

Prepared on behalf of

Countryside Properties (UK) Ltd

**Proposed Residential Development
A635 Barugh Green Road,
Barugh Green, Barnsley**

Travel Plan

Acknowledgements:

The TRICS database has been used in this report to calculate traffic generations.

National Geographic Society Interactive MapMaker has been used to create figures within this report

Disclaimer

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APPENDIX A

Bus Travel Information

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd have been commissioned by Countryside Properties (UK) Ltd to prepare a Travel Plan in support of a proposed residential development on land off the A635 Barugh Green Road, Barugh Green, Barnsley.
- 1.2 The development comprises up to 140 new residential properties on land defined within Barnsley Local Plan 2019 as MU1 Barnsley West.
- 1.3 The purpose of a Travel Plan is to promote the use of sustainable modes of transport including walking, cycling and public transport. It aims to reduce the reliance on the use of the private car, particularly single occupancy car trips by residents and visitors.
- 1.4 Prospective residents will be made fully aware of the commitment of the development towards the use of sustainable transport and will at the earliest possible stage be provided with detailed information that sets out the intentions of the Travel Plan and its obligations for residents and visitors by including details of the Travel Plan within the sale particulars for individual plots, as well as providing residents with a Residents Travel Information Pack for the development at the point of occupation, which sets out the range of sustainable travel opportunities available to residents and their visitors.
- 1.5 The Travel Plan is structured as follows:

Chapter 1	Introduction
Chapter 2	Residential Development Details
Chapter 3	Objectives and Targets
Chapter 4	Accessibility and Measures
Chapter 5	Travel Plan Co-ordinator
Chapter 6	Marketing and Communication Strategy
Chapter 7	Enforcement, Monitoring and Reporting
Chapter 8	Summary

2 Residential Development Details

2.1 Overview

- 2.1.1 The site is located on the south side of the A635 Barugh Green Road at Barugh Green, approximately 3km northwest of Barnsley Town Centre. The location is shown at **Figure 1**.

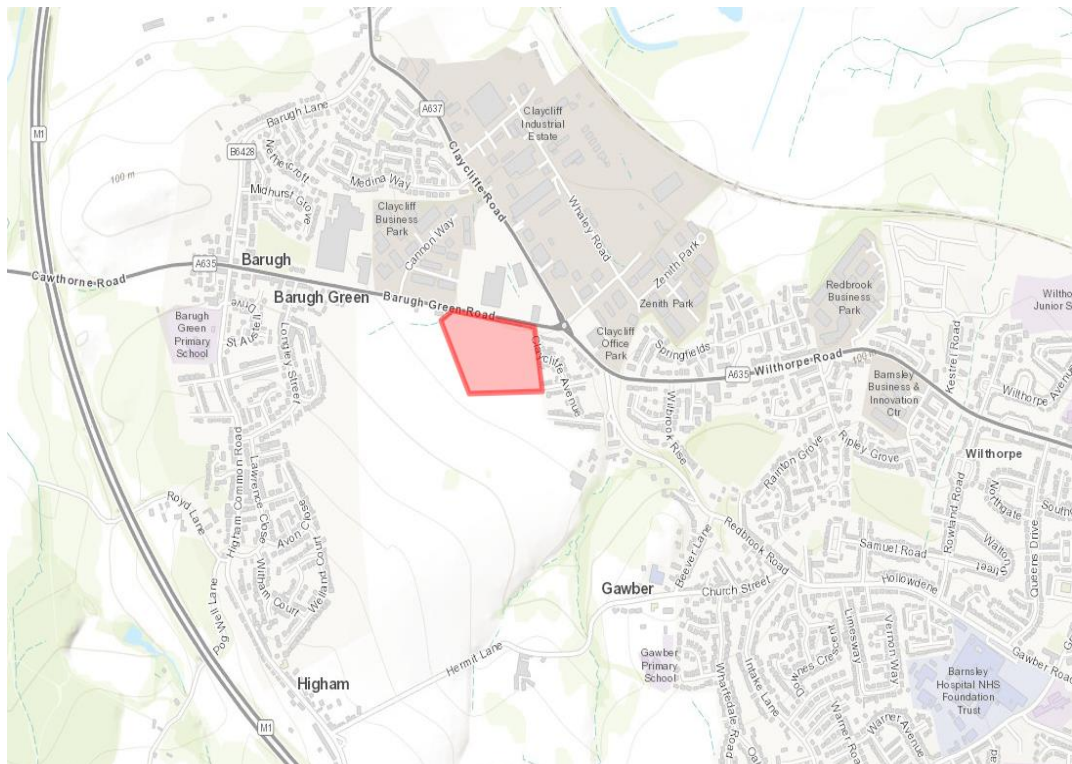


Figure 1 – Site Location Plan

- 2.1.2 The development comprises up to 140 new residential properties on land defined within Barnsley Local Plan 2019 as MU1 Barnsley West. The application site forms the northern part of the MU1 allocation comprising some 4.77 hectares.
- 2.1.3 Subject to planning approval it is anticipated that the development would start on site October 2020 with completion of development by October 2023.
- 2.1.4 The development proposes a mix of 2, 3 and 4 bedroom properties together with public open space and a Local Area for Play (LAP).

2.2 Access

- 2.2.1 Access to the site is proposed from a new priority junction arrangement with the A635 Barugh Green Road, including ghost island right turn provision on the A635.
- 2.2.2 Pedestrian and cyclist access is proposed from Barugh Green Road. A new pedestrian refuge island is proposed on Barugh Green Road to the east side of the site access which will incorporate informal dropped kerb pedestrian facilities including tactile paving. The crossing will assist pedestrians across Barugh Green Road to access the bus stop and supermarket located on the north side of the road.
- 2.2.3 A secondary vehicle access is also proposed from the end of Mawfield Road, which in turn connects to Baugh Green Road at the eastern end of the site via Claycliffe Avenue. Pedestrian and cyclist accessibility will also be available at the link.

2.3 Parking

- 2.3.1 The development proposes 2 parking spaces for each property. Additional visitor parking is available on street.
- 2.3.2 The development will provide electric vehicle charging points at a ratio of 1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking).
- 2.3.3 The development will provide 1 secure cycle space per dwelling within a garage or separate secure covered area within the plot.

2.4 Servicing

- 2.4.1 The site access and layout has been designed to accommodate a large refuse vehicle and residential service vehicles, including removal vehicles and home delivery vehicles.

3 Objectives and Targets

3.1 Objectives

3.1.1 The main objectives of this Travel Plan are as follows:

- To maximise the accessibility of the site by means other than the private car/single person car journey;
- To encourage residents and visitors to travel to and from the site via alternative means other than the private car/single person car journey;
- To make all users aware of the benefits from the Travel Plan;
- To minimise the level of vehicular traffic generated by the site; and
- To enable the development to protect and enhance the environment.

3.1.2 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions but also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.

3.2 Targets

3.2.1 To establish a potential modal split for the development, data has been obtained from the 2011 Census. The site is located within the Barnsley 012 Middle Super Output Area. The Method of Travel to Work is summarised at **Table 1** together with details of the travel modal split for Barnsley District and England.

	Barnsley 012	Barnsley	England
Method of Travel	% working	% working	% working
Working Mainly at or From Home	3.7	3.4	5.4
Underground, Metro, Light Rail, Tram	0.2	0.1	4.1
Train	2.0	2.0	5.3
Bus, Minibus or Coach	3.9	6.3	7.5
Taxi	0.5	0.5	0.5
Motorcycle, Scooter or Moped	0.5	0.8	0.8
Driving a Car or Van	71.5	68.3	57.0
Passenger in a Car or Van	6.0	7.4	5.0
Bicycle	0.6	0.7	3.0
On Foot	10.7	10.0	10.7
Other Method of Travel to Work	0.4	0.5	0.6

Table 1 – 2011 Census data

- 3.2.2 From the **Table 1** the most popular method of travel to work is driving a car or van, with 71.5% of Barnsley 012 residents choosing this method of transport to work. Based on the assumption that a single car passenger shares a lift with a car driver within the same area, single occupancy vehicle journeys (to work) are estimated to be 65.5% (71.5% - 6.0%).
- 3.2.3 It is reasonable to assume that the travel characteristics for the development will be similar to the travel characteristics for the surrounding area. The initial modal split target for single occupancy vehicle journeys associated with the development will therefore be 65.5%.
- 3.2.4 Following occupation of the development, the five year targeted reduction in modal share for single occupancy vehicle journeys for the development is 10%. Therefore the modal split target for single occupancy vehicle journeys should be reduced from 65.5% to 59.0%. **Table 2** sets out the mode share targets for journeys to the site.

	Baseline Mode Share at Occupation (Census Data)	5 Year Modal Share Target
Working Mainly From Home	3.7%	4.6%
Public Transport	6.1%	7.6%
Taxi	0.5%	0.5%
Motorcycle, Scooter or Moped	0.5%	0.5%
Driving a Car or Van	71.5%	65.0%
Passenger in a Car or Van	6.0%	7.4%
Bicycle	0.6%	0.7%
On Foot	10.7%	13.3%
Other	0.4%	0.4%
Total	100%	100%
Single Occupancy Vehicle Journeys	65.5%	59.0%

Table 2 – Initial Mode Share Target

4 Accessibility and Measures

4.1 Overview

4.1.1 This section of the travel plan seeks to demonstrate the accessibility of the site by sustainable travel modes; this includes both 'Active Transport' (walking and cycling) and 'Public Transport' (bus and rail).

4.1.2 The benefits of active travel include:

- help you get fit and stay a healthy weight
- improve mental health
- limit pollution
- reduce congestion
- improve road safety

2

4.1.3 Key documents which will assist and inform the Travel Plan include:

Active Travel in Barnsley 2019-2033

<https://www.barnsley.gov.uk/media/11996/final-active-travel-barnsley-strategy-2019.pdf>

4.2 Accessibility on Foot

4.2.1 Walking is the most common form of travel in Britain and has the potential to replace short car trips, particularly those under 2km.

4.2.2 It is important to consider the routes that would be taken to get to destinations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

4.2.3 **Figure 2** identifies 800m and 2km walking radii from the site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

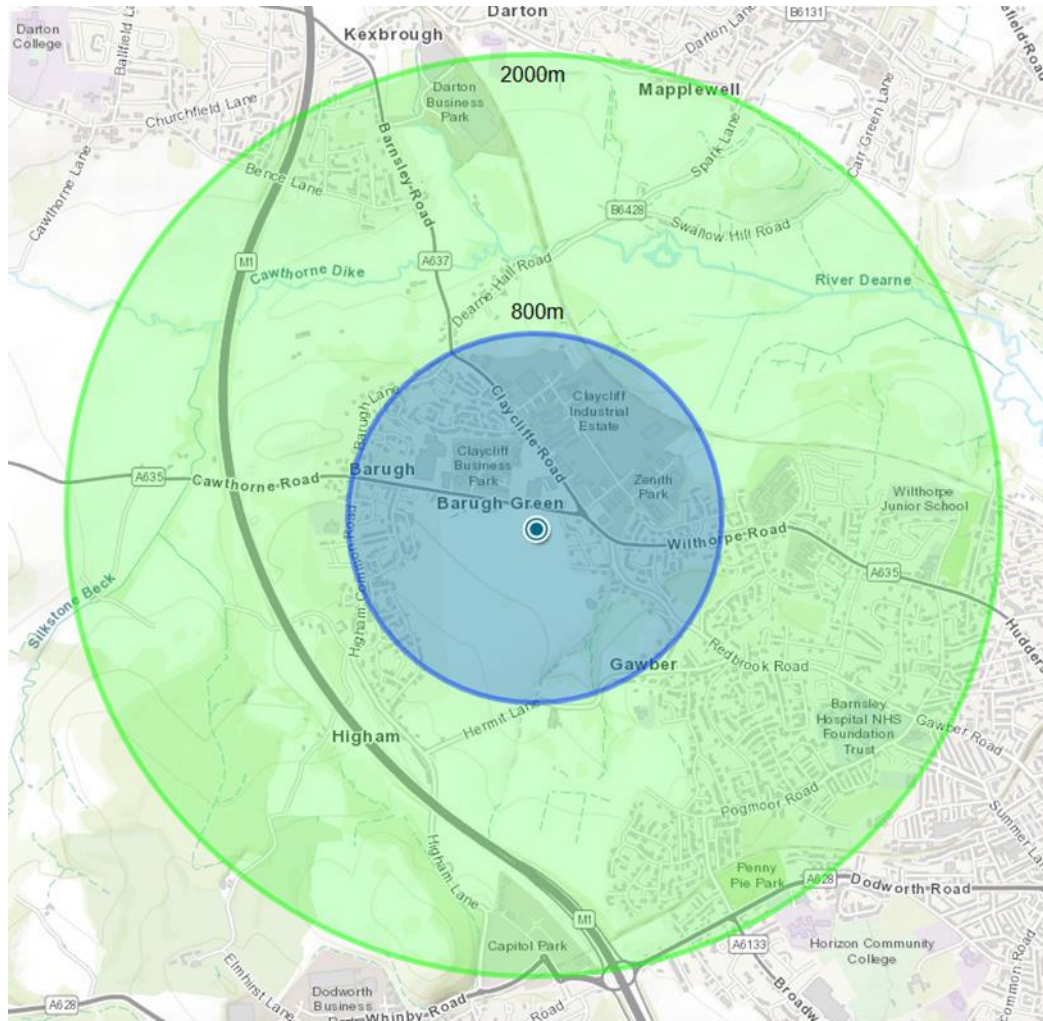


Figure 2 – Indicative Walking Radii (National Geographic Society MapMaker)

4.2.4 The following amenities can be found within 800m of the site:-

Pub / restaurant (200m)	Café (670m)
Aldi supermarket (230m)	Sandwich bar (680m)
Garden Centre (280m)	Rec and sports court (740m)
Fisheries (380m)	Convenience store (740m)
Claycliffe office park (400m)	Hair and beauty studio (750m)
Claycliffe business park (450m)	Pre-school (770m)
Metro trading centre (600m)	Chinese takeaway (770m)
Zenith business park (640m)	Indian takeaway (800m)

4.2.5 The following amenities can be found within 2km of the site:-

Pharmacy (910m)	Gawber Primary School (1300m)
Barugh Surgery (950m)	Higham Cricket Club (1600m)
Barugh Green Primary School (1100m)	Wilthorpe Primary school (1900m)
Post Office (1300m)	Dentist (1900m)
Florist (1300m)	Barnsley Hospital (1900m)

4.2.6 In addition to these amenities there are also bus stop located along the site frontage.

4.2.7 Footways are provided on both sides of the roads which link the site to the wider pedestrian network, connecting to local amenities and Barnsley town centre. Street lighting is present on all of the main pedestrian routes.

4.2.8 Informal pedestrian crossing facilities are provided on all arms of The Chestnut Tree roundabout located approximately 75m to the east of the site. Controlled pedestrian crossing facilities are provided on all arms of the junction located approximately 650m to the west of the site.

4.3 Accessibility on Foot Measures

4.3.1 Footways and associated street lighting will be provided throughout the development. Pedestrian links will be provided from the site entrance to connect with the existing infrastructure, providing direct and convenient routes to/from the development.

4.3.2 The benefits of walking in relation to general health and wellbeing will be promoted and residents will be informed that information regarding walking is available from various websites including <https://www.nhs.uk/live-well/exercise/walking-for-health/>, <https://www.walkingforhealth.org.uk/> and free walking route planners are available at <http://walkit.com/>

4.3.3 Walking has health benefits. Walk Well Barnsley is a Walking for Health scheme covering the Borough of Barnsley. All walks are free for people to attend. Details can be found at:

<https://www.walkingforhealth.org.uk/walkfinder/walk-well-barnsley>

Details of where to walk in Barnsley can be found at:

<https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/>

4.3.4 Nationwide events such as Walk to Work Day will be promoted to residents and they will be encouraged to take part if possible.

4.3.5 When an appropriate number of dwellings are occupied, the Travel Plan Coordinator can establish demand for parents and children wishing to walk to nearby schools. It is now normal practice for Education Authorities to devise school travel plans and the Travel Plan Coordinator will consult with the local schools to determine what measures can be incorporated to compliment the school's Travel Plan requirements. These measures may for example be to establish a 'walking bus' or "walking buddies" for the safe commute to nearby schools.

4.4 Accessibility by Cycle

4.4.1 Guidance suggests that cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. However, 'Building Sustainable Transport into New Developments' (2008) identifies that "people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating". Furthermore, the National Travel Survey identifies longer cycle journeys than 5km with an average distance of 5.3km and an 85 percentile distance of 7.4km.

4.4.2 **Figure 3** identifies destinations that lie within 5km and 7.5km radii of the application site. Again it is noted that cycling will not follow the simple radius shown on this plan and it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

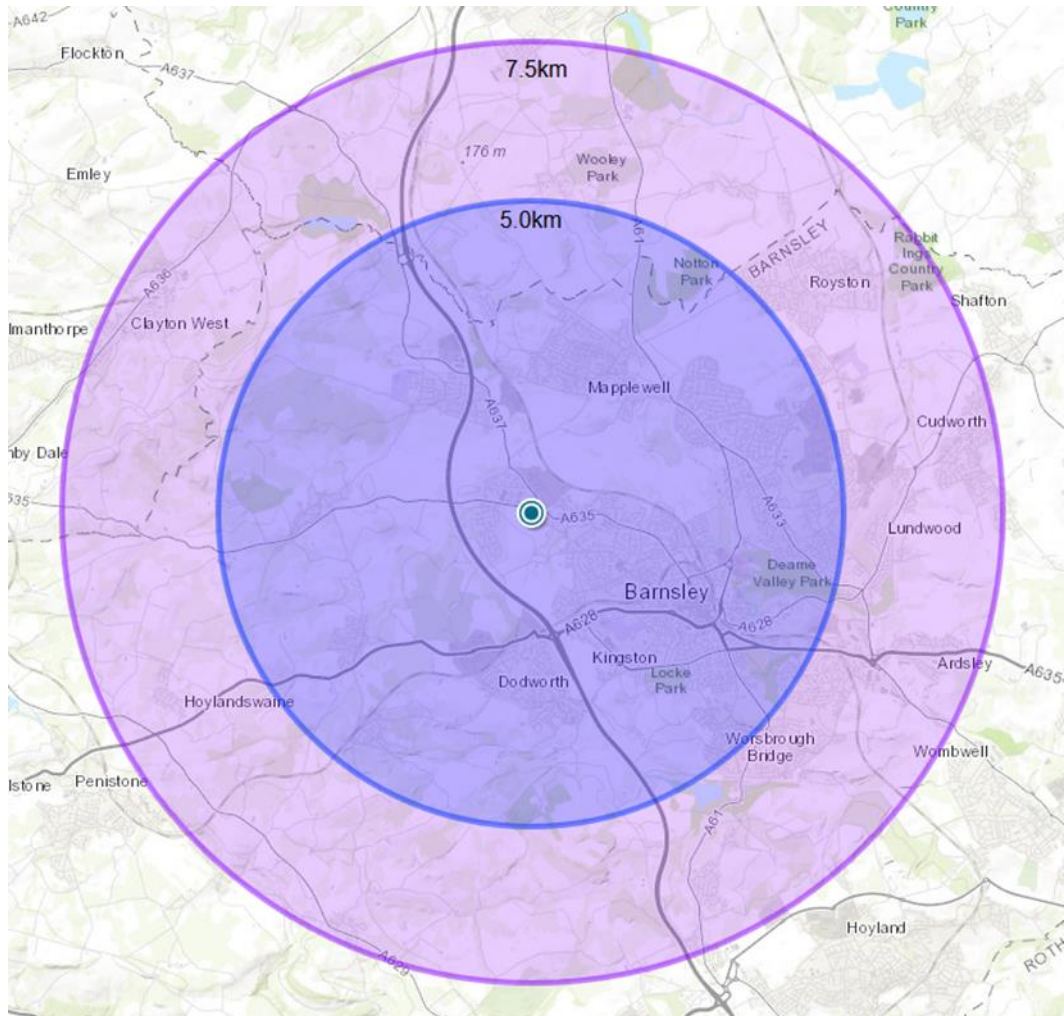


Figure 3 – Indicative Cycling Radii (National Geographic Society MapMaker)

4.4.3 Barnsley town centre and several surrounding areas (including Kexborough, Staincross and Dodworth) are located within 5km of the site.

4.4.4 The centre of Barnsley is located 3.6km cycle distance to the southeast, which represents an approximate 11 minute cycle journey based on an average cycling speed of 20kph. It is therefore considered that Barnsley town is well within cycle distance for commuters.

4.5 Accessibility by Cycle Measures

4.5.1 The site proposes to provide cycle parking for each property.

-
- 4.5.2 The benefits to health and wellbeing that can be gained from cycling will be promoted to residents. Nationwide events such as Cycle to Work Day will also be promoted with residents encouraged to take part.
- 4.5.3 Details of cycle routes within Barnsley can be found at:
<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-lanes-and-routes/>
- 4.5.4 Barnsley Council provide support to encourage cycling and including cycle training, bike hire, servicing and affordable ways to buy bikes. Details can be found at:
<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/learn-to-ride-a-bike/>
<https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/hire-a-bike/>
<http://www.activebarnsley.com/bikeability.asp>
- 4.5.5 Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device.
- 4.5.6 Details of local shops that sell cycles and accessories, as well as carrying out servicing and repairs will be provided to residents. The possibility of these shops providing offers or discounts to encourage the use of cycles will be investigated.
- 4.6 Accessibility by Bus**
- 4.6.1 Barugh Green Road is a bus route with a bus stop and shelter along the site frontage for westbound services. A corresponding eastbound stop is located on the north side of Barugh Green Road some 30m east of the site. A plan indicating the location of the bus stops in the proximity of the site is shown on **Figure 4**.

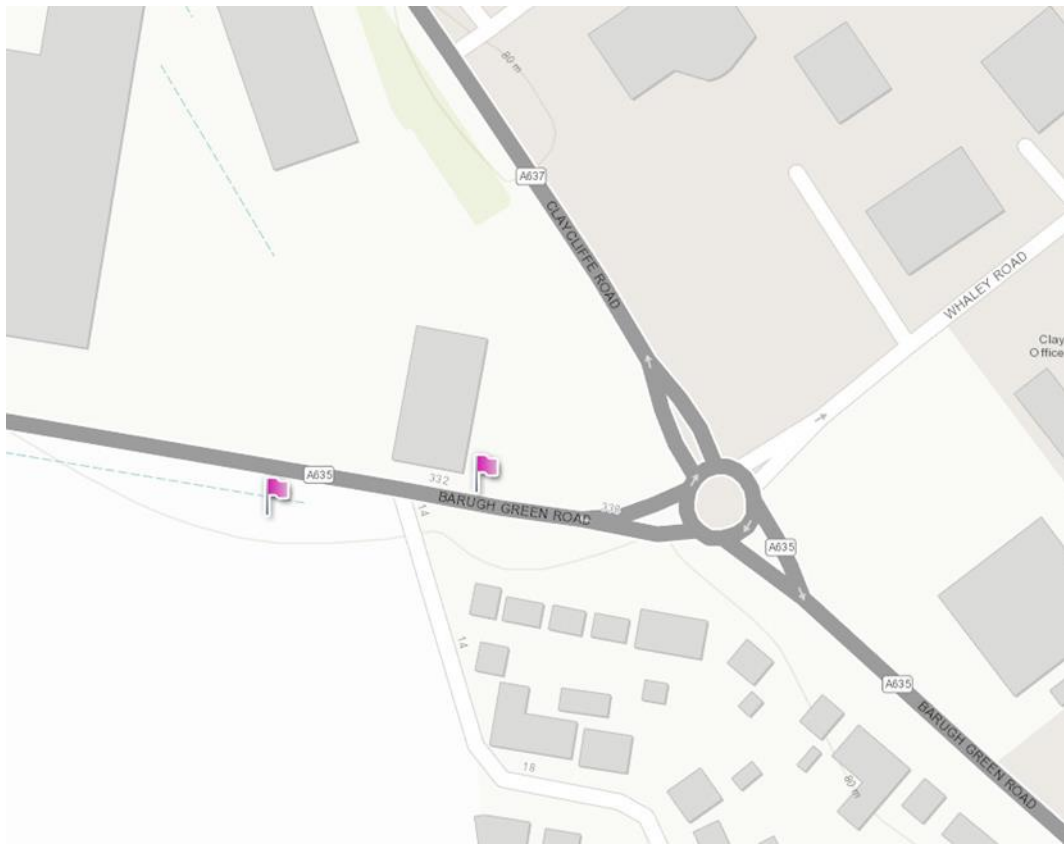


Figure 4 – Indicative bus stop location

(Source: NatGeo Mapmaker)

4.6.2 Details of the facilities provided at the stops along with the available services are provided below:-

A635 – Barugh Green Road Eastbound

Location:	A635 north side, some 30m west of the site
Reference:	37055018
Facilities:	Shelter, seating and timetable information
Bus services:	93, 93a, 94/94a, 95, 95a, 96, 96a

A635 – Barugh Green Road Westbound

Location:	300m from the centre of site
Reference:	37055075
Facilities:	Shelter, seating and timetable information
Bus services:	93, 93a, 94/94a, 95, 95a, 96, 96a

4.6.3 A summary of the bus services which operate at the above stops is summarised at **Table 3**.

Summary of services		Frequency (Minutes)			
Service	Route	Mon – Fri Daytime	Saturday Daytime	Sunday Daytime	Evening Daily
93	Barnsley – Darton – Woolley Grange	2 buses per hour	60	60	60 (not Sun eves)
93a	Barnsley - Mapplewell	60	60	No service	No service
94/94a	Barnsley – Higham - Cawthorne	60	60	120	120
95	Barnsley - Kexborough	20	30	60	60 (not Sun eves)
95a	Barnsley – Kexborough - Darton	No service (see 93,95)	Few buses	No service (see 93,95)	60 Sun eve late eve Mon-Sat
96	Barnsley – Kexborough - Wakefield	60	60	No service	No service
96a	Wakefield – Kexborough – Higham - Barnsley	1 journey	No service	No service	No service

Table 3 – Bus Services and Frequency

4.6.4 **Table 3** shows that there is a peak frequency of 8 buses per hour from Monday to Friday, 6 buses per hour on Saturdays, 2-3 buses per hour on Sundays and generally 3-4 buses in evening times.

4.6.5 The bus services nearby link to Barnsley Interchange in Barnsley Town Centre which is an approximate 15 minute bus journey from Barugh Green. All bus and rail journey destinations from Barnsley are available from the Interchange. Service 93/93a also links to Darton railway station which is an approximate 5 minute bus journey from Barugh Green.

4.6.6 Details of bus services within Barnsley are included at **Appendix A**.

4.7 Accessibility by Bus Measures

4.7.1 Direct and convenient links are provided from the site to existing bus stops, the closest being on Barugh Green Road next to the site.

4.7.2 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Residents Travel Information Pack with appropriate links being included on the developers marketing website. In addition, the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. It will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

4.7.3 Information on travel by bus in Barnsley and journey planning can be found at:

<https://tsy.yorkshiretravel.net/lts/#!/travellInfo>

<https://www.travelsouthyorkshire.com/>

<https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/bus-timetables/>

4.8 *Accessibility by Rail*

4.8.1 The nearest railway stations to the site are Barnsley Interchange located approximately 3km southeast of the site, Darton railway station located approximately 2.5km north of the site and Dodworth railway station located approximately 4.5km to the southwest of the site. The three stations are within cycle distance of the site and Barnsley and Darton are also accessible by bus services which operate at stops located adjacent to the site.

4.9 *Accessibility by Rail Measures*

4.9.1 There are pedestrian, cycle and bus links from the site to the nearest railway stations which will be highlighted to residents.

4.9.2 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Residents Travel Information Pack with appropriate links being included on the developers marketing website. In addition, the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. It will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

- 4.9.3 Information on travel by rail including live departure information, journey planner, timetables and ticket information, is available at

<https://tsy.yorkshiretravel.net/lts/#!/travelInfo>

www.nationalrail.co.uk

- 4.9.4 The Plus Bus initiative will be communicated to residents. Plus Bus adds urban bus travel to train tickets. Details can be found at:

<https://www.plusbus.info/barnsley>

4.10 Accessibility by Taxi

- 4.10.1 Taxis can provide a convenient mode of transport for those who don't drive or only need limited use of a vehicle. A wide selection of taxi firms operate in the local area that can be booked online or by phone.

4.11 Accessibility by Taxi Measures

- 4.11.1 If demand for taxis is established once the initial travel surveys have been completed, the Travel Plan Coordinator will contact local taxi firms to negotiate potential discount for residents. Any such discounts will be advertised to residents in promotional material (welcome packs and mail shots).

4.12 Car Sharing

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

- 4.12.2 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic, congestion, CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area

- Improve relations with the local community
- Journeys may be quicker where drivers are allowed to use dual occupancy car lanes

4.13 Car Sharing Measures

4.13.1 Liftshare operate a nationwide car share scheme which will be promoted to residents. Further details can be found at liftshare.com/uk
<https://liftshare.com/uk/journeys/from/barnsley>

4.13.2 The Travel Plan Coordinator will assist residents with finding a lift share partner. Details of Car Share South Yorkshire can be found at:
<https://liftshare.com/uk/community/southyorkshire>

4.14 Motorcycling and Mopeds

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

4.14.2 In addition, the physical size of on-site parking requirements for motorcycles and mopeds are less, so releasing more spaces for operational use.

4.14.3 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle. Details are available at:

<https://www.gov.uk/motorcycle-cbt/book-cbt-course>

<https://www.gov.uk/motorcycle-test>

4.15 *Reducing car use*

- 4.15.1 It may be possible for residents to encourage their employers to permit some degree of “home working”. This of course will be dependent on the particular circumstances of both the resident and the employer and realistically may not be appropriate in many cases. However if “home working” were possible on only a regular single day of the working week this would produce a 20% reduction in single car use for an individual resident.
- 4.15.2 Census information shows that approximately 3.7% of residents in the local vicinity of the site work at or mainly from home.

4.16 *Other sustainable travel measures*

- 4.16.1 All residents will be made aware of home shopping and internet shopping within mailshots. These measures assist in reducing the need to travel. Taxis can be used for local shopping trips and short journeys.
- 4.16.2 Each dwelling will accommodate a phone line which, if the network permits, will allow occupants to access the internet and utilise the above mentioned websites to access bus timetable information etc.
- 4.16.3 Whilst car travel may be used as a first modal choice for residents it must be acknowledged that the rising cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to minimise car travel and share trips. Shared trips in this sense would be to organise vehicle movements so for example daily trips to or from work were combined with trips to local food stores or service outlets.
- 4.16.4 There are a series of measures that can be used to reduce the carbon footprint of a vehicle and these will be brought to the notice of residents. The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately many of the answers learnt to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers, particularly young drivers, of the advantages that can be gained from these good practices. Examples are:

- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
- The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence.
- The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact.

4.16.5 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.

4.16.6 The Travel Plan Coordinator will promote the benefits of scoot to school. Adequate footway facilities and crossings are provided in the vicinity of the site. As scooting is permitted on footways these will provide safer scoot routes to school.

4.16.7 Each property will have an electric vehicle charging capability.

4.16.8 Residents moving from the development will be encouraged to inform the Travel Plan Coordinator so that an up to date Home Welcome Pack can be provided to the new occupiers, by the Travel Plan Coordinator, at the point of reoccupation.

4.16.9 The developer will advise their chosen contractors of their obligations in respect of the Travel Plan and particularly in terms of reducing the number of single person car journeys to and from the site by operatives. A copy of the Travel Plan will be provided to the successful contractor upon appointment. The main contractor will be required to provide a Construction Management Plan relating to details of vehicle routing to the site, provision to be made for the storage, parking, loading and unloading of contractors' plant, equipment and materials, and the parking of vehicles of the workforce, within the site, to be submitted to and approved by the Local Planning Authority before the development commences.

5 Travel Plan Co-ordinator

- 5.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with Residents, Local Authority and Local Transport Operators.
- 5.2 The Travel Plan Coordinator will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan. It is not anticipated that the role of Travel Plan Coordinator will require a full time position.
- 5.3 The Travel Plan Coordinator will contact the Council's Travel Plan Officer on appointment to advise that work has commenced on delivering the travel plan. Any change in contact details will also be passed to the Council.
- 5.4 The Travel Plan Co-ordinator will work closely with the developer to ensure that all occupiers of the development receive sustainable travel information at the point of occupation.
- 5.5 The duties of the Travel Plan Coordinator include:
- Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting in its formation;
 - Representing the 'human face' of the Travel Plan – explaining its purpose and the opportunities on offer. The coordinator will also play a central role in liaison with residents, steering groups, management committees and Barnsley Council;
 - Providing personalised travel planning tailored to residents' needs (or procuring this service from others);
 - Promoting the individual measures in the travel plan.
 - Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback residents' opinions to the operators;
 - Ensuring the approved Travel Plan and its component parts are being actioned;
 - Monitoring the Travel Plan implementation;

- Taking a key role in review of the Travel Plan;
- Updating residents on a regular basis with regards to the Travel Plan by way of a newsletter.

- 5.6 The Travel Plan Coordinator will be appointed by the developer at the developer's expense and will be appointed prior to first occupation and in post for when the development is first marketed. The Travel Plan Coordinator will remain in the post for a five year period to undertake the specific tasks outlined in this TP.
- 5.7 An annual budget will be provided by the developer from first occupation and will continue to be provided for 5 years. The budget will be available to the Travel Plan Coordinator to implement travel plan measures. The cost of the Travel Plan Coordinator role and all monitoring costs will be in addition to this budget and will be funded by the developer.
- 5.8 Travel Plan Coordinator will invite residents to form a Residents Travel Plan Group before 50% occupation. The residents group will liaise with the Travel Plan Coordinator and assist with implementing the travel plan. The resident's management group will be encouraged to continue the role of Travel Plan Coordinator after five years.
- 5.9 A Residents Travel Information Pack will be provided for residents at the point of occupation which will set out details of available sustainable travel alternatives.

6 Marketing and Communication Strategy

- 6.1 All residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the measures included within this Travel Plan by providing each household with a Residents Travel Information Pack. Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 6.2 All prospective residents will be encouraged to access the site via sustainable transport for viewings etc.
- 6.3 A “mail shot” will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 6.4 The Travel Plan Coordinators contact information including a telephone number and email address will be included within the Welcome Pack to allow residential to contact the Travel Plan Coordinator.

7 Enforcement, Monitoring and Reporting

- 7.1 The operation of this Travel Plan will be a planning obligation related to planning consent for the development; and may also be linked to a Section 106 Planning Agreement.
- 7.2 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the developer's responsibility to appoint a Travel Plan Coordinator prior to first occupation and to ensure that the Travel Plan Coordinator is in post for when the development is first marketed. It is the developer's responsibility to make any prospective resident fully aware of any Travel Plan related planning condition, the Travel Plan and the developer's obligations in relation to the Travel Plan.
- 7.3 The Travel Plan shall be formally monitored and reviewed annually for the first 5 years of the development. Travel questionnaires shall be carried out upon initial occupation by using a travel questionnaire survey provided with the Residents Travel Information Pack. The results shall be collated by the Travel Plan Coordinator after 30% occupation (approximately 40 dwellings) and the results provided to Barnsley Council for comparison against agreed targets. This will then be repeated annually for 5 years. To encourage residents to respond to the questionnaire, incentives will be offered, such as prize draws that would be funded from the Travel Plan budget.
- 7.4 The Travel Plan Co-ordinator will prepare a written analysis of each review which shall be provided to the Council within 3 months. This will include a monitoring report which includes all the survey data, any proposed revisions to the Travel Plan and the annual Action Plan for the next 12 months. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.
- 7.5 Targets will be aimed to be met within 5 years of initial occupation of the development. Once the targets are met the level of single occupancy car journeys to work and car journeys to school should be maintained at this level or reduced further. Any change to the target will be first agreed with Barnsley Council.

- 7.6 The developer and the Travel Plan Coordinator will use their reasonable endeavours to ensure that the Travel Plan is successful. The Travel Plan Coordinator maintains responsibility for promoting the Travel Plan.
- 7.7 **Table 4** summarises how the travel plan will be delivered with actions, timescales and who is responsible.

Action	Timescales	Who is responsible
Sanderson Associates to provide the developer with a copy of the TP	When complete	Sanderson Associates
The developer, will advise their chosen contractors of their obligations in respect of the Travel Plan	When appointed	The Developer
Appoint a Travel Plan Coordinator	Prior to first occupation of development. In post for when site is first marketed.	The Developer
Produce Residents Travel Information Pack	Prior to first occupation	Travel Plan Coordinator
Include residents Travel Information Pack within sale particulars for each plot	On occupation	The Developer
Travel Plan Information	Included within sales / marketing suites and included on marketing websites. Regular newsletter to residents providing update.	Travel Plan Coordinator/ The Developer
Undertake baseline residents questionnaire	Surveys supplied on occupation, Collate initial results following 30% occupation.	Travel Plan Coordinator
Residents Management group	Invite residents to join before 50% occupation	Travel Plan Coordinator
Annual residents questionnaire	Annually for 5 years	Travel Plan Coordinator
Supply results of questionnaire to Barnsley Council	Within 3 months of undertaking the questionnaires	Travel Plan Coordinator
Review Travel Plan	Annually for 5 years	Travel Plan Coordinator/ Barnsley Council

Table 4 – Summary of Travel Plan Delivery

8 Summary

- 8.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 8.2 The development site is sustainably located. The location of the site provides excellent access to both “active transport” and to public passenger transport arrangements. As such residents and visitors to the development will have a realistic choice of sustainable travel options.
- 8.3 The Travel Plan promotes accessibility to the development by sustainable modes of travel including walking, cycling and public transport. Amenities are within reasonable walking and cycling distances and frequent public transport services are provided in close proximity to the development site.
- 8.4 The Travel Plan sets an initial target which seeks to reduce single occupancy vehicle trips from the development by 10% over a five year period following initial occupation of the development. This will be monitored by formal traffic surveys or residents questionnaire. By minimising car borne travel and promoting sustainable travel the development offsite impact will be reduced.
- 8.5 The Travel Plan includes reference to compliance and enforcement of the Travel Plan and to the required monitoring, review and reporting for the life of the Plan.
- 8.6 It is considered that these measures will help to reduce the reliance on the private car, particularly single-occupancy car trips. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 8.7 A Travel Plan Coordinator will be appointed by the developer prior to first occupation and will be in post for when the development is first marketed. The Travel Plan Coordinator role will be funded by the developer for a five year period. The Travel Plan coordinator will implement the specific tasks outlined in this Travel Plan.

-
- 8.8 Countryside Properties (UK) Ltd are committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.

APPENDIX A

Bus Travel Information

BARNSLEY Bus Map

From 25 January 2020



Making bus travel in Barnsley easier.

The organisations responsible for bus travel in Barnsley are working together to improve your services.

We are the Barnsley Bus Partnership.

The result is a simpler, more coordinated service. You can now travel around the town much more easily, with tickets you can use on any bus in the Barnsley area. Bus passengers are already seeing a big difference and there's much more still to come.

How will you benefit?

- An easier to understand and simpler bus network
- Coordinated timetables
- Great value ticket range for travel on any bus in Barnsley
- More frequent services on a number of routes

Who is in the Barnsley Bus Partnership?

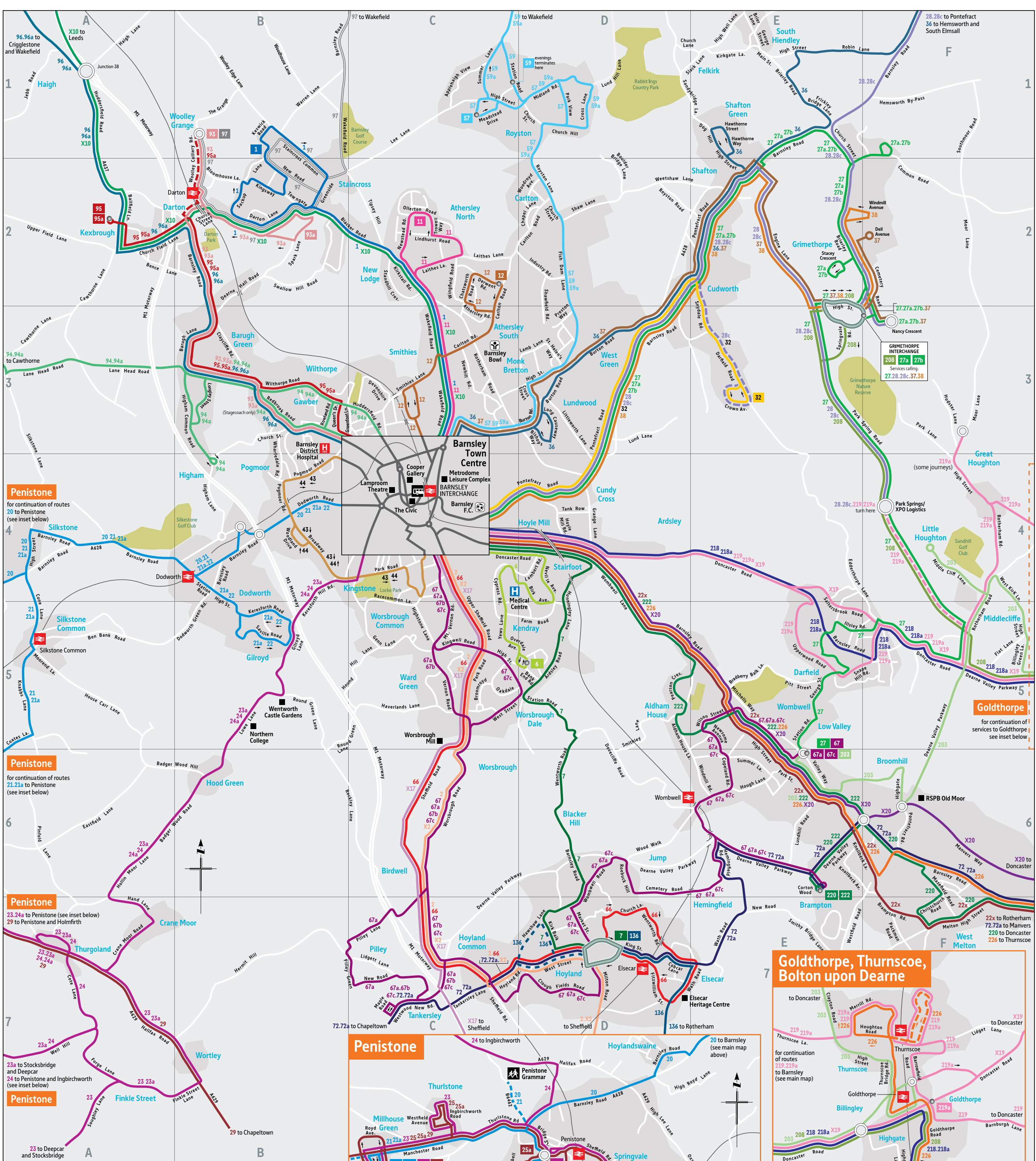
- Barnsley Metropolitan Borough Council
- Stagecoach Yorkshire
- South Yorkshire Passenger Transport Executive
- Watersons Coaches
- Globe Coaches



FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
1	Stagecoach	Barnsley – Mapplewell – Staincross	15	15	30	30/60
2/X2	Stagecoach	Barnsley – Birdwell – Chapeltown – North General Hospital – Sheffield - Royal Hallamshire Hospital	30 (X2)	30 (X2)	60 (2)	60 (2)
6	Stagecoach	Barnsley – Kendray – Worsbrough Bank End	15	15	30	60
7	Stagecoach	Barnsley – Blacker Hill – Hoyland	60	60	No service	No service
11	Stagecoach	Barnsley – Athersley North	15	15	30	30/60
12	Stagecoach	Barnsley – Honeywell – Athersley South	15	15	30	60
20	Stagecoach	Barnsley – Penistone – Cubley	60	60	No service (see 21a)	No service (see 21a)
21	Stagecoach	Barnsley – Penistone – Millhouse Green (Crow Edge)	60	60	No service (see 21a)	No service (see 21a)
21a	Stagecoach	Barnsley – Gilroyd – Cubley – Penistone – Millhouse Green (Crow Edge)	No service (see 20, 21, 22)	No service (see 20, 21, 22)	60	120
22	Stagecoach	Barnsley – Gilroyd	30	30	No service (see 21a)	No service (see 21a)
			Combined 15 min frequency Mon-Sat daytime between Barnsley – Dodworth			
23	Stagecoach	Millhouse Green - Penistone - Thurgoland - Stocksbridge	120	120	No service	No service
23a	Stagecoach	Barnsley - Thurgoland – Stocksbridge	2 journeys	2 journeys	No service	No service
24	Stagecoach	Barnsley - Thurgoland – Green Moor - Penistone – Ingbirchworth	120	120	see service 24a**	see service 24a**
24a	TM Travel	Barnsley - Thurgoland – Penistone	see service 24	see service 24	120	120
25	South Pennine Community Transport	Cubley – Oxspring – Penistone – Thurlstone – Millhouse Green	60 (mornings only)	No service	No service	No service
25a	South Pennine Community Transport	Holmfirth - Hade Edge - Dunford Bridge - Crow Edge - Millhouse Green - Thurlstone - Penistone	1 journey	No service	No service	No service
29	TM Travel	Sheffield - Chapeltown - Thurgoland - Penistone - Holmfirth	4 journeys	4 journeys	5 journeys	2 journeys
257	South Pennine Community Transport	Stocksbridge – Holmfirth	Wednesday only	No service	No service	No service
222	Stagecoach	Barnsley – Aldham House – Wombwell – Cortonwood	30	30	60	60
22x	Stagecoach	Barnsley – Wath upon Dearne – Rotherham	15	20	60	60
226	Stagecoach	Barnsley – Wath upon Dearne – Thurnscoe	30	30	60	60
27	Stagecoach	Barnsley – Grimethorpe – Darfield – Wombwell	30	30	60	60
27a	Stagecoach	Barnsley – Grimethorpe Interchange	see 27b	see 27b	60	60
27b	Stagecoach	Barnsley – Grimethorpe Interchange	60	60	No service	No service
28	Stagecoach	Barnsley – Grimethorpe – Pontefract	60	60	No service	No service
28c	Stagecoach	Barnsley - Cudworth Crown Avenue - Grimthorpe - Pontefract	No service (see 28/32)	No service (see 28/32)	60	60
32	Stagecoach	Barnsley – Cudworth Crown Avenue	15	15	see 28c	see 28c
			Combined frequencies of: Barnsley – Lundwood/Cudworth every 7/8 mins Mon-Sat daytime Barnsley – Cudworth Crown Avenue every 15 mins Mon-Sat daytime Barnsley - Grimethorpe every 15 mins Mon-Sat daytime			
36	Waterson Coaches	Barnsley – Shafton -South Hiendley –Hemsworth –South Elmsall	60/90	4 journeys	No service	No service
37	Waterson Coaches	Barnsley - Shafton - Grimethorpe	60	No service	No service	No service
38	Waterson Coaches	Barnsley - Shafton - Grimethorpe	60	60	No service	No service
43	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	60	60
44	Stagecoach	Barnsley – Pogmoor – Kingstone – Barnsley	30	30	No service (see 43)	No service (see 43)

FREQUENCY GUIDE			FREQUENCY (MINUTES)			
Service	Operator	Route	Monday-Friday daytime	Saturday daytime	Sunday daytime	Evening daily
57	Stagecoach	Barnsley – Royston	30	30	No service (see 59)	No service (see 59)
59/59a	Stagecoach	Barnsley – Royston – Wakefield	30	30	60 (30 Barnsley - Royston)	60 (Barnsley - Royston)
			Combined 15 mins frequency Mon-Sat Barnsley – Royston			
66	Stagecoach	Barnsley – Hoyland – Elsecar	15	15	30	60
67	Stagecoach	Barnsley - Pilley - Tankersley - Hoyland - Cortonwood - Wombwell	60	60	No service (see 67c)	120
67a	Stagecoach	Barnsley – Pilley – Hoyland – Cortonwood – Wombwell	60	60	120	120
67b	Stagecoach	Barnsley Ward Green – Birdwell – Tankersley	Limited service	Limited service	Limited service	Limited service
67c	Stagecoach	Barnsley Worsbrough Dale – Tankersley – Hoyland – Cortonwood – Wombwell	Limited service	Limited service	120	No service
			Every 30 mins combined			
72/72a	Stagecoach	Chapeltown – Hoyland – Manvers	60	60	No service	No service
94/94a	Globe Coaches/ Stagecoach	Barnsley - Higham - Cawthorne	60	60	120	120
93	Stagecoach	Barnsley – Darton – Woolley Grange	2 buses per hour	60	60	60 (not Sunday eves)
93a	Stagecoach	Barnsley – Mapplewell	60	60	No service	No service
95	Stagecoach	Barnsley – Kexborough	20	30	60	60 (not Sunday eves)
95a	Stagecoach	Barnsley – Kexborough – Darton	No service (see 93, 95)	Few Buses	No service (see 93, 95)	60 Sunday eve late eve Mon- Sat
			Combined daytime frequency Barnsley - Hospital - Darton 10 mins Mon - Fri / 15 mins Saturday			
96	Globe Coaches	Barnsley – Kexborough – Wakefield	60	60	No service	No service
96a	Globe Coaches	Wakefield – Kexborough – Higham – Barnsley	1 journey	No service	No service	No service
97	Globe Coaches	Darton – Wakefield	3 journeys	No service	No service	No service
136	First/ Stagecoach	Hoyland - Wentworth - Thorpe Hesley - Rotherham	60	60	90	2 journeys
201	Powells Bus	Chapeltown – Wentworth Industrial Park – Fox Valley – Stocksbridge	60	60	No service	No service
203	Waterson Coaches	Wombwell - Thurnscoe - Clayton - Doncaster	5 journeys	5 journeys	No service	No service
208	Stagecoach	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	3 journeys	3 journeys	3 journeys
218	Stagecoach	Barnsley - Mexborough – Swinton - Kilnhurst – Rawmarsh - Rotherham	60	60	60 Rotherham to Mexborough	60 Rotherham to Mexborough
218a	Stagecoach	Barnsley - Mexborough – Swinton - Kilnhurst – Rawmarsh - Rotherham	60	60	No service	No service
219	Stagecoach	Barnsley – Thurnscoe – Goldthorpe – Doncaster	60	60	60	60
219a	Stagecoach	Barnsley – Thurnscoe – Goldthorpe	60	60	No service (see 219)	No service (see 219)
220	Stagecoach	Cortonwood – Wath upon Dearne – Mexborough – Doncaster	30	30	60	60
X10	Stagecoach	Barnsley - Mapplewell - Darton - Kexbrough - Leeds	60	60	60	60
X17	Stagecoach	Barnsley - Birdwell - Meadowhall - Sheffield - Chesterfield - Matlock	60	60	60	60
X19	Stagecoach	Barnsley - Goldthorpe - Doncaster	30	30	60	2 journeys
X20	Stagecoach	Barnsley – Mexborough – Doncaster	60	60	No service	60 early eve Not Sunday eve

* No evening service
** Runs part route only



Barnsley's Frequent Bus Network

1	94.94a
2.X2	95.95a
6	96.96a
7	136
11	203
12	208
20.21.21a.22	218.218a
22x	219.219a.X19
23.23a.24.24a	220
25.25a.29	222
27.27a.27b	226
28	X10
32	X17
36	X20
37	
38	Cross boundary/Infrequent services
43.44	97
57.59.59a	
66	20/21 219
67.67a.67b.67c	34
72.72a	
93.93a	

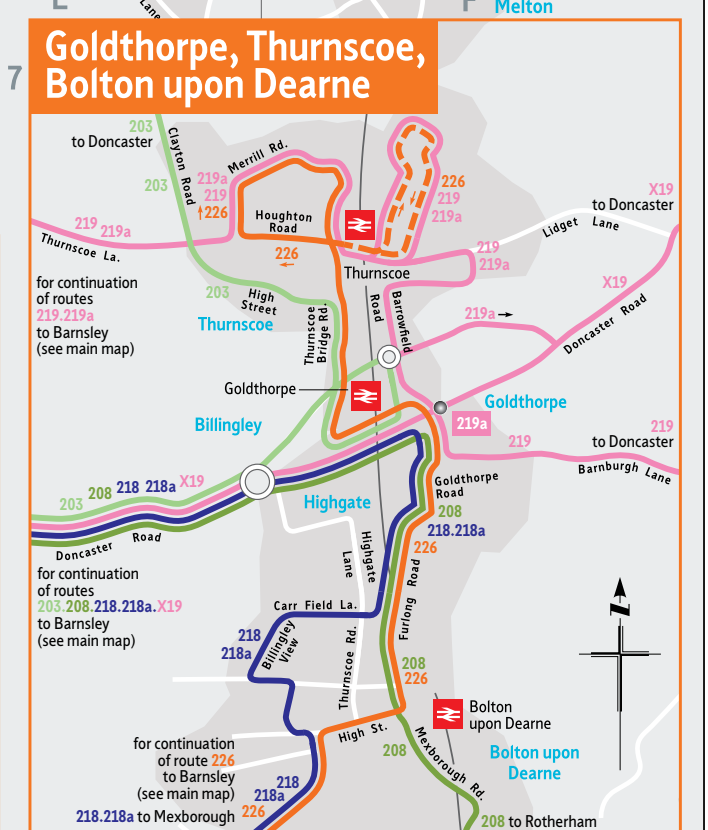
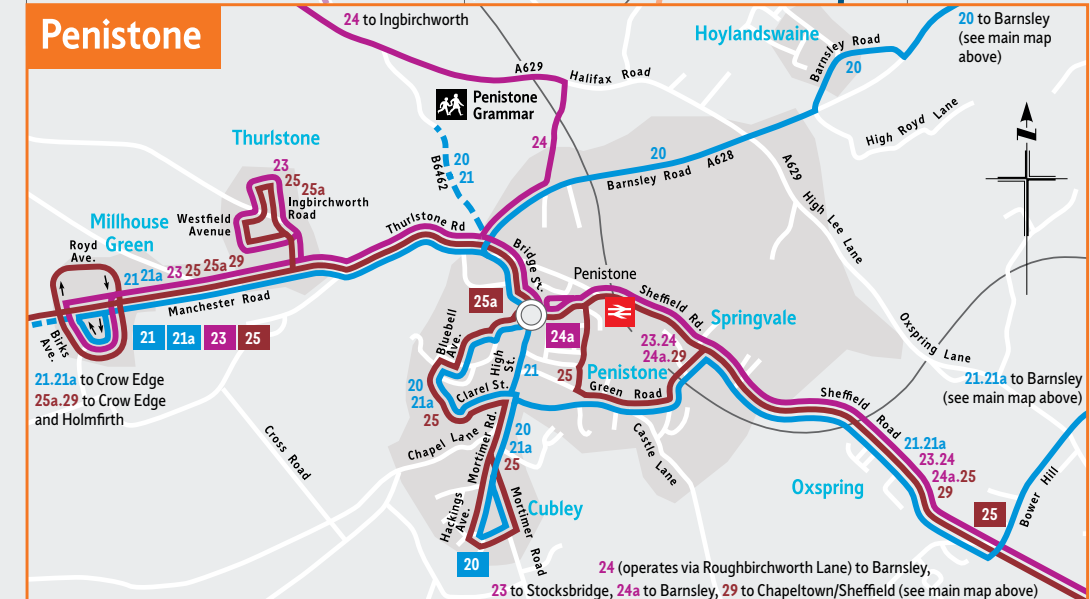
20/21 219

34

Bus runs in direction of arrow

Railway Line & Station

Bus Interchange



Index to Places Served											
A	Aldham House	D5	C	Carlton	C2	H	Haigh	A1	L	Little Houghton	E2
	Ardsley	D4		Crane Moor	A7		Hemingfield	E7		Shafton Green	E1
	Cudworth	E2		Cubley	-		Highgate	B3		Silkstone	A4
	Athersley North	C2						-		Silkstone Common	A5
	Athersley South	C3						-		Smithies	C3
B	Barnsley Hospital	B3	D	Darfield	E5	J	See Goldthorpe Inset	B6	M	South Hiendley	E1
	Barugh Green	B3		Dorton	B2		Hoyland	D7		Springvale	-
	Billingley	-		Dodworth	B4		Hoyland Common	C7		See Penistone Inset	-
							Hoylandswaine	-		Staincross	B2
							See Penistone Inset	D4		Stairfoot	D4
E	See Goldthorpe Inset	E7	F	Finkle Street	A7	K	Hoyle Mill	D6	N	New Lodge	C2
	Birdwell	C6									
	Blacker Hill	D6									
	See Goldthorpe Inset	-									
	See Goldthorpe Inset	-									
G	Gawber	B3	O	Oxspring	-	P			R	Royston	C1
	Gilroyd	B5									
	Great Houghton	F4									
	Grimethorpe	E2									
W	Ward Green	C5	S	Shafton	F4	T	See Penistone Inset	F5	W	West Green	D3
	West Melton	F7		Shafton Green	E5		See Goldthorpe Inset	-		West Melton	B3
	Wiltorpe	B7		Silkstone	D3		See Penistone Inset	C3		Wiltorpe	E5
	Wombwell	B1		Smithies	C3		See Penistone Inset	-		Woolley Grange	C6
	Worsbrough	C5		South Hiendley	E1		See Penistone Inset	-		Worsbrough Common	C5

BConnect tickets can be used all day, on any bus in Barnsley*. That means more travel options and better value for money.

One ticket, any bus



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28 Day**

The easy way to get around Barnsley*

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*Terms and conditions apply.

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BConnect 1 and 7 Day tickets can be bought on most buses in Barnsley.

7 and 28 Day tickets are also available online at sytravelmaster.com and from ticket machines located in most Travel South Yorkshire interchanges with the exception of Adwick, Dinnington and Mexborough.

Please note, your ticket will be issued to a Smartcard, which costs £1. It's then yours to load further tickets to, so please keep it and reuse it. If anything changes, we'll keep you up to date.

You can also buy tickets for individual operators as well as single fares.

For more information visit
travelsouthyorkshire.com/bbp

Or plan your travel using the
online Journey Planner at
travelsouthyorkshire.com

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Call Traveline on
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Travel South Yorkshire, supported
by the Barnsley Bus Partnership, is
working hard to ensure all public
transport is fully accessible to all.

All information is correct as of
25 January 2020