Plan

June 2025

Project number 2411

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Quality Management

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1.0 Introduction

- 1.1 Paragon Highways have been appointed to prepare this Transport Assessment relating to a proposed residential development on land off Pitt Street, Darfield in Barnsley. The plan at Figure 1 shows the site location in relation to the local and regional highway network.
- 1.2 The proposals are to develop the site for residential purposes for around 225 dwellings. The dwellings would be a mix of varying different types of houses, likely containing between 2 and 5 bedrooms. The provisional development proposals can be found at Appendix A.

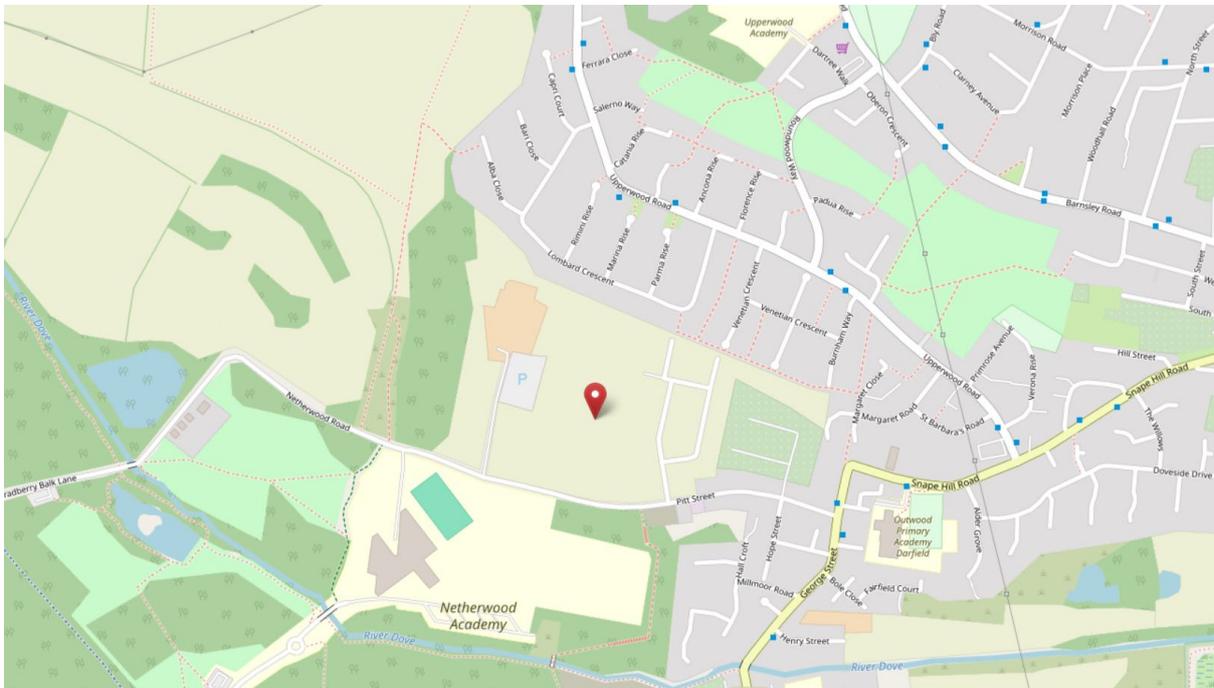


Figure 1 Site location

- 1.3 Central Government and Local Authorities are placing greater emphasis on the need to reduce the number and length of motorised journeys and, in doing so, encourage greater use of alternative and sustainable means of travel which have less environmental impact than the traditional car. The principal aim of this Travel Plan is to encourage a reduction in single occupancy car trips and increase the use of active travel (walking and cycling), public transport, car sharing and the use of electric vehicles.

- 1.4 A Travel Plan is typically a package of practical measures to encourage residents and visitors to choose an alternative to single occupancy car use, and to reduce the need for unsustainable modes of travel in connection with their place of work.
- 1.5 The Travel Plan should be tailored to a specific site and include a range of measures which will make a positive impact at that site, such as setting up a car sharing scheme, providing cycle storage facilities, restraining car parking or providing high speed broadband to facilitate working from home to assist with business travel and commuting. The purpose is to make the more sustainable transport modes safe and practical, and therefore more attractive to residents

The Travel Plan

- 1.6 The effects of travel choices on our environment, our health, and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads, and at a global level through climate change. Journeys by road are becoming slower and more unreliable, causing problems for businesses and stress to drivers.
- 1.7 It is necessary to look at the way residents and their visitors might travel and consider ways of reducing the impact on the surrounding network. This means using more sustainable alternatives such as walking, cycling or public transport in preference to single occupancy car use. The Travel Plan should encourage residents to reconsider how they make regular journeys.
- 1.8 An effective Travel Plan can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance by reducing the demand for car parking spaces, including visitor provision.
- 1.9 The table shown within Figure 2 summarises some of the benefits of implementing a Travel Plan at new developments and indicates who will benefit.

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

Figure 2 The Benefits of a Travel Plan

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

Transport Policy

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

National Planning Policy Framework – Promoting Sustainable Transport

- 1.12 The National Planning Policy Framework (NPPF) was first published in March 2012 and was updated most recently by the Department for Levelling Up, Housing & Communities in December 2024.
- 1.13 The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide sufficient housing and other development sustainably.
- 1.14 Paragraph 109 of Chapter 9 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
- Making transport considerations an important part of early engagement with local communities
 - Ensuring patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high-quality places
 - Understanding and addressing the potential impacts of development on transport networks
 - Realising opportunities from existing or proposed transport infrastructure and changing transport technology and usage – for example, in relation to the scale, location or density of development that can be accommodated
 - Identifying and pursuing opportunities to promote walking, cycling and public transport use
 - Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

1.15 Paragraph 115 of Chapter 9 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised, taking into account the vision for the site, the type of development and its location
- Safe and suitable access to the site can be achieved for all users
- The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code
- Any significant impacts from the development on the transport network (in terms of capacity and congestion) or highway safety can be cost-effectively mitigated to an acceptable degree through a vision-led approach

1.16 Paragraphs 116 and 117 of Chapter 9 of the NPPF state that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second, so far as possible, to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus and other public transport services, and appropriate facilities that encourage public transport use
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards

- Allow for the efficient delivery of goods, and access by service and emergency vehicles
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

1.17 Paragraph 118 also states that all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

1.18 The development aligns with the NPPF by addressing transport considerations from the earliest stages of plan-making. It ensures that any potential impacts on the transport network are addressed, and opportunities from promoting sustainable transport modes, such as walking, cycling and public transport, are identified and pursued.

Local Policy

1.19 The Sheffield City Region Transport Strategy sets out the transport policy for the region up to 2040. The Transport Strategy seeks to:

- Improve the connection for residents and businesses for economic opportunities
- Provide a cleaner and greener Sheffield City Region
- Provide a safe, reliable and accessible transport network

1.20 The Strategy seeks to strengthen the region's economy and provide sufficient housing to support economic growth and population growth. Also, the following will have to be considered as part of the Strategy.

- Improving the transport network connectivity and providing greater capacity are vital in enabling growth
- Travel choices, enabling the public to make the most sustainable choices about when and how they travel, need to be improved

- Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely
 - Enhancement to improve the overall network to make it more fit for journeys in the future
- 1.21 Barnsley Council's Local Plan was adopted in January 2019. Chapter 12 deals with Transport and provides relevant policy.
- 1.22 Policy T3 deals with new development and sustainable travel. The policy states:
- 1.23 New development will be expected to:
- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
 - Provide at least the minimum of parking for cycles, motorbikes, scooters, mopeds, and disabled people set out in the relevant Supplementary Planning Document
 - Provide a Transport Statement or Transport Assessment in line with guidance set out in the National Planning Policy Framework and guidance, including, where appropriate, regard for cross-boundary local authority impacts
 - Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy Framework, including, where appropriate, regard for cross-boundary local authority impacts. Travel Plans will be secured through a planning obligation or planning condition.
- 1.24 Policy T4 deals with new development and sustainable travel. The policy states:
- New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access movements

- If a development is not suitably served by the existing highway or would create or add to the problems or safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action to make a financial contribution to ensure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition
- 1.25 The proposed development meets the requirements outlined in the Barnsley Council Local Plan. This Travel Plan outlines how journeys by private car will be minimised and support sustainable modes of transportation such as public transport, cycling and walking, whilst also encouraging the provision of infrastructure for low-emission vehicles.

2.0 Aims and Objectives

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

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

- Minimising any potential negative impacts the development could have on the local transport network and environment
- Maximise the portion of person trips generated by the development made by sustainable travel modes
- Minimise the proportion of person trips generated by the development made as single-occupancy vehicles
- Ensure residents of the development are fully informed about all of their sustainable travel options for all types of journeys made to and from the development
- Encourage residents of the site to trial and choose more sustainable modes of travel
- Rationalise and reduce vehicle movements and car parking

3.0 Development Proposals

Proposed Development

- 3.1 The proposals are to develop the site for residential purposes for around 225 dwellings. The dwellings would be a mix of varying types of houses, likely containing between 2 and 5 bedrooms.
- 3.2 The internal arrangements will follow street hierarchy with a mix of traditional estate roads, shared surface streets, and shared driveways. The design will also follow Barnsley Council's adoptable standards and would conform to the South Yorkshire Residential Design Guide 2011.
- 3.3 The provisional development proposals can be found at Appendix A.

Access and Parking Provision

- 3.4 The site access, to be located off Pitt Street, will serve as the main feeder road into the development and the majority of dwellings.
- 3.5 The site access off Pitt Street will also include a new right turn lane arrangement situated approximately 220 metres west of the Pitt Street / Colliery Mount junction and 70 metres east of the Netherwood Academy junction and existing farm access junction, offering suitable junction spacing.
- 3.6 The Pitt Street access proposals include widening Pitt Street along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of 6-metre access radii to both sides.
- 3.7 The right turn lane arrangement will comply with the design for ghost islands within Traffic Signs Manual Chapter 5 and will include 3 metre wide through lanes and a 3.5 metre wide turning lane alongside suitable turning length, deceleration length, and direct taper. Details of the right turn lane junction can be found at Appendix A.
- 3.8 Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate with a 30-mph speed limit road, can also be provided in both directions along Pitt Street from the proposed access location. This visibility is shown on the plan found at Appendix A.

- 3.9 The internal layout includes a 5.5-metre-wide internal feeder road with 2-metre-wide footways to either side, one of which is offset from the carriageway by a 3-metre-wide verge. The design speed for the traditional estate roads is 20mph, which is accomplished through the use of raised junctions with the spacing between calming features as per the South Yorkshire Residential Design Guide. The shared surface streets have a design speed of 15mph in accordance with the design guide, which can be achieved by alignment.
- 3.10 The site layout will comply with Barnsley Council's SPD Parking adopted November 2019 meeting or exceeding 1 space for dwellings with 1 or 2 bedrooms and 2 spaces for dwellings with 3 or more bedrooms.
- 3.11 Visitor parking will be provided within the site. The SPD requirement for 1 space per 4 dwellings will generally be followed, although the SPD allows for some flexibility on visitor parking.

Pedestrian and Cycle Provision

- 3.12 The proposals include footways within the site connecting to other internal streets, along with pedestrian connections to neighbouring off-site streets, including Lombard Crescent. The internal road network and pedestrian routes will include suitable levels of lighting so that these routes are attractive to all users at all times of the day and year.
- 3.13 The site has been designed to meet the diverse range of needs of the broad spectrum of society meeting guidance within 'PAS 6463: Design for the Mind' with the inclusion of green space, wide pavements, and a mixture of footways both direct logical straight lines, and more flowing curved lines that feel more natural and unobtrusive. The green space which surrounds the LEAP can also be utilised as a wayfinding node to help people orient themselves within the site.
- 3.14 It is proposed to provide a 2-metre footway across the site frontage along Pitt Street connecting to the existing footway network.
- 3.15 Cycle parking will be provided for each dwelling in accordance with Barnsley Council's SPD.

Servicing

- 3.16 The site layout provides internal turning for a fire appliance and a large refuse vehicle as appropriate in accordance with the South Yorkshire Residential Design Guide. The site servicing needs can be adequately catered for.

4.0 Accessibility Review

4.1 The following paragraphs provide a summary of the site's current accessibility in terms of sustainable transport. The plan at Figure 1 shows the local highway network within the vicinity of the site.

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

Site Location / Local Facilities

4.3 The site is located in Darfield, Barnsley, approximately 6.22km to the southeast of Barnsley town centre.

4.4 The site is bound by residential dwellings to the north and east, Pitt Street to the south and greenfield land to the west.

4.5 Street lighting is present, and the footways in place are a suitable standard for their day-to-day use.

Walking and Cycling

4.6 The site is situated within easy reach of the nearby services and amenities, including local schools, bus stops, convenience stores, delivery lockers, public houses, restaurants, and hot food takeaways.

4.7 Footway provision is provided to both sides of Pitt Street to the site frontage, measuring around 1.5 metres to the north and 2 metres to the south of the carriageway. As part of the proposals, the footway to the site frontage will be widened to 2 metres to provide improved connectivity to the local amenities.

- 4.8 The majority of the proposed dwellings will be within 800 metres along footways of a range of facilities, including local schools, bus stops, local shops, and a convenience store.
- 4.9 Pedestrian and cycling isochrones are illustrated within Figures 3 and 4, respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.
- 4.10 Figure 3 demonstrates that the predominant area of Darfield and parts of Wombwell are accessible within a 20-minute walking radius from the proposed development site. These zones include a mix of residential and commercial areas, along with the local bus services.

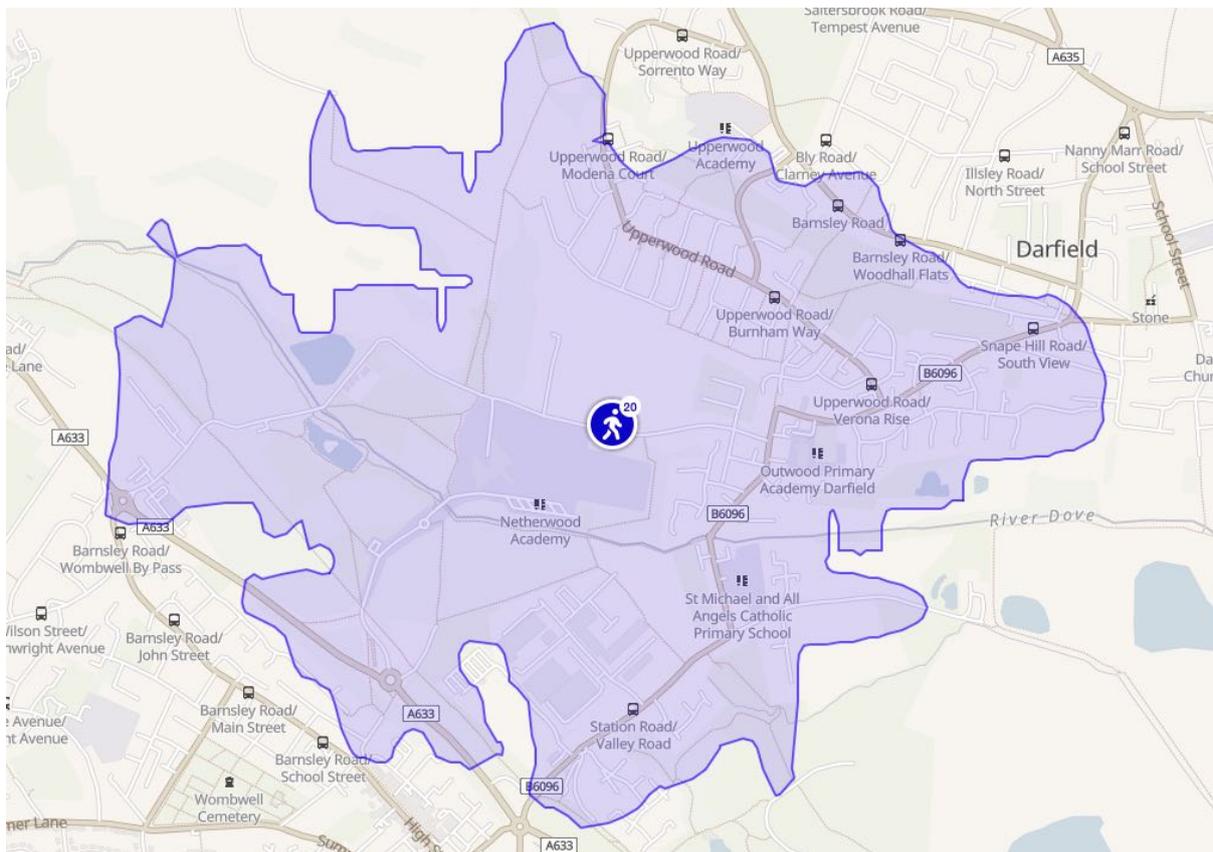


Figure 3 Pedestrian isochrone

- 4.11 Figure 4 highlights that residents of the proposed development can reach an expansive catchment of the surrounding area for commuting, education, social, and leisure pursuits within a 20-minute cycling duration, including Ardsley, Great Houghton, Little Houghton, Billingley, Darfield, Wombwell, Brampton, and Hemingfield.

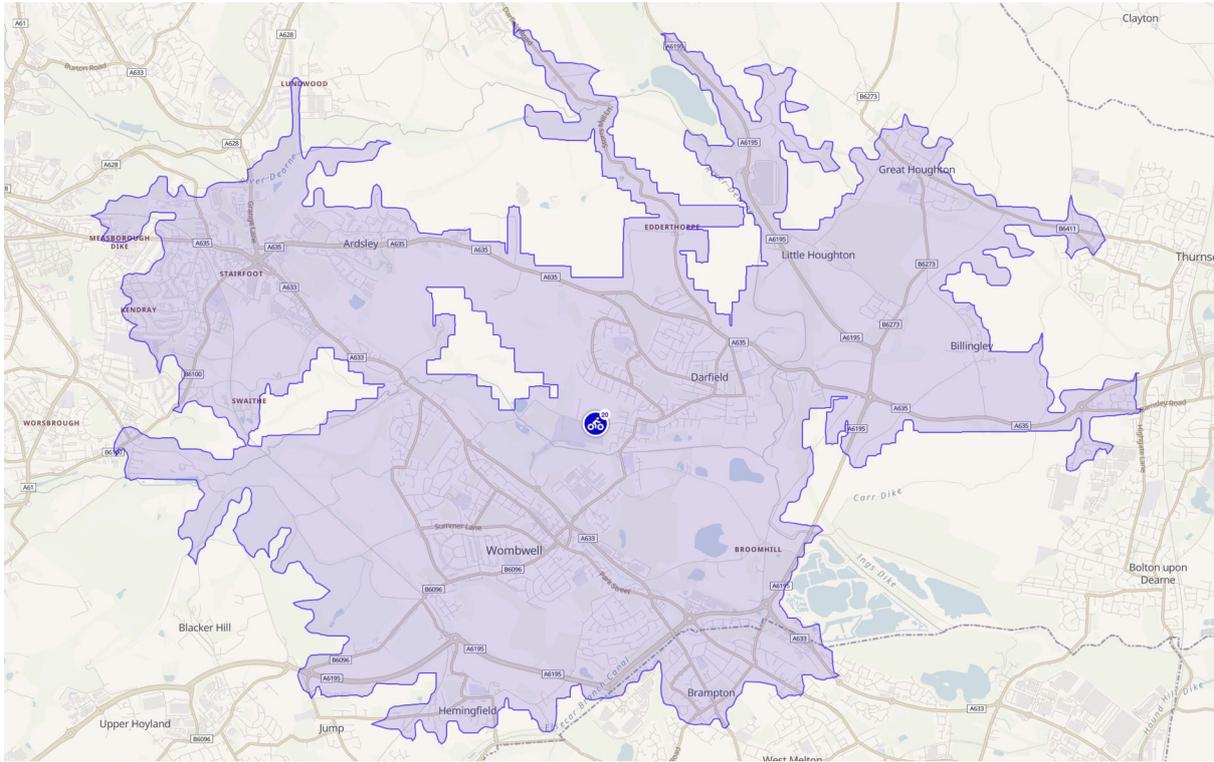


Figure 4 Cycling isochrone

- 4.12 National Cycle Routes 62 and 67 run within proximity to the proposed development site, as shown in Figure 5.
- 4.13 National Route 62 is part of the Sustrans: Slow Tour – Barnsley to Old Moor RSPB Reserve and overall connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the TransPennine Trail, which is a long-distance path running from coast to coast across northern England.
- 4.14 National Route 67 is also part of the Sustrans: Slow Tour – Barnsley to Old Moor RSPB Reserve and overall runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. The stretch between Chesterfield and Leeds forms the main route of the TransPennine Trail (central).

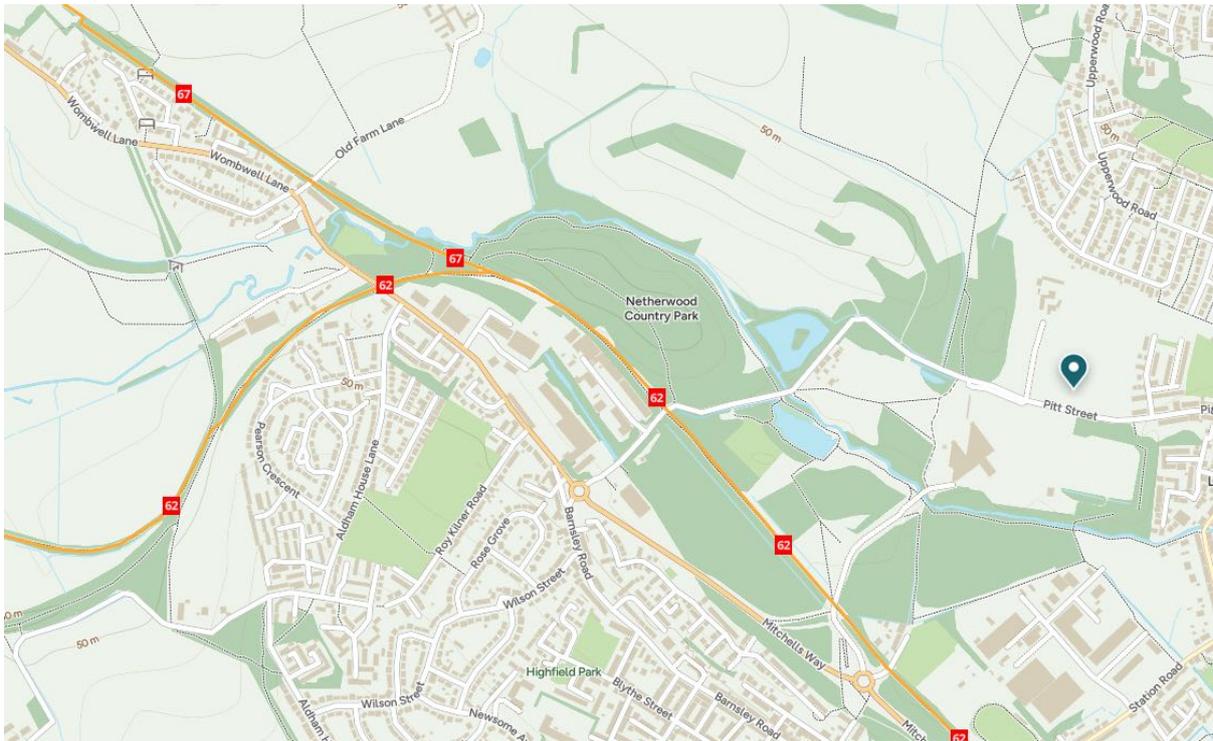


Figure 5 National Cycle Routes

Public Transport

- 4.15 There are two sets of bus stops located closest to the proposed development, one set on Upperwood Road to the north and one set along George Street to the east.
- 4.16 Whilst the bus stops on Upperwood Road would be within approximately 280 – 400 metres walking distance of the northernmost proposed dwellings, this would be extended to approximately 580 metres to the furthest dwelling. Similarly, the bus stops located on George Street would be around 430 – 525 metres from the southernmost dwellings within the proposals, with the furthest dwelling being around 700 metres away. Most of the properties within the proposals will therefore be within or around the desired 400 metre range from a local bus stop, whilst some will be marginally further away.
- 4.17 Whilst 400 metres is generally regarded as the desirable range, within 'Guidelines for Providing Journeys on Foot', the Institution of Highways & Transportation (IHT) suggests this distance can be increased when taking into consideration commuting or school travel purposes.

4.18 A summary of the services available from these nearest bus stops is provided within the table at Figure 6. The table includes information on service routes, frequencies, and service providers.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun	
George Street					
27 / 27A / 27B	Barnsley – Lundwood, Cudworth, Shafton, Brierley, Grimethorpe, GXO Logistics, Darfield – Wombwell	15 – 45 mins	15 – 45 mins	Hourly	Stagecoach Yorkshire
449	Great Houghton – Netherwood	School times only	-	-	Wilfreda Beehive
664	Low Valley – Wath upon Dearne	School times only	-	-	John L Law
Upperwood Road					
219	Barnsley – Doncaster via Stairfoot, Ardsley, Darfield, Great Houghton, Thurnscoe, Goldthorpe, Barnburgh, Harlington, High Melton, Spotbrough	Hourly	Hourly	Every 2 hours	Stagecoach Yorkshire

Figure 6 Bus services

4.19 The bus services depicted within Figure 6 can simplify commuting, school travel, and leisure opportunities for residents of the proposed development, providing access to Barnsley, Lundwood, Wombwell, and Doncaster, as well as the various locations and settlements en route.

4.20 Whilst Wombwell rail station is not within 800 metres of the development proposals, it is still within the 20-minute cycling radius of the proposed development, as shown in Figure 7.

4.21 Wombwell rail station, easily accessible by bike or bus, accommodates 12 cycles via sheltered cycle stands monitored by CCTV. Rail services from

Wombwell rail station are primarily operated by Northern, providing connections to destinations such as Huddersfield, Sheffield, and Leeds, along with the numerous stops en route.

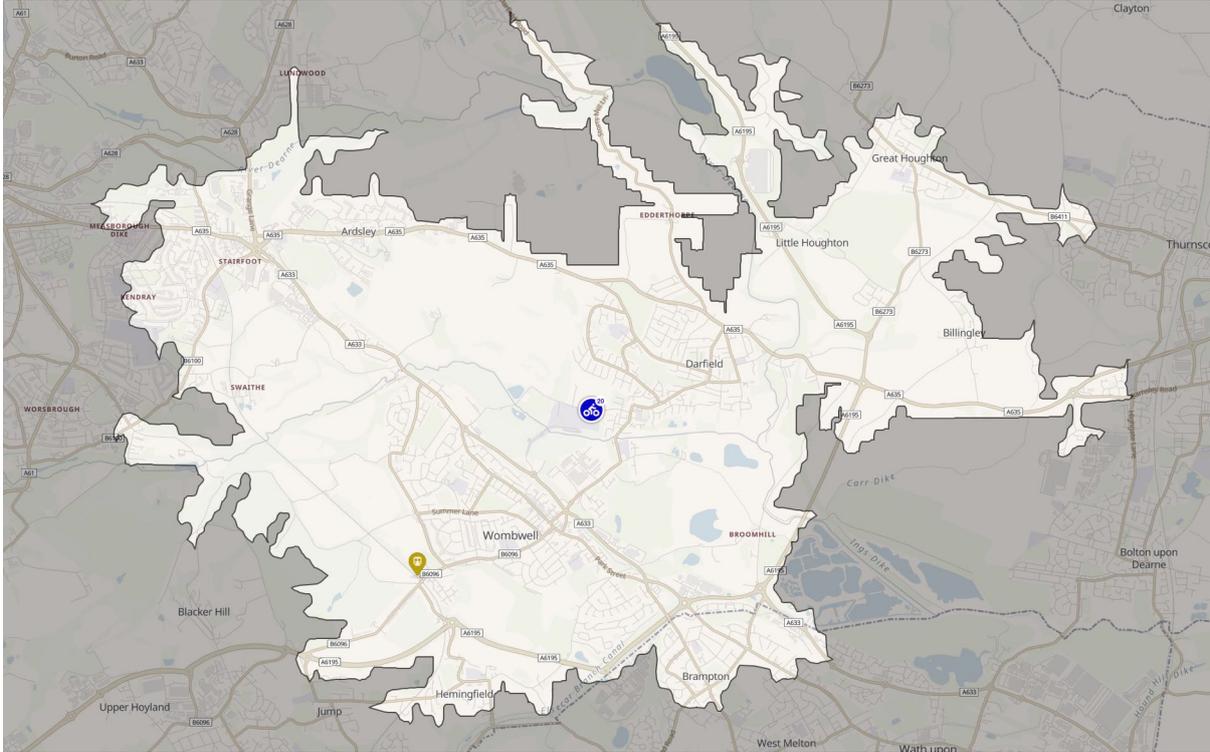


Figure 7 Cycling isochrone showing the location of Wombwell rail station

4.22 The site should be seen as being in a sustainable location due to its proximity to local bus stops, and the ease of access to the local rail station in Wombwell by bus and cycle. The site is also within walking distance of many of the local facilities and amenities within Darfield. The site conforms to current Government directives for ensuring developments are located in a sustainable location.

Electric Vehicle Charging Infrastructure

4.23 The application site is well served by the local electric vehicle (EV) charging infrastructure. This includes 4 rapid chargers within close proximity of the site. A map from zap-map.com is provided at Figure 8 showing the current location of the local EV chargers.

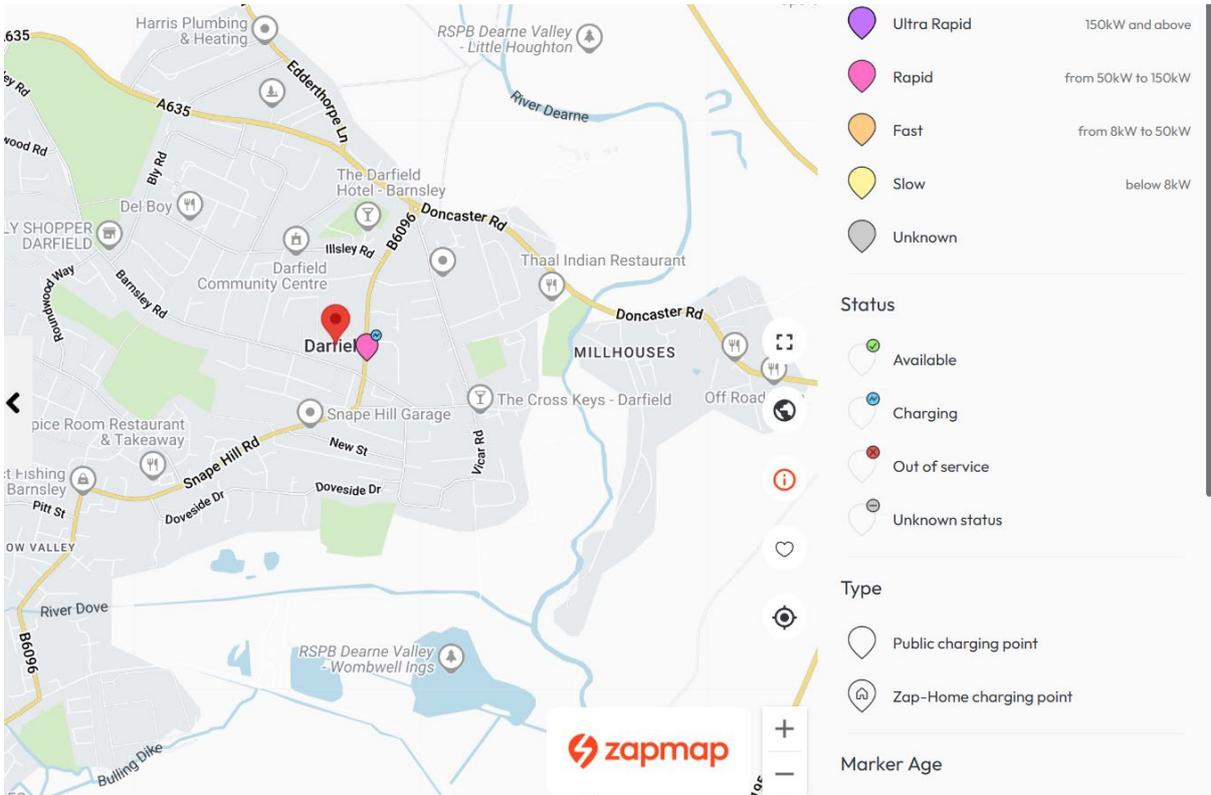


Figure 8 Zap-map EV charging map

5.0 Travel Plan Measures

- 5.1 The following paragraphs detail both 'hard' (physical infrastructure measures) and 'soft' (management measures) initiatives that will be used to reduce reliance on private cars and promote more sustainable travel choices.
- 5.2 Details of the physical infrastructure measures that will be implemented in this development proposal are laid out first. Details of the 'soft' management measures that will be used are then provided.

Infrastructure Improvements

Proposed Infrastructure to Increase Pedestrian Utilisation

- 5.3 The layout will provide safe and convenient access for pedestrians to link to the footways in the immediate area. Appropriate levels of lighting will be provided along pedestrian routes within the site.
- 5.4 Access to the proposed development site will be via the footways provided to either side of the right turn lane junction arrangement off Pitt Street.

Proposed Improvements to Increase Cycle Usage

- 5.5 Safe and convenient access through the site for cyclists will be provided.
- 5.6 Secure cycle storage facilities will be provided as part of the proposals in the form of garden sheds to be located in the rear gardens or within garage facilities.

'Soft' Measures

- 5.7 'Soft' measures are also required to further encourage the use of sustainable transport modes. These generally include the promotion of travel choices through various forms of media.
- 5.8 These could include travel guides, travel information websites, wayfinding information for nearby amenities and transport hubs within walking and cycling timeframes, personal travel planning, promotion of online journey

planners, public transport ticketing information, and promotion of local and national sustainable travel and road safety campaigns. Travel advice and initiatives will be promoted to all residents and coordinated by a nominated company or individual.

Travel Plan Coordination (TPC)

- 5.9 To deliver the 'soft' measures, it will be necessary for a Travel Plan Coordinator to be appointed to implement the measures. This appointment will be made at least 3 months prior to first occupation of the site and will continue for a minimum of 3 years after full occupation. Generally, the role of the TPC is to ensure that travel advice and information materials for sustainable travel are up to date and that they act as the main point of contact for all travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of Barnsley Council.
- 5.10 The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan team, including monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all organisations outside the development site in relation to the Travel Plan.
- 5.11 One of the first tasks of the TPC upon their appointment will be to ensure their contact details are available at reception and within all media related to travel advice and sustainable travel information. These details will also be provided to the Local Authority and will be kept up to date, should they change. The TPC will also ensure the 'hard' and 'soft' measures are implemented.
- 5.12 The TPC will promote each form of sustainable travel in the following ways.

Initiatives to Promote Active Travel (Walking and Cycling)

- 5.13 The health, environmental, and financial benefits of walking will be promoted to residents and visitors. Personal security is perceived as a significant barrier to walking, and it is important to address this as far as possible. The TPC will also liaise with the Local Authority on behalf of residents and visitors to relay any concerns about the local footway network, accessibility and

personal safety issues. The TPC will also promote walk buddying if requested.

5.14 Information in respect of walking routes to the site will be made available to residents. This information will be included on maps to be produced and made available in the Sustainable Travel Information Pack. Reference to a walking planner website will also be provided within the Sustainable Travel Information Pack, as well as the following information:

- Walking information including maps - <https://www.barnsley.gov.uk/whats-your-move/find-your-move/walking/>

5.15 The TPC will promote cycling, particularly for those residents who work or attend a school within a 20-minute cycling distance of the site. The health, environmental and other benefits of cycling will be promoted to residents by the TPC.

5.16 A Bike User Group (BUG) and forum may be set up to allow the sharing of tips and concerns regarding cycling in the area. Initiatives such as a bike buddy scheme will be promoted, and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area-wide initiatives. On-site support for basic bike maintenance will be provided in the form of a pump, spares and toolbox.

5.17 Information on local cycle routes will be made available to residents. This information will be included on maps to be produced and made available through the Sustainable Travel Information Pack. Details of the national and local road safety and cycling promotion and assistance initiatives will also be disseminated via these methods. These initiatives include:

- Cycle maps and information - [Home - Sustrans.org.uk](http://www.sustrans.org.uk)
- Cycle journey planner - [CycleStreets: UK-wide Cycle Journey Planner and Photomap: Cycle journey planner](#)
- Local cycle information including maps - [Cycling Clubs, Barnsley, Sheffield | Birdwell Wheelers | Time Trials | Road Races](#)

Initiatives to Promote Public Transport

- 5.18 The TPC will liaise with Barnsley Council and local bus operators to provide up-to-date details of bus services, including route information and service frequencies. The TPC will be responsible for disseminating this information and promoting the use of these services via promotional and marketing material, and the Sustainable Travel Information Pack. These services will include the following resources:
- Real time bus information - [Live Departure Times for Bus, Tram or Train. - Travel South Yorkshire](#)
 - Useful travel apps - [Travel South Yorkshire \(TSY\) App - Travel South Yorkshire](#)
 - Public transport information, bus and train timetables and ticketing information - [Plan Your Journey | Traveline](#)
 - National train travel and real time train information - [Welcome to the official source for trains in Great Britain | National Rail](#)
 - Coach information - [Cheap Coach Tickets | National Express](#) and [megabus | Coach & Bus Trips | Plan Your Journey](#)
- 5.19 The TPC will make arrangements to demonstrate to residents, if requested, how to access real-time bus information and how to use the Journey Planner on the TSY website and app. Visitors will also be made aware of all the relevant websites administered by public transport operators.
- 5.20 The applicant is also open to facilitating the provision of discounted travel cards to assist with the promotion of using buses and rail to access the site.

Measures to Reduce Single-Occupancy Car Use

- 5.21 Car sharing is a good means of reducing single-occupancy car use. It represents a relatively convenient form of travel, and significant potential exists to reduce the total private mileage of people travelling to and from the site by implementing and publicising a formal scheme. This can be

established by setting up a database of users available and accessible via the internet or a residents' WhatsApp group.

5.22 The most effective method of promoting car-sharing schemes is likely via the district-wide scheme available to the public. Reference will be made to this via the Sustainable Travel Information Pack with specific reference to operating companies such as:

- [Car share with trusted, reviewed and rated Liftshare.com members](#)
- [Car & Van Hire - Barnsley | Enterprise Rent-A-Car](#)

5.23 The applicant is committed to providing charging infrastructure for electric vehicles to ensure that if car journeys are necessary, then they have the opportunity to be made by electric vehicles. The TPC will also provide the following information regarding electric vehicles:

- [EV charging stations & electric vehicles - Zapmap](#)

Measures for Residents

5.24 Upon the appointment of the TPC, residents will be provided with a Sustainable Travel Information Pack. Details of the onsite facilities will be provided in the Pack, which, if residents are fully aware of, will assist with a reduction in travel demand.

5.25 The Sustainable Travel Information Pack will also provide details with respect to the site and its surroundings. This information will include details of:

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

- The benefits of switching to electric vehicles
- Local footpath networks
- Car sharing schemes / local taxi services

Summary of Initiatives

- 5.26 The site layout will provide safe and convenient access for pedestrians and cyclists to link to the local footways/footpaths. Appropriate levels of lighting will be provided along routes within the site.
- 5.27 A Travel Plan Coordinator (TPC) will be appointed for this development and will be put in place at least 3 months prior to the first occupation of the site and will continue for a minimum of 3 years after full occupation. The TPC will coordinate all initiatives for the development site in liaison with Barnsley Council's Travel Plan Officer, including the monitoring and reporting via the annual travel survey. They will also act as the main point of contact for all travel and access information.
- 5.28 The TPC will promote active travel (walking and cycling), the use of public transport, and the use of car sharing and EVs. Information, weblinks and maps will be provided in the Sustainable Travel Information Pack. Initiatives such as a bike buddy service will be promoted, and the TPC will liaise with Barnsley Council's Cycling Officer about such schemes and other area-wide initiatives.
- 5.29 Should the targets outlined in Section 6 not be met upon completion of the Travel Plan, it is suggested that the TPC role be extended by 12 months until the actual agreed targets are achieved. During this period, additional onsite modal surveys and data collection will be made and information obtained from residents to be forwarded on to Barnsley Council's Travel Plan Officer for discussion and agreement.

6.0 Targets, Monitoring and Review

- 6.1 Targets measure the outcome of what the Travel Plan has achieved. They quantify the difference a Travel Plan has made to travel habits and should be SMART – specific, measurable, achievable, realistic and time-limited. A commitment to specific targets is difficult to achieve at this stage. However, an indicative target for the reduction in single-occupancy car trips has been identified to monitor the effects of the Travel Plan.
- 6.2 A general guidance target is that a reduction in the proportion of single-occupancy vehicles travelling to a development site over a period of three to five years, considered achievable by the provision of effective and practicable measures included within a Travel Plan, is 10-20%. Given the location and type of development, a SMART target would be to seek a 10% reduction in single-occupancy car trips over the life of the plan.
- 6.3 It is not considered possible to identify a true base level of travel behaviour until the development is complete and the travel questionnaire has been undertaken. An example questionnaire can be found at Appendix B.
- 6.4 The TPC will form a contact point for communication with the Local Authority. Findings from Authority discussions and reviews will then be communicated to residents via leaflets and newsletters. The TPC will liaise with the Travel Plan Officer to agree on the date of the annual survey to be undertaken and the monitoring and reporting procedure.
- 6.5 The survey will be undertaken within three months of occupation of the development, and annually thereafter for a minimum of three years. Surveys must be conducted at the same time each year in neutral months to ensure that they are representative and comparable. If survey rates are below 50%, additional traffic counts and survey incentives may be required. The survey will be based on the sample travel questionnaire found at Appendix B.
- 6.6 A written analysis of the results of the survey will be provided to the Local Authority within 1 month of completion in the form of a monitoring report. The monitoring report should include a summary of information about the measures delivered to date, the utilisation of measures and facilities, survey results and progress made to the agreed targets, and an action plan for the following year.

- 6.7 At this stage, it is difficult to identify what measures might be considered as these would be dependent upon the degree that the targets have not been met. However, as a minimum, it is proposed that the role of the TPC will be extended by a year for every year that the targets have not been met.

7.0 Travel Plan Management and Responsibilities

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

8.0 Implementation

- 8.1 The infrastructure provision outlined in Section 5 will be carried out as part of the development of the site and will be incorporated into the site layout and design as necessary. These works will be completed before full occupation of the development.
- 8.2 The TPC will carry out a survey of resident characteristics within 3 months of full occupation. Whilst the primary reason for the survey is to gather data on travel behaviour and to refine the initial targets, it will be used to inform residents of the new site's aims and objectives regarding the Travel Plan and sustainable travel.
- 8.3 The survey will also provide an opportunity to reinforce the role of the TPC, provide contact details and raise awareness of the survey and the refined targets will be submitted to Barnsley Council for approval.
- 8.4 The TPC shall advise residents on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for individual residents, if requested.
- 8.5 The Travel Plan will be continually marketed through the provision and updating of travel information and the dedicated website. This will be the responsibility of the TPC.
- 8.6 As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town Without My Car, and World Health Day etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 8.7 A suggested Framework for the actions is provided in the table at Figure 9 and will be monitored and updated as the Travel Plan progresses.

Action	Notes	Delivery	Responsibility
'Hard' measures / infrastructure provision	As per planning permission	As part of construction	Developer
Appointment of TPC	-	3 months prior to occupation	Developer
'Soft' measures / promotional material	See Section 5	Prior to occupation of development	TPC
Personalised Travel Plan	Liaise with individual residents to offer personalised travel plan	On request	TPC
Initial baseline travel survey	TPC to liaise with Barnsley Council's TP Officer regarding format and date of survey	Within 3 months of occupation	TPC
Monitoring report, action plan and annual survey	See Section 6	Annually	TPC

Figure 9 Action Plan Framework

Appendix A

Development Proposals

SITE AREAS
 GROSS - 72067.6m² / 7.2 Hectares / 17.8 Acres
 NET AREA - 51328m² / 5.1 Hectares / 12.7 Acres
PROJECTED HOUSE NUMBERS
 199 @ 35 D.P.H.
 204 @ 40 D.P.H.



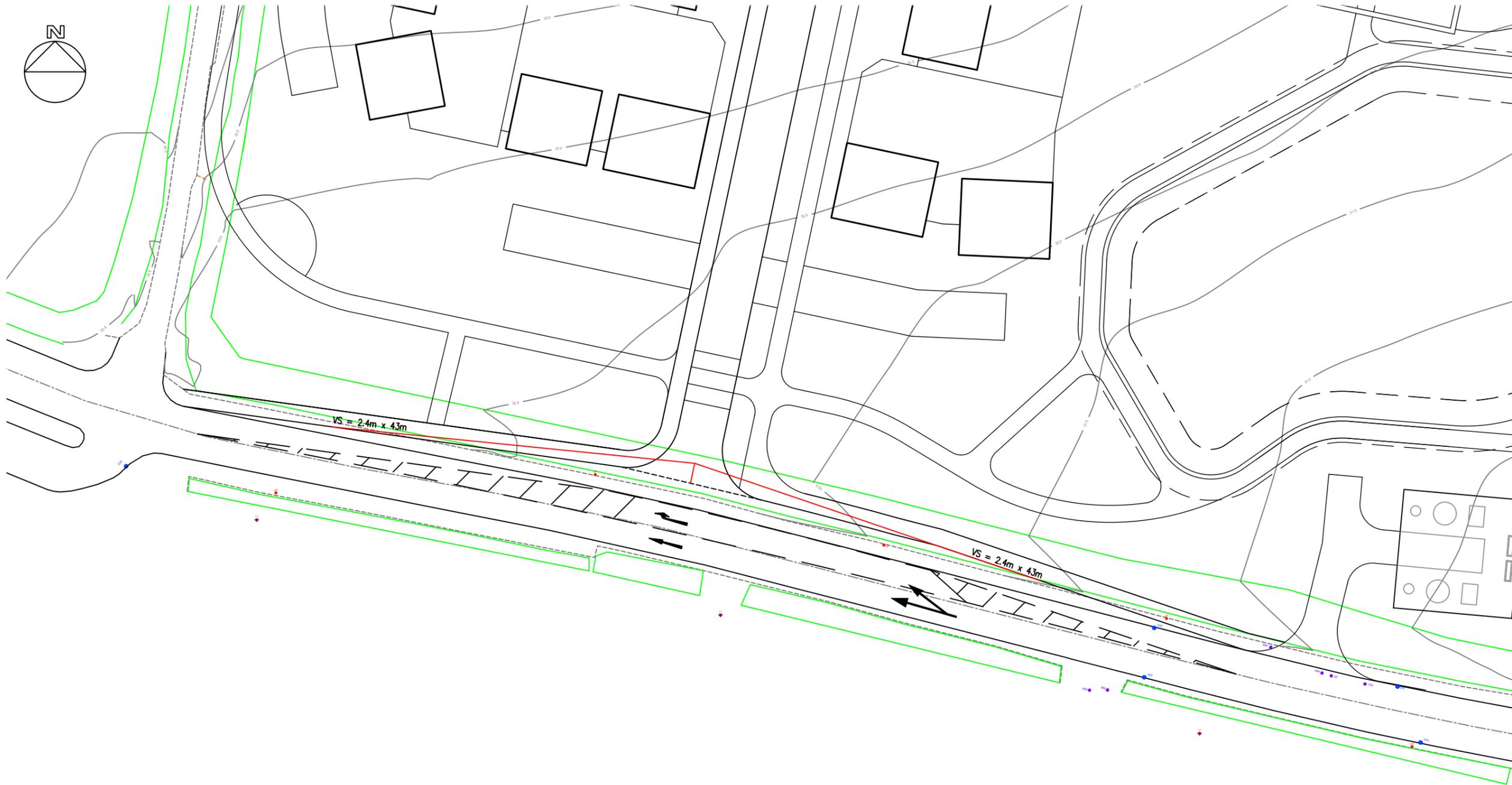
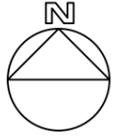
SK03 / SKETCH MASTERPLAN

		Architecture Planning Urban Design Landscape	
CLIENT:	HARTWOOD	DRAWING NUMBER:	25 5767 SK03
PROJECT:	PITT STREET DARFIELD	SCALE @ A0:	1:500
DRAWING:	SKETCH MASTERPLAN	DRAWN:	DATE: MAY 25
		CHECKED:	DATE: MAY 25
		LBVS:	DATE: MAY 25



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General Notes

- This drawing should not be scaled for setting out purposes.
- This drawing shows the provisional design only and is subject to Local Authority approval.
- This drawing is based upon a topographical / ordnance survey provided by others.



PROJECT TITLE
PITT STREET, DARFIELD

DRAWING TITLE
PROPOSED RIGHT TURN LANE

DRAWING NUMBER	ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
	PRGN	2411	HGN	DR	CH	0001

CLIENT
-

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
1:500	A3	AH	-	-	JUN 25

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Appendix B

Example Travel Questionnaire

Residents Travel Questionnaire

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

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

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

Section A: About Yourself

1 What is your age?

- | | |
|----------|--------------------------|
| Under 55 | <input type="checkbox"/> |
| 55-65 | <input type="checkbox"/> |
| Over 65 | <input type="checkbox"/> |

2 What is your employment status?

- | | |
|-----------------------|--------------------------|
| Full time employment | <input type="checkbox"/> |
| Part time employment | <input type="checkbox"/> |
| Not working / retired | <input type="checkbox"/> |

Section B: About Your Travel Patterns

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

- | | | | |
|------------------------|--------------------------|-------------------|--------------------------|
| Walk | <input type="checkbox"/> | Car (alone) | <input type="checkbox"/> |
| Cycle | <input type="checkbox"/> | Car (with others) | <input type="checkbox"/> |
| Bus | <input type="checkbox"/> | Motorcycle | <input type="checkbox"/> |
| Other (please specify) | <input type="checkbox"/> | _____ | |

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

- | | | | |
|--------------------------------|--------------------------|-------------------------|--------------------------|
| Time savings | <input type="checkbox"/> | Personal safety | <input type="checkbox"/> |
| Cost savings | <input type="checkbox"/> | Health reasons | <input type="checkbox"/> |
| Car needed during day | <input type="checkbox"/> | Convenience/flexibility | <input type="checkbox"/> |
| Public transport not available | <input type="checkbox"/> | No alternative | <input type="checkbox"/> |
| Other uses to/from work | <input type="checkbox"/> | _____ | |
| Other (please specify) | <input type="checkbox"/> | _____ | |

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

- | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|
| No car available | <input type="checkbox"/> | Time saving | <input type="checkbox"/> |
| Cheaper alternative | <input type="checkbox"/> | Health / fitness reasons | <input type="checkbox"/> |
| Avoid traffic congestion | <input type="checkbox"/> | _____ | |
| Other (please specify) | <input type="checkbox"/> | _____ | |