

Hallam Land Management
Proposed Residential Development at Land at Deepcar, Stocksbridge

Residential Travel Plan

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1 Introduction

1.1 Commission

Hallam Land Management is bringing forward an outline planning application for the proposed development of land at Deepcar, Stocksbridge, Sheffield.

Fore Consulting Limited (Fore) has been commissioned by Hallam Land Management to provide highways and transport advice in relation to the site, including the preparation of a Residential Travel Plan to accompany the planning application. A Transport Assessment has also been prepared under a separate cover.

1.2 The Site

The site comprises an area of some 2.7ha and is located on the south-west edge of the built up area of Deepcar, approximately 12.5km to the northwest of Sheffield.

The site is currently in use as agricultural farmland and is bordered by a mixture of stone walls, fences and hedgerows.

Carr Road runs alongside the eastern boundary of the site with Hollin Busk Lane to the south, agricultural farmland to the west and an area of woodland to the north. Beyond the immediate frontages, the area is generally characterised by the built up residential areas of Deepcar and Stocksbridge to the north, east and west whilst Stocksbridge Golf Club and agricultural land lie to the south.

Carr Road serves as a local distributor road and provides access to a number of residential streets and driveways, which take direct access onto the carriageway. Hollin Busk Lane runs alongside the southern boundary of the site and provides a connection between the residential areas situated to the east and west of Stocksbridge and Deepcar.

The location of the site is shown on Figure 1.

1.3 Surrounding Area

The site is located within the village of Deepcar, on the eastern fringe of the town of Stocksbridge, Sheffield. The village is located to the northwest of Sheffield and lies to the south of the A616 and to the west of the River Don.

Within the locality of the site there is a mixture of modern and historic development, and a number of public amenities including retail, shopping, education and healthcare facilities.

1.4 The Development Proposal

The proposal is to develop the site to provide up to 93 privately owned houses. The site is to be accessed from a new simple three-arm priority junction onto Carr Road. The full description of development is as follows:

“Outline application for up to 93 residential dwellings with all matters except for access reserved”.

The proposed site layout is presented at Appendix A.

1.5 Purpose of this Report

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

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

The structure and content of this Travel Plan follows the national planning policy contained within the National Planning Policy Framework (NPPF)¹ and Planning Practice Guidance (PPG)². Due consideration has also been given to the relevant local guidance and standards published by Sheffield City Council (SCC).

1.6 Structure of the Report

This report is structured as follows:

- Section 2 sets out the aim and objectives of the Residential Travel Plan.
- Section 3 presents an audit of the existing transport networks that serve the site.
- Section 4 presents an audit of the transport facilities that will be available at the proposed development.
- Section 5 identifies the likely transport impacts associated with the proposed development.

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

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

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

2 Travel Plan Aim and Objectives

2.1 Aim

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

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

2.2 Objectives

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

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

3 Transport Network Audit

3.1 Introduction

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

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

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

3.2 Local Highway Network

3.2.1 Introduction

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

3.3 Carr Road

Carr Road serves as a local distributor road and bus corridor, linking the central area of Deepcar with an established residential area to the south. Locally, Carr Road runs alongside the eastern boundary of the site, primarily providing vehicular access between Manchester Road and ultimately Cockshot Lane, Hollin Busk Lane and Royd Lane. Carr Road is a single lane two-way carriageway, is lit and is subject to a 30mph limit in the vicinity of the site.

Beyond the southeast corner of the site, Carr Road forms the northern arm of a four-arm crossroad junction with Hollin Busk Lane, Royd Lane and Cockshot Lane. Carr Road has a carriageway width of approximately 8.0m within the immediate vicinity of the site.

Beyond the northeast boundary of the site 'School Keep Clear' road markings and kerb buildouts are present, encouraging drivers to reduce their speed on approach to Royd Nursery Infant School. The footway buildouts are used as a school patrol crossing point.

A continuous footway, approximately 1.8m wide runs along the eastern side of Carr Road. On the west side of Carr Road, the existing footway starts at a point to the immediate north of the site boundary and continues northwards through the built up residential areas. An additional short section of footway is provided along the west side of Carr Road, approximately 35m south of the site boundary. There is no existing footway along the site frontage.

3.4 Carr Road / B6088 Manchester Road / A6102 Vaughton Hill

At its northernmost point, Carr Road forms the minor arm of a three-arm simple priority junction with the B6088 Manchester Road.

To the immediate east of the junction the B6088 Manchester Road meets the A6102 Vaughton Hill and A6102 Manchester Road at a three-arm signalised junction. A two-stage signal controlled pedestrian crossing is provided on the northern arm of the junction. A zebra crossing is provided along the B6088 Manchester Road, to the immediate west of Carr Road. Within the junction, waiting restrictions in the form of double yellow lines are present on all three arms of the junction.

Northwards from the junction, A6102 Vaughton Hill ultimately provides access onto the A616 which is part of the strategic highway network, running beyond the northern fringes of Stocksbridge. The A616 bypasses Stocksbridge and serves a regional distributor road, connecting Stocksbridge with the M1 to the east.

Access is provided onto the A616 via lane gain on-slips heading eastwards and westwards, with access off the A616 provided via tapered diverges.

3.5 Cockshot Lane

Cockshot Lane forms a continuation of Carr Road heading southwards from the site, ultimately linking the southern fringes of Deepcar with Bolsterstone. Cockshot Lane forms the southern arm of the four-arm crossroads with Carr Road, Hollin Busk Lane and Royd Lane.

Cockshot Lane is a single lane two-way carriageway of varying width but is approximately 6.0m wide within the vicinity of the site and is subject to the national speed limit.

The road is unlit and flanked by wide grass verges on both sides. Due to the rural nature of the road there are currently no footways along Cockshot Lane. The road is not subject to any waiting restrictions within the vicinity of the site.

3.6 Hollin Busk Lane

Hollin Busk Lane serves as a local distributor road running alongside the southern boundary of the site, ultimately providing access to an established residential area situated to the south of central Stocksbridge. Hollin Busk Lane also provides access onto Hollin Busk Road, Coal Pit Lane and Broomfield Lane via a simple three-arm priority junction to the far west.

Beyond the southeast corner of the site Hollin Busk Lane forms the western arm of the four-arm crossroads with Carr Road, Cockshot Lane and Royd Lane.

Hollin Busk Lane is a single lane two-way carriageway of varying width but is approximately 6.5m wide within the immediate vicinity of the site and is subject to a speed limit of 30mph.

A continuous footway is present along the full extent of the site frontage, with a narrow grass verge on the southern side of the carriageway. The road is lit and not subject to any waiting restrictions within the vicinity of the site.

3.7 Broomfield Lane / Hollin Busk Road / Coal Pit Lane

To the west of the site Hollin Busk Lane becomes Hollin Busk Road, which forms the minor arm of a three-arm simple priority junction with Broomfield Lane and Coal Pit Lane.

Collectively, they provide access between two established residential areas, situated to the north and southeast of central Stocksbridge. Broomfield Lane ultimately provides access onto the B6088 Manchester Road to the far north, via Bracken Moor Lane, Bocking Hill and Nanny Hill, respectively.

Approximately 200m to the east of the junction with B6088 Manchester Road, Bocking Hill provides access onto Nanny Hill and Haywood Lane via a 'triangular' arrangement of three separate simple three-arm priority junctions. The junction configuration is designed to accommodate for a split in vehicular movements travelling westbound, eastbound and southbound.

3.8 Royd Lane

Royd Lane serves as a local distributor road and provides access to a large residential area situated between Carr Road and the A6102 Manchester Road. Royd Lane forms the eastern arm of the four-arm crossroads with Carr Road, Cockshot Lane and Hollin Busk Lane.

Royd Lane is a single lane two-way carriageway of varying width but is approximately 6.5m within the vicinity of the site and is subject to a speed limit of 30mph.

The carriageway is lit and continuous footways are present along both sides of the road. The footway on the northern side of Royd Lane connects to existing pedestrian provision on the eastern side of Carr Road.

3.9 Sustainable Access

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

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

3.10 Pedestrian Access

3.10.1 Pedestrian Catchment

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

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

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

- **Retail:**
 - The nearest supermarket (Lidl) is located to the northwest of the site on the southern side of the B6088 Manchester Road, and is accessible on foot within approximately 1.8km of the site. A range of other local shops are situated along

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

the northern and southern side of the B6088 Manchester road, including a number of high street banks, butchers, convenience supermarket, greengrocers and an array of takeaway food outlets.

- Two takeaway food outlets are located on either side of Victoria Road, at the junction with Shay House Lane and Pot House Lane, both of which are accessible on foot within approximately 1.9km of the site.
 - A promenade of local shops is situated to the east of the site on the southern side of Pot House Lane, adjacent to St Ann's Catholic Primary School. The retail facilities available include a convenience supermarket (Spar) and bakery, both of which are accessible within approximately 1.6km walking distance of the site.
 - Further retail provision is provided to the north of the site, which includes a takeaway food outlet situated to the west of the Carr Road / B6088 Manchester Road junction. The takeaway food outlet is accessible on foot within approximately 1.3km of the site. Additionally, a petrol filling station, with associated convenience store, is located on the northern side of the B6088 Manchester Road approximately 230m to the west of the Carr Road / B6088 Manchester Road junction. Both retail facilities are accessible on foot within approximately 1.3km of the site.
 - The recently developed Fox Valley Sheffield retail and leisure park is located between B6088 Manchester Road and Fox Valley Way, accessible between approximately 1.8km and 2km walking distance of the site. The retail and leisure park features a wide range of high street retail facilities, an independent shopping quarter and a range of restaurants and takeaway food outlets.
- **Leisure:**
 - The nearest public house (The Nook) is located approximately 820m walking distance from the site on the western side of Helliwell Lane. Further provision, namely the King and Miller and The Royal Oak, are located to the north, adjacent to the Carr Road / B6088 Manchester Road junction. Both are accessible on foot within approximately 1.3km of the site. Additional provision is located to the west of the site at the junction with Bracken Moor Lane and Broomfield Lane (Miner's Arms) and on the western side of Spink Hall Lane (The Red Grouse). Both public houses are accessible on foot within approximately 1.2km and 1.5km of the site, respectively. Additional provision is located to the north of the site on the northern side of Manchester Road (The Coach), which is accessible on foot within approximately 1.8km of the site. A further public house (The Castle Inn) is located to the south of the site within the village of Bolsterstone, accessible on foot within approximately 1.1km of the site (non-direct route, via Public Right of Way).

- Stocksbridge Golf Club is situated to the southeast of the site, accessible on foot within approximately 470m of the site. Stocksbridge Cricket Club is located on the eastern side of Bracken Moor Lane and is accessible within approximately 1.3km walking distance of the site. Further recreational grounds are located to the east of Cricket Club (football pitches / playing fields). Additionally, an enclosed multi-use sports pitch is located on the northern side of Linden Crescent, accessible on foot within approximately 1.8km walking distance of the site.
- Additional recreational and leisure facilities are accessible from the recently developed Fox Valley Sheffield retail and leisure park. Leisure facilities include a range of bars and restaurants and a leisure and fitness centre. Most of the facilities are accessible between 1.8km and 2km walking distance of the site.
- **Education:**
 - Royd Nursery Infant School is the nearest school to the site, located on the eastern side of Carr Road. The school is accessible on foot within approximately 310m of the site. Further education provision, namely Deepcar St John's Church of England Junior School, is located further to the east of Carr Road, accessible on foot via St Margaret Avenue within approximately 520m of the site.
 - A number of other educational facilities are located to the west of the site. Stocksbridge Junior School is located on the eastern side of Cedar Road and is accessible on foot within approximately 1.6km of the site. St Ann's Catholic Primary School and Stocksbridge High School are located on the western and eastern side of Shay House Lane, respectively, both of which are accessible within approximately 1.7km walking distance of the site. Further education provision is provided on the southern side of Alpine Road, namely Stocksbridge Nursery Infant School, which is accessible on foot within approximately 2km of the site.
- **Healthcare:**
 - The nearest medical centre (Deepcar Medical Centre) to the site is located on the southern side of Manchester Road, between New Street and Ash Lane. The medical centre is accessible on foot within approximately 1.2km of the site.
 - The nearest pharmacy is located within the Deepcar Medical Centre, accessible on foot within approximately 1.2km of the site. Further provision is also located on the southern side of Manchester Road, accessible on foot within approximately 2km of the site.

- The nearest dental practice (Deepcar Dental Surgery) is located on the northern side of Manchester Road, approximately 190m to the west of Deepcar Medical Centre. The dental surgery is accessible on foot within approximately 1.4km of the site.

Worthy of a mention are the medical facilities situated at the Valley Medical Centre, located on the eastern side of Johnson Street. The facilities include a medical and dental surgery, both of which are accessible on foot within approximately 2.2km of the site.

3.10.2 Pedestrian Facilities

Pedestrian facilities within the vicinity of the site are outlined as follows:

- **Footways:**
 - An existing footway is present along the eastern side of Carr Road for the full extent of the road. The footway connects to further provision to the north and to the south. The footway provides convenient access towards Royd Nursery Infant School and Deepcar St John's Church of England Junior School.
 - Within the vicinity of the site a short stretch of footway is present along the western side of Carr Road, which primarily serves a cluster of residential properties situated to the east of the site. The footway resumes on approach to Royd Nursery Infant school and continues for the full extent of the road.
 - A footway is present along the northern side of Hollin Busk Lane, ultimately connecting to further provision on the western side of Hollin Busk Road and the northern side of Broomfield Lane.
 - A footway is present on either side of Royd Lane heading eastwards from the site.
 - Dropped kerbs and tactile paving is typically present in most places where there is an adjacent footway and continuous pedestrian facilities are available between the site and the local amenities identified in the previous section.
 - Street lighting is provided at suitable locations within close proximity of the site, in particular along the full extent of Carr Road and Hollin Busk Lane.
 - Due to the rural nature of Cockshot Lane, formal footways are currently not present, though a wide grass verge features on the eastern and western side of the road.

- **Public Rights of Way:**

- A footpath passes to the immediate north of the site, providing traffic free pedestrian access between Wood Royd Road, Fox Glen Road and Broomfield Lane.
- A footpath is located to the south of the site, accessible from the southern side of Royd Lane. The footpath provides access across Stocksbridge Golf Course towards further footpath provision located to the north of Sunny Bank Road. In particular, it connects to a footpath heading westwards towards the village of Bolsterstone. Further provision heads southwards towards Ewden Village and Moor Hall Reservoir.
- A further footpath is accessible from the southern side of Hollin Busk Lane and provides a direct traffic-free pedestrian route towards the village of Bolsterstone.
- A number of linked footpaths are situated to the north west of the site, providing direct and convenient connections between the areas of East Whitwell, Bracken Moor and Knoll Top.
- A section of bridleway / byway is located to the east of the site (Common Lane), which ultimately connects to further footpath provision to the west of Bitholmes Wood.

Beyond the 2.0km isochrone presented, a network of public rights of way and footpaths offer good opportunities for recreational walking.

- **Pedestrian Crossings:**

- Beyond the north eastern boundary of the site there is an uncontrolled pedestrian crossing point, with kerb buildouts, dropped kerbs, tactile paving and traffic bollards. The kerb buildouts encourage drivers to reduce their speeds and the crossing as a school patrol crossing point for the Royd Nursery Infant School.
- To the northeast of the site a zebra crossing, with dropped kerbs and tactile paving provides pedestrian access between the northern and southern side of the B6088 Manchester Road. The pedestrian crossing point is located to the immediate west of Carr Road.
- A two-stage signal controlled pedestrian crossing is provided on the northern arm of the B6088 Manchester Road / A6102 Manchester Road / A6102 Vaughton Hill junction, providing access between the eastern and western side of the A6102 Vaughton Hill.

- In most locations on the local highway network informal uncontrolled crossing points with dropped kerbs and tactile paving are typically present where there is an adjacent footway.

3.10.3 Proposed Pedestrian Infrastructure

Pedestrian access to the site will be provided from new 2.0m wide footway connections extending into the site from both sides of the access onto Carr Road. Dropped kerbs and tactile paving will be provided across the access mouth.

A new 2.0m wide footway will be provided northwards from the access, tying into the existing footway provision on approach to the school patrol crossing. Southwards, a new footway will extend a short distance around the access radius with a new uncontrolled pedestrian crossing (dropped kerbs and tactile paving) providing a pedestrian connection to the continuous footway along the east side of Carr Road.

A 2.0m wide footway will be provided adjacent to the pedestrian link / emergency access onto Carr Road, a short distance to the north of Hollin Busk Lane. The footway will tie into the existing provision on the northern side of Hollin Busk Lane.

It is envisaged that the majority of pedestrian movements to / from the site will be via the proposed new access onto Carr Road, however the footway improvements between Hollin Busk Lane and the southern extent of Carr Road will provide an improved route for anyone wishing to access the bus stops located along Royd Lane.

The internal layout of the site will ensure that an attractive pedestrian environment is provided within the site, in order to encourage journeys to be made on foot.

3.11 Cycle Access

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

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

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

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

The entirety of Stocksbridge is accessible within approximately 3.8km cycling distance of the site, providing access to a large range of public amenities including retail, leisure, education and health facilities.

Cycle access is also provided to a range of larger settlements and towns, which provide essential access to local services and facilities. In particular, Wharncliffe Side and Oughtibridge are located to the south of the site, accessible within approximately 4.7km and 6.9km, respectively. Collectively they provide access to a range of education, leisure and retail facilities.

Importantly, with reference to the Sheffield Cycle Map North⁵, a large proportion of roads within close proximity of the site are designated as ‘suggested cycle routes’. While it is recognised that traffic volumes may vary according to the time of day, the suggested routes provide convenient cycling access to a range of amenities and facilities, as well as connecting to additional cycle routes to the north and south of the site.

With reference to the above, cycle access is provided to a number of smaller settlements, which provide access to a range of local services and amenities, outlined as follows:

- Wortley is accessible within approximately 4.5km cycling distance of the site and provides access to a small range of local amenities, including two public houses, a café, restaurant and local store.
- Thurgoland is located to the north of the site, accessible within approximately 5.5km cycling distance. The village provides access to a larger range of local services, including a Post Office, primary school, public house and restaurant.
- Oxspring is accessible within approximately 7.6km cycling distance of the site and provides access to a small range of local services, including a primary school and Post Office.

In addition, the northern fringes of Sheffield can be accessed within approximately 8km cycling distance of the site (Middlewood and Worrall) with further access provided towards Sheffield City Centre.

A number of cycle routes are accessible within 8km of the site, and are outlined as follows:

- National Cycle Route 627 passes to the east of the River Don, providing a predominantly on-road route from Kirkburton to Millhouse Green (where it joins the Trans-Pennine Trail). Locally the route provides a cycle connection between Oxspring, Thurgoland, Stocksbridge and the northern fringes of Sheffield.

⁵ *Sheffield Cycle Map North*, Sheffield City Council, 2016. Available Online (<https://www.sheffield.gov.uk/roads/travel/cycling/finding-your-way/sheffield-cycle-map.html>)

- National Route 67 joins National Route 627 to the southeast of the site. The long-distance route runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. The majority of the route consists of traffic-free cycling.

3.12 Public Transport

3.12.1 Bus Services

The CIHT document *Planning for Public Transport in Developments*⁶ states that:

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

The document also states that:

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

With regards to the CIHT guidelines Figure 5 indicates that the closest bus stops in relation to the site are located on either side of Royd Lane and are accessible on foot within approximately 290m of the site (measured from an indicative central point). The bus stops provide access to the Number 23 bus service. The bus stops are accessible via the existing footways on both the northern and southern side of Royd Lane.

Further provision is also located on both the northern and southern side of St. Margaret Avenue to the north of the site, both of which are accessible within approximately 380m walking distance of the site (measured from an indicative central point). The bus stops provide access to the Number 57 and 781 bus services. The bus stops would be accessible to residents of the site via the proposed new footway along the site frontage, crossing at the school patrol crossing and continuing along the footway along the eastern side of Carr Road leading to St. Margaret Avenue.

Further bus stop provision is available on both the eastern and western side of Wood Royd Road, approximately 600m walking distance from the site. The bus stops provide access to the Number 23A, 57, 201, 781 and SL bus services. The bus stops are accessible via a continuous footway on the eastern side of Carr Road and a footway on both the eastern and western side of Wood Royd Road.

The Table below provides a summary of the bus services available within proximity of the site, including the nearest bus stop, respective frequencies and destinations served.

⁶ *Planning for Public Transport in Developments*, Chartered Institution of Highways & Transportation, 1999, p11.

Table 1: Bus Services, Destinations and Frequencies

Bus Stop	Service	Operator	Destinations Served	Approx. Daily Frequency (Both Directions)		
				Mon-Fri.	Saturday	Sunday
Royd Lane	23	Stagecoach	Barnsley - Crane Moor - Deepcar - Stocksbridge - Midhopestones - Oxspring - Stocksbridge - Midhopestones - Penistone - Crow Edge	Every 120 minutes	Every 120 minutes	-
St Margaret Avenue	57	Stagecoach	Sheffield Centre - Oughtibridge - Deepcar - Stocksbridge - Oughtibridge	Every 30 minutes	Every 30 minutes (60 minute frequency between 0800-0900 hours)	Every 60 minutes (AM service only)
	781	Mass Brightbus	Stocksbridge - Deepcar - Oughtibridge - Middlewood - Ranmoor	3 services daily (school days only)	-	-
Wood Royd Road	201	Stagecoach	Chapelton - Tankersley - Deepcar - Stocksbridge	Every 60 minutes	Every 60 minutes	-
	SL (SuperTram Link)	Stagecoach	Middlewood P&R - Wharncliffe Side - Deepcar - Stocksbridge - Middlewood P&R	Every 10 minutes	Every 10 minutes	Every 20 minutes
	23A	Stagecoach	Barnsley - Crane Moor - Deepcar - Stocksbridge - Midhopestones - Oxspring - Stocksbridge - Midhopestones - Penistone - Crow Edge	Every 120 minutes (from 1900 to 2300 hours)	Every 120 minutes (from 1900 to 2300 hours)	Every 120 minutes

Note: Bus services correct as of 13 June 2016.

The Number 23 bus service provides a relatively frequent service between Barnsley and Crow Edge, in both directions, via Deepcar, Stocksbridge and Penistone. There are currently six services daily in each direction, Monday to Saturday. The Number 23A bus service provides the same service between 1900 and 2300 hours, Monday to Saturday, and all day on Sunday.

The Number 57 bus service provides a frequent service between Sheffield and Stocksbridge, in both directions, via Worall, Oughtibridge and Deepcar. The service currently runs approximately every 30 minutes, Monday to Saturday, with a reduced service currently in operation on a Sunday.

The Number 781 bus service runs on school days only and provides an AM and PM school service between Stocksbridge and Ranmoor.

The Number 201 bus service provides an hourly circular service between Chapeltown and Stocksbridge, via Tankersley and Deepcar. The service is currently in operation Monday to Saturday, with no Sunday service.

The Number SL (SuperTram Link) service provides a frequent service between Middlewood Park and Ride (Tram Station) and Stocksbridge. The service currently runs approximately every 10 minutes Monday to Saturday and every 20 minutes on a Sunday.

3.12.2 Rail Services

The nearest main railway station to the site is located in Penistone, approximately 6.4km to the northwest of the site (direct measurement). The station can be accessed via the Number 23 and 23A bus service, which both stop approximately 600m to the west of the railway station.

Penistone Railway Station serves the Penistone Line, which currently connects Huddersfield with Sheffield, via Barnsley, with an hourly train in each direction. The Table below provides a summary of the rail services available from Penistone Railway Station.

Table 2: Rail Services, Destinations and Frequencies

Operator	Destinations Served	Monday to Saturday Frequency		
		Daytime	Late Evening	Sunday Frequency
Northern	Huddersfield - Denby Dale - Barnsley - Sheffield	Every 60 minutes	Every 60 minutes	Every 60 / 120 minutes

Note: Rail services correct as of 13 June 2016.

Middlewood Tram Station is located approximately 8.0km to the southeast of the site. The tram station provides access onto the Yellow Route of the Sheffield 'SuperTram' system, which provides an 18 minute connection towards Sheffield City Centre. During peak hours tram services run every 10 minutes to and from Sheffield and Meadowhall. Middlewood Tram Station is accessible via the Number 57 and SL bus services.

4 Site Audit

4.1 Introduction

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

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

4.2 Vehicular Access

4.2.1 Access onto Carr Road

The access has been designed as a simple three-arm priority junction from Carr Road. The new vehicular access will comprise a 6.0m wide carriageway with 2.0m wide footways provided on both sides, leading into the site from Carr Road.

The footway connections into the site are shown on the architect's site layout plan included as Appendix A.

4.2.2 Internal Road Layout

The access road onto Carr Road will form the main internal spine road within the site. The spine road will form the major arm of a series of simple internal priority junctions which will provide access to residential cul-de-sacs.

The internal layout will be designed to ensure that carriageways can accommodate the necessary turning movements associated with a 11.0m refuse vehicle. The primary carriageways within the site will have a width of 5.5m and 2.0m wide footways will ensure that pedestrian movements within the site are adequately accounted for.

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

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

4.3 Pedestrian and Cycle Access

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

- All primary roads within the site will include 2.0m wide footways on at least one side of the road, which will be interconnected and linked to the proposed pedestrian improvements located at both vehicular access junctions.
- Pedestrian access to the site will be provided from new 2.0m wide footway connections extending into the site from both sides of the access onto Carr Road. At Carr Road, a new 2.0m wide footway will be provided along the site frontage to tie into the existing footway provision on approach to the school patrol crossing. Southwards, a new 2.0m wide footway will extend a short distance around the access radius with a new uncontrolled pedestrian crossing (dropped kerbs and tactile paving) providing a pedestrian connection to the continuous footway along the east side of Carr Road.
- A 2.0m wide footway will be provided adjacent to the pedestrian link / emergency access onto Carr Road, a short distance to the north of Hollin Busk Lane. The footway will tie into the existing provision on the northern side of Hollin Busk Lane.
- Where shared-space streets are provided, these will clearly delineate the functions of the different parts of the highway and aid wayfinding.
- Internal highway junctions will incorporate dedicated pedestrian crossing facilities, including dropped kerbs and tactile paving (where appropriate).

4.4 Public Transport

As described in Section 3, the site is well served by existing bus services.

The proposed development will be designed to capitalise on the existing public transport services, ensuring that pedestrian connections are safe, convenient and direct - and take into consideration the needs of the elderly and mobility impaired. The proposed new / improved footways along Carr Road will provide opportunities for residents at the site to walk to the bus stops at Royd Lane and St. Margaret Avenue.

5 Transport Impact

5.1 Introduction

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

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

5.2 Vehicle Trip Generation

Traffic generation for the proposed development has been estimated based on the proposed 93 residential dwellings.

For simplicity and continuity with recent developments, Weekday AM and PM peak hour average vehicular trip rates for the land use proposed have been obtained from a Transport Note⁷ dated 2015 prepared by Hyder on behalf of the Bloor Homes development on land at Manchester Road, Deepcar.

The resulting predicted vehicular generations for the proposed site are shown in the Table below.

Table 5: Predicted Vehicular Generations

Land Use	Unit	Vehicular Trip Generations (Vehicles)			
		AM Peak (0800-0900)		PM Peak (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Residential	93 Dwellings	13	46	33	16

It can be seen that the development is predicted to generate a total of 59 and 49 two-way vehicle trips during the identified Weekday AM and PM peak hours.

⁷ *Deepcar Residential Development*, Transport Technical Note, Hyder, 2015.

5.3 Mode Share

The 2011 Census data ('Method of Travel to Work') has been used to derive the baseline mode share for the development proposals. The mode share for the Lower Super Output Area (LSOA) Sheffield 002A has been used. As this is the MSOA in which the site is located, the mode share accurately represents the likely travel characteristics of the site, with regards to the existing accessibility of the site by public transport and the configuration of the local highway network.

The mode share from this data is summarised in the Table below. The categories 'works mainly at or from home', 'other method of travel to work' and 'not in employment' have been excluded from the assessments.

Table 6: Baseline Mode Share

Mode	Baseline Mode Share (% of journeys by mode)
Underground, metro, light rail, tram	1.8%
Train	0.8%
Bus, minibus or coach	11.3%
Taxi or minicab	0.2%
Motorcycle, scooter or moped	1.2%
Driving a car or van	69.8%
Passenger in a car or van	4.4%
Bicycle	1.1%
On foot	9.4%
Total	100.0%

The baseline mode share presented in the Table above represents the method of travel to work that would be expected to occur without the adoption of a Travel Plan.

5.4 Person Trip Generation

By applying the established baseline mode share with the predicted vehicle generations for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in the Table below.

Table 7: Baseline Person Trip Generation by Mode

Mode	Person Trip Generation (Trips)			
	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Underground, metro, light rail, tram	0	1	1	0
Train	0	1	0	0
Bus, minibus or coach	2	7	5	3
Taxi or minicab	0	0	0	0
Motorcycle, scooter or moped	0	1	1	0
Driving a car or van	13	46	33	16
Passenger in a car or van	1	3	2	1
Bicycle	0	1	1	0
On foot	2	6	4	2
Total	19	65	47	23

It can be seen that the proposed development is predicted to generate a total of 84 and 70 two-way person trips during the identified Weekday AM and PM peak hours.

6 Travel Plan Targets

6.1 Introduction

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

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

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

6.2 Mode Share Targets

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

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

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

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

Table 8: Proposed Mode Share Targets

Mode	Mode Share		
	Baseline	Target	Net Change
Underground, Metro, Light Rail, or Tram	1.8%	2.2%	+0.5%
Train	0.8%	0.8%	-
Bus, Minibus or Coach	11.3%	12.8%	+1.5%
Taxi	0.2%	0.2%	-
Motorcycle, Scooter or Moped	1.2%	1.2%	-
Driving a Car or Van	69.8%	64.8%	-5.0%
Passenger in a Car or Van	4.4%	5.4%	+1.0%
Bicycle	1.1%	2.1%	+1.0%
On Foot	9.4%	10.4%	+1.0%
Total	100%	100%	-

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

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

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

Once agreed, the objective would be to attain the mode share targets within five years of occupation of the development. Once the car driver target mode share has been achieved, the proportion of residents driving to the development should be maintained, or preferably reduced further.

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

7 Responsibility and Ownership

7.1 Introduction

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

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

7.2 Travel Plan Coordinator

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

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

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

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

The responsibilities of the Travel Plan Coordinator are as follows:

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

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

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

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

8 Travel Plan Measures

8.1 Introduction

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

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

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

8.2 Travel Welcome Pack

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

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

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

8.3 Site Design

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

Table 9: Travel Plan Measures – Site Design

Measure	Responsibility	Implementation
Internal pedestrian routes will be built as part of the proposed development to increase permeability and minimise walking distances to bus stops.	Applicant	Construction
The provision of adequate cycle parking within each home.	Applicant	Construction
The provision of new pedestrian infrastructure (footways and uncontrolled crossings) along the sites frontages onto Carr Road/	Applicant / House Builder	Construction

8.4 Initiatives to Encourage Walking

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

Table 10: Travel Plan Measures – Initiatives to Support Walking

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

8.5 Initiatives to Encourage Cycling

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

Table 11: Travel Plan Measures – Initiatives to Support Cycling

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

8.6 Initiatives to Encourage Public Transport Use

The site has good links to the nearby bus stops on Royd Lane, St Margaret Avenue and Wood Royd Road. The Table below sets out the measures to be implemented to further encourage travel by public transport to the site.

Table 12: Travel Plan Measures – Initiatives to Support Public Transport

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

8.7 Car Sharing

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

Table 13: Travel Plan Measures – Car Sharing

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

9 Monitoring and Review

9.1 Introduction

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

9.2 Monitoring Framework

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

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

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

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

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

9.3 Travel Survey

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

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

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

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

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

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

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

9.4 Annual Monitoring Report

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

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

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

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

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

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

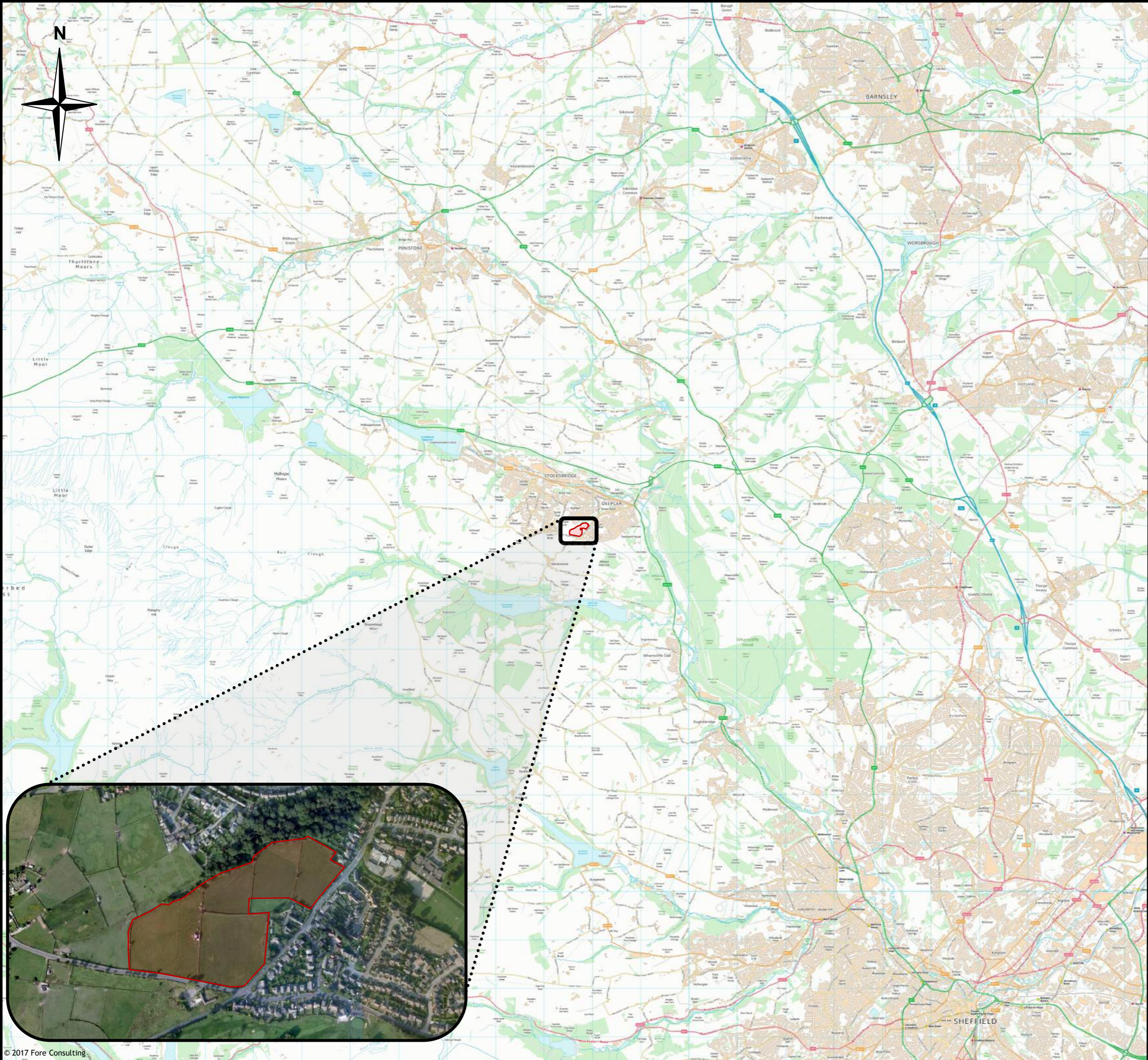
10 Summary Action Plan

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

Table 14: Summary Action Plan for the Implementation of the Residential Travel Plan

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

Figures



Key:

 Site Location

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Client:
Hallam Land Management

Project:
Proposed Residential Development at Land at Deepcar, Stocksbridge

Figure Title:
Site Location

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3241

Figure Number:
Figure 1



Key:

-  Site Location
-  Local Links

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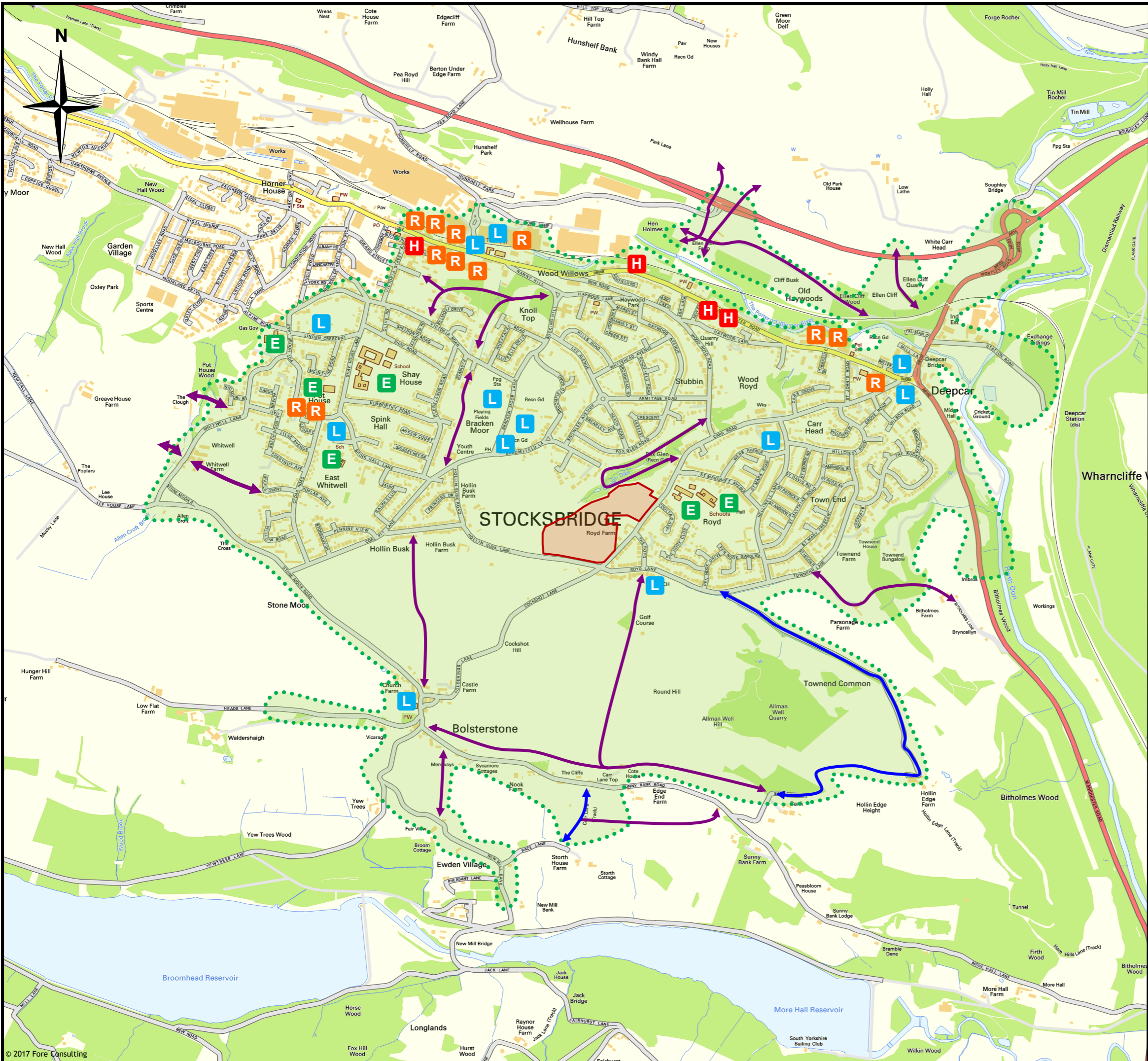
Figure Title:
Local Highway Network

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3241

Figure Number:
Figure 2



Key:

- Site Location
- 2.0km Walking Distance Isochrone
- Note: Isochrone measured from indicative central point within site
- Retail Site (eg shops and restaurants)
- Leisure Site (eg public houses and leisure centres)
- Healthcare Site (eg medical centres and pharmacies)
- Education Site (eg schools and colleges)
- Public Right of Way (Footpath)
- Public Right of Way (Bridleway / Byway)

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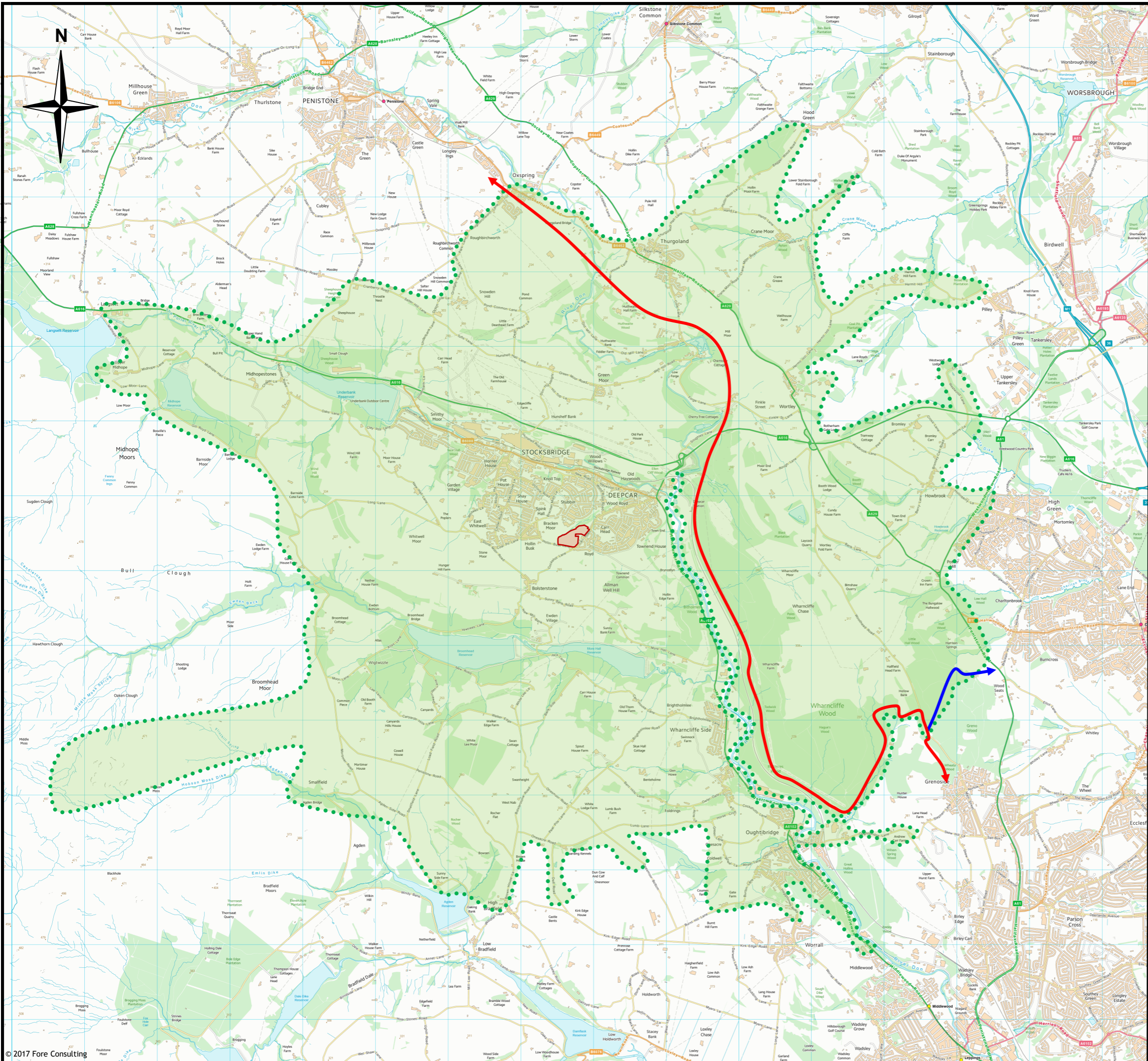
Figure Title:
Pedestrian Catchment and Local Amenities

Scale:
Not to Scale





Figure Status:
Issue

Job Number:
3241

Figure Number:
Figure 3



Key:

-  Site Location
-  8km Cycling Distance Isochrone
-  National Cycle Route 627
-  National Cycle Route 67

Note: Isochrone measured from indicative central point within the site

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Client:
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Project:
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Figure Title:
Cycle Catchment

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
3241

Figure Number:
Figure 4



Key:

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

Bus Services

Bus Service 23 / 23A: Barnsley - Crane Moor - Deepcar - Stocksbridge - Midhopestones - Oxspring - Stocksbridge - Midhopestones - Penistone - Crow Edge

Bus Service 57: Sheffield Centre - Oughtibridge - Deepcar - Stocksbridge - Oughtibridge

Bus Service 201: Chapeltown - Tankersley - Deepcar - Stocksbridge - Deepcar - Tankersley - Chapeltown

Bus Service 781: Stocksbridge - Deepcar - Oughtibridge - Middlewood - Walkley - Ranmoor

Bus Service SL (SuperTram Link): Middlewood P&R - Wharncliffe Side - Deepcar - Stocksbridge - Middlewood P&R

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Client:
Hallam Land Management

Project:
Proposed Residential Development at Land at Deepcar, Stocksbridge

Figure Title:
Public Transport Network

Scale: Not to Scale	Figure Status: Issue
Job Number: 3241	Figure Number: Figure 5

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Appendix A

Proposed Site Layout

- 1 SITE ENTRANCE FROM CARR ROAD
- 2 SIGNIFICANT AREA OF WOODLAND (FOX GLEN) WITH OPPORTUNITY FOR PEDESTRIAN CONNECTIONS
- 3 HEDGE AND TREE PLANTING ALONG BOUNDARY
- 4 PLAYSPACE WITHIN GREEN SETTING
- 5 OUTWARD FACING DEVELOPMENT THROUGHOUT
- 6 EXISTING RESIDENTIAL DEVELOPMENT
- 7 EXISTING DRY STONE WALLS RETAINED AND ENHANCED WITHIN PUBLIC DOMAIN
- 8 SPECIES RICH GRASSLAND - GREENSPACE MANAGED FOR BIODIVERSITY AND RECREATIONAL BENEFITS
- 9 PEDESTRIAN LINK TO PLAYSPACE
- 10 NO DIRECT VEHICLE ACCESS ONTO CARR ROAD IN THIS AREA
- 11 DRAINAGE AREA AND GREENSPACE MANAGED FOR BIODIVERSITY BENEFITS
- 12 INTERMITTENT TREES AND HEDGEROWS TO THE BACK OF DRY STONE WALLS
- 13 10M WIDE WOODLAND BELT TO CONNECT WITH FOX GLEN
- 14 EXISTING LANDSCAPE BOUNDARY

DEVELOPMENT SUMMARY

Nett Area: 6.61 acres / 2.67 hectares

At 30 -35 dwellings per hectare the scheme could achieve: 80 – 93 dwellings



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