

Strata Sterling Barnsley West Ltd  
Proposed MU1 Site, Barnsley

## Framework Workplace Travel Plan

7 July 2021  
Issue





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# 1 Introduction

## 1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Strata Sterling Barnsley West Ltd (“The Applicant”) to provide transport advice in relation to two hybrid planning applications at a site to the south of Barugh Green Road. The two respective applications cover the majority of the allocated site (MU1) as identified in the Barnsley Local Plan, which was adopted in January 2019. Site MU1 is defined as a strategic development site which is intended to accommodate a significant proportion of the new housing, employment and education within the district.

The development of MU1 is centred on the provision of a new strategic link road, the “Claycliffe Link Road”, which will form a spine road through the site and provide a key route from M1 Junction 37 up to A635 Barugh Green Road, providing a north-western gateway into Barnsley. As a result, delivery of the link road will also help alleviate local traffic issues, particularly for residents of Higham and Barugh Green to the west of the site, with Higham Lane and High Common Road currently providing the primary access for heavy goods vehicles travelling between the M1 and Claycliffe Business Park.

The need for a new strategic link road between M1 Junction 37 and A635 Barugh Green Road is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority. Fore has developed the roundabout proposal to meet the requirements of all stakeholders.

The MU1 site is subject to two hybrid planning applications. This Framework Workplace Travel Plan (“Framework Travel Plan”) has been prepared to cover the employment hybrid planning application. A Framework Residential Travel Plan has been prepared to support the residential hybrid planning application, submitted under a separate cover.

## 1.2 Development Proposals

The employment hybrid planning application consists of the following:

- a) Full planning permission for earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; and location of strategic landscaping and ecological areas*
- b) Outline planning permission for approximately 43 hectares of employment land (use classes E/B2/B8) and; associated infrastructure works.*

The development proposals are demonstrated on the masterplan which is provided at Appendix A.

## 1.3 Purpose of this Document

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with users of a development about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of building users and reporting on this in order to identify room for improvement.

This document communicates the Framework Travel Plan for the employment elements of the Barnsley West development. This document sets a Framework detailing how sustainable travel will be supported on site, including how Occupiers will engage in their own Travel Plans. This Framework Travel Plan is aimed at future Occupiers and employees at the development.

This Travel Plan has been prepared in accordance with the guidance set out in BMBC's adopted '*Sustainable Travel*' Supplementary Planning Document (SPD).

## 1.4 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of how Occupier Travel Plans will be produced and managed.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

## 2 Travel Plan Management

This Chapter sets out the actions required to ensure the Framework Travel Plan is managed appropriately. The actions are summarised in Table 7.

### 2.1 Objectives

This Framework Travel Plan adopts the following objectives:

- Communicate the Framework Travel Plan process to eventual Occupiers so that they can support employees to make sustainable travel choices.
- Promote the health, financial and environmental benefits of sustainable travel choices.
- Provide clear information on all available modes of travel to and from the site.

### 2.1 Framework Travel Plan Coordinator Role

Strata Sterling Barnsley West Ltd will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing the units to potential Occupiers. On appointment, the FTPC will contact BMBC to advise that work has commenced on delivering the Framework Travel Plan.

The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to implement this Travel Plan. The FTPC will communicate with Occupiers the potential obligations to prepare an Occupier Travel Plan if their land use/unit exceeds the indicative thresholds for requiring a Travel Plan listed in Appendix 1 of the Sustainable Travel SPD<sup>1</sup>.

It is anticipated that given the size of the proposed development and resulting cumulative impact, additional 'Occupier' Travel Plans are likely to be required in respect of sub-uses regardless of the threshold. If an Occupier will not require its own Occupier Travel Plan, the FTPC will communicate the contents of this Travel Plan so that the Occupiers can see the benefits of implementing certain schemes and measures.

The Framework Travel Plan Coordinator Role will cease following the occupation of the final unit. If a new Framework Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

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<sup>1</sup> Barnsley Local Plan - Supplementary Planning Document: Sustainable Travel (2019)

## 2.2 Occupier Travel Plans

The Framework Travel Plan will be issued to the occupiers once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset. Each Occupier will appoint an Occupier Travel Plan Coordinator (where required) at the signing of leases who will:

- Produce an Occupier Travel Plan for their respective unit. This will be agreed with BMBC 3 months prior to occupation, and will include:
  - Details of an appointed Occupier Travel Plan Coordinator.
  - Update of transport network in the vicinity and on-site facilities.
  - Details of how the Occupier Travel Plan will be managed.
  - Details of the lifespan of the Occupier Travel Plan, which is anticipated to be 5 years from first occupation.
  - A list of measures.
  - A refinement of the monitoring schedule set out in this Framework Travel Plan.

### 2.2.1 Occupier Travel Plan Coordinator Role (OTPC)

The appointed Occupier Travel Plan Coordinator (OTPC) will have the following responsibilities:

- Implement the Occupier Travel Plan.
- Act as a point of contact for employees regarding sustainable travel choices.
- Research, promote, coordinate and monitor the Occupier Travel Plan.
- Carry out Travel Surveys.
- Ensure that the Framework and Occupier Travel Plans are complementary and refer to objectives, guidelines and initiatives in the Framework Travel Plan.
- Liaise with BMBC regarding ongoing monitoring of the Occupier Travel Plan.

## 2.3 Funding

Initially, the Framework Travel Plan will be funded by Strata Sterling Barnsley West Ltd, which will cover the Framework Travel Plan Coordinator role and infrastructure/measures required to support sustainable travel choice from and within the development site.

Occupier Travel Plans will be funded by each Occupier. This includes funding measures to encourage sustainable transport, communicating the Occupier Travel Plan to employees, as well as the cost of monitoring and reporting.

## 2.4 Liaison with Barnsley Metropolitan Borough Council (BMBC)

### 2.4.1 Framework Travel Plan Coordinator

The content of this Framework Travel Plan will be agreed with BMBC as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at BMBC to advise that work has commenced on delivering the Framework Travel Plan.

### 2.4.2 Occupier Liaison

Occupier Travel Plan Coordinators will liaise with BMBC to agree their own Occupier Travel Plans, to discuss the findings of annual monitoring and reporting, and to agree future targets/measures.

It is anticipated that a Travel Plan Liaison Group will be established with BMBC for the development. The liaison group will be set up within 3 months of occupation of the first unit, with subsequent units coming on board following occupation of their respective unit. The liaison group will be in place for a minimum period of 5 years.

## 2.5 Monitoring Occupier Travel Plan(s)

Monitoring of the Occupier Travel Plans will indicate how well they are performing at meeting the target mode shares and any other targets that are set throughout the life of the plan.

### 2.5.1 Occupier Mode Share Targets

Initially a target will be set for the maximum percentage of residents travelling alone by car. Initially this will be based on the mode share for Barnsley 012 Medium Layer Super Output Area (MSOA), within which the site is located<sup>2</sup>.

Over time, these will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes. The targets will include a **10% reduction in single occupancy car journeys** to be achieved over a 5-year period, as summarised in Table 1.

**Table 1: Baseline Mode Share Targets**

Mode	Year 1	Year 2	Year 3	Year 4	Year 5
Train	1%	1%	1%	1%	1%
Bus, Minibus or Coach	7%	8%	9%	9%	10%
Taxi	0%	0%	0%	0%	0%
Motorcycle, Scooter or Moped	1%	1%	1%	1%	1%
<b>Driving a Car or Van</b>	<b>77%</b>	<b>75.1%</b>	<b>73.2%</b>	<b>71.2%</b>	<b>69.3%</b>
Passenger in a Car or Van	7%	7%	7%	7%	7%
Bicycle	1%	2%	3%	4%	5%
On Foot	5%	5.5%	6%	6.5%	7%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

The targeted increase in use of other modes of travel e.g. Public Transport, Car Passenger and Bicycle are indicative. Table subject to rounding errors.

The target will be reviewed and may be revised following the findings of the first surveys (see Section 2.7). This will be agreed with BMBC through the Monitoring Report process

### 2.5.2 Occupier Travel Surveys

To ensure that the initial mode share targets are realistic and practical, it is proposed that each Occupier will undertake an employee travel survey within three months of initial occupation. Surveys will be administered by the Occupier Travel Plan Coordinator and will

<sup>2 2</sup> Dataset reference 'QS701EW - Method of travel to work'. The categories 'Not in employment', 'Underground, metro, light rail, tram', 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

be repeated annually, enabling year-on-year trends to be recorded for the lifespan of the Occupier Travel Plan.

Employees will be emailed with a link to an online travel survey to discover how they are travelling to the site. Alternatively, employees who do not have access to the internet will be given a form to fill out.

A response rate of 30% will be targeted, with active promotion of the survey and a possible prize draw encouraging response.

Employee Travel Surveys will determine:

- Working hours and number of working days per week.
- Employee home postcode.
- Mode of travel to work.
- What other modes they would consider and barriers to making this shift.

Use of car and cycle parking will be monitored regularly by Occupiers to determine if provision is appropriate.

### 2.5.3 Reporting

Within three months of their respective survey the Occupier Travel Plan Coordinators will prepare a Monitoring Report which will contain the following:

- Survey methodology and results.
- Qualitative feedback.
- An analysis on the effectiveness of the Occupier Travel Plan.
- Proposals for future measures if targets are not met.

This will be submitted to BMBC for discussion and agreement.

## 3 Existing Situation

This Chapter provides a description of the existing transport networks within the vicinity of the site. This is undertaken to provide a context to the development and to allow any potential ‘gaps’ or ‘pinch-points’ to be identified.

### 3.1 Site Location

The site is located on the western edge of Barnsley and consists of an undeveloped strip of land between the neighbourhoods of Barugh Green and Gawber, with A635 Barugh Green Road and the M1 motorway forming the northern and southern boundaries of the site, respectively. The location of the site is shown on Figure 1.

Currently allocated as site MU1 in the adopted Local Plan, the site is approximately 115 hectares of land which is mainly used as pasture with some arable farming. The site sits on the north facing side of a wide valley, with Claycliffe Business Park at the bottom of the slope and the M1 at the top.

#### 3.1.1 Walking Catchment

Walking routes can be planned using [www.google.co.uk/maps](http://www.google.co.uk/maps) which gives step by step instructions along your chosen route. There is also a Google Maps app.

Figure 2 presents an isochrone of a 2.0km walking catchment<sup>3</sup>, measured (as the crow flies) from an indicative central point within the development site. As can be seen, a number of amenities are located within walking distance of the development. In particular:

- Claycliffe Business Park is located to the north of the development on Cannon Way.
- An Aldi supermarket is located to the north west of the development along the A647 Claycliffe Road Sheffield Road. A public house / restaurant is also located adjacent to this.
- To the west in Higham and Barugh Green there are a number of local shops, restaurants and churches, as well as Barugh Green Primary School on Higham Common Road. There is also a pharmacy, medical practice and recreation ground.

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<sup>3</sup> The Chartered Institution of Highways & Transportation’s (CIHT’s) ‘*Guidelines for Providing for Journeys on Foot*’ (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

- Gawber Primary School is located to the east of the development on Church Street. A Sainsbury's Local is also located on Redbrook Road.
- Horizon Community College is located south east of the development on Dodworth Road.

Bus stops also lie in these catchments, as discussed later in this Chapter.

### 3.1.2 Pedestrian Network

The key pedestrian routes and facilities within the vicinity of the site are outlined below:

- Good quality footways are provided along both sides of most local roads, connecting the site to Barnsley town centre and the wider area. Street lighting is present on all of the main pedestrian routes.
- Signal-controlled pedestrian crossing facilities are provided at the Barugh Green crossroads and at locations close to Barnsley Hospital. Elsewhere, uncontrolled crossing points are typically present at junctions and other locations on the local road network where there is an adjacent footpath.

## 3.2 Cycling

### 3.2.1 Cycle Catchment

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study<sup>4</sup>, showing that residents at the development can cycle to areas including Barnsley town centre, Worsborough, Dodworth, Silkstone Common, Cawthorne, Kexborough, Darton, Woolley Grange, Staincross and Ardsley.

The Barnsley cycle map is available at <https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/> and shows cycle routes in the borough of Barnsley. The key cycle routes and facilities within the vicinity of the site are outlined below:

The key cycle routes and facilities within the vicinity of the site are outlined below:

- National Cycle Route 62 passes to the south of Dodworth, approximately 3km to the south of the site, and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern

<sup>4</sup> Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

England. The section of National Cycle Route 62 within the vicinity of the site is almost entirely traffic-free between Hadfield and Doncaster.

- The western section of the Trans Pennine Trail travels between Southport and Penistone via Liverpool and Stockport and passes through the Peak District National park. The central section of the Trans Pennine Trail covers a whole network of routes, linking the major urban centres of the region including Sheffield, Rotherham, Wakefield and Barnsley.
- Starting from close to Barnsley Interchange, a local cycle route heads east out of Barnsley town centre, connecting to National Cycle Route 67 in Stairfoot, approximately 5.5km to the east of the site. National Cycle Route 67 runs from Long Whatton near Loughborough to join National Cycle Route 71 near Northallerton in North Yorkshire.
- The Barnsley Cycle Hub is located in Barnsley Interchange and offers a range of cycle support services to Barnsley residents and businesses. Amongst other things, the hub features free secure indoor cycle parking, toilet and shower facilities, and bike servicing and repairs.

Cycle routes can be planned using [www.cyclestreets.net](http://www.cyclestreets.net) which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

### 3.2.2 Barnsley Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at <http://www.activebarnsley.com/bikeability.asp>
- There are a number of active cycle clubs in Barnsley. More information is available at <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/>
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>

### 3.3 Public Transport

Public transport journeys can be planned at <https://journeyplanner.travelsouthyorkshire.com/>

#### 3.3.1 Bus Network

The development is located close to the residential areas of Higham, Barugh Green and Gawber, and as such is served by a number of bus services. The closest bus stops in relation to the site are on A635 Barugh Green Road, Higham Common Road and Pogmoor Road, providing access to services to Barnsley, Kexborough, Crawthorne, Mapplewell and Wakefield. The location of these bus stops are shown at Figure 4.

Table 2 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

**Table 2: Bus Services, Destinations and Frequencies**

Service Number	Route Summary	Approximate Daytime Service Frequency		
		Mon-Fri.	Saturday	Sunday
43/44	Barnsley - Worsbrough Common - Kingstone - Pogmoor	30 minutes	30 minutes	60 minutes
93/ 95 /95a	Barnsley - Gawber - Wilthorpe (95,95a) - Barugh Green - Darton - Kexborough (95,95a) - Bloomhouse Green (93,95a)	10 minutes	15 minutes	30 minutes
94/94a	Barnsley - Gawber -Higham (94) Cawthorne (94, 94a, 94b)	60 minutes	60 minutes	120 minutes
96/96a	Barnsley - Gawber - (96a) - Kexborough (96, 96a) West Bretton (96, 96a) -Wakefield	60 minutes	60 minutes	-

*Note: Services correct as of May 2021 and may be subject to change as a result of Covid-19.*

Full timetables can be accessed at <https://travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search>

#### 3.3.2 Rail Network

Whilst the site is not directly served by rail, rail stations are located in the surrounding areas as follows:

- Dodworth Rail Station is located approximately 2.5km south west of the development. The station lies on the Penistone Line between Huddersfield and Sheffield. Monday to

Sunday, trains operate hourly towards Huddersfield westbound and to Barnsley and Sheffield eastbound. On a Sunday, several services are extended to Lincoln central.

- **Barnsley Interchange** is located approximately 3.7km south east of the development. The station lies on both the Hallam and Penistone Lines and offers the following service frequency:
  - **Hallam Line:** Monday to Saturday, there are three trains per hour northbound bound to Leeds. On Sundays, this service reduces to two services per hour.
  - **Penistone Line:** there is an hourly service northbound to Huddersfield Monday-Sunday. Southbound there are four trains per, with two of these services terminating at Sheffield. One service carries onto Nottingham and the other fast service runs through to Lincoln Central. On Sundays, this service drops to three per hour.

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

## 4 The Development

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices.

It also provides details of suggested measures to be adopted by Occupiers. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Occupier Travel Plans. These are all summarised in Table 8.

### 4.1 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. To promote and facilitate sustainable transport choice for employees, Occupier Travel Plan(s) will need to be actively communicated, as detailed below in Table 3.

**Table 3: Suggested Measures to Communicate Occupier Travel Plan(s)**

Measures to Communicate Occupier Travel Plan(s)	
1	The OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.
2	The OTPC will produce a Travel Leaflet which will be distributed will be distributed to all new/relocating employees (printed or electronic). The guide will emphasise the options of travelling to the development without a car and should also include details of company specific information such as salary sacrifice schemes.
3	There will be additional ongoing communication every year to highlight aspects of the Occupier Travel Plan to employees. This could include the promotion of local deals, incentives, national campaigns and competitions. This could be in the form of posters, leaflets, email bulletins.
4	If promotion of the Travel Plan is likely to be communicated in emails, letters and on noticeboards in communal areas, up-to date information on walking, cycling, public transport and car sharing (including maps, ticketing options, journey planning tools) should be made available.

## 4.2 Walking and Cycling

It is intended that the number of access points into the site for pedestrians and cyclists is maximised so as to ensure convenient links to the existing walking and cycle networks, and thereby, encouraging journeys to be undertaken on foot or by cycle to the existing community facilities within the surrounding areas.

### Public Rights of Way (PRoW)

A number of the site's existing PROW routes will be impacted by the masterplan development, however these routes will be incorporated into the layout and enhanced through the delivery of the landscape proposals. Some routes require minor diversion, whilst others require full diversion. For further details refer to the Landscape Design Statement included with the planning application submission

### Link Road

New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

In order to improve the quality of active travel journeys along the link road, the layout includes paths running adjacent to the link road but set back and shielded from the link road by trees and shrub planting. This ensures there are opportunities for alternative routes away from the link road, that are more pleasant to users.

As part of this network of permeable walking and cycling routes there will be four crossings along the new link road, as well as crossing points at all of the proposed roundabouts, to ensure the site is well connected across east/west desire lines.

### Development Plots

New pedestrian infrastructure will be provided through each development plot which tie in with the proposed link road infrastructure. This ensures a continuous route from the link road to each development plot.

Within each development plot covered and secure cycle parking will be provided in accordance with BMBC adopted parking standards<sup>5</sup>.

Measures to promote and support commuting on foot or by cycle are outlined below.

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<sup>5</sup> Barnsley Parking SPD (Adopted 2019)



**Table 4: Measures to Encourage and Promote Walking and Cycling**

Measures to Encourage and Promote Walking and Cycling	
1	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.
2	Emphasising the health benefits of active travel may encourage more people to walk and cycle. Relevant promotional material is to be included within the Travel Leaflet.
3	A map showing pedestrian routes and cycling routes within proximity of the development serving the site will be included within the Travel Leaflet and promoted as part of the ongoing communication.
4	Provision of adequate cycle parking as per BMBC Parking SPD.
5	Occupiers will consider providing additional facilities (e.g. showers, changing rooms, lockers, cycle maintenance stand) based on their operational requirements.
6	Occupiers will consider including further measures to encourage walking, e.g. providing pool umbrellas on site for use by staff that commute on foot and for walking journeys during the day and free attack alarms for staff that regularly walk to work.
7	Occupiers should also consider operating the Cycle to Work scheme at each of the premises. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are a number of schemes to choose from, more information can be found here <a href="https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance">https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance</a>

### 4.3 Arrival by Public Transport

As stated in Section 3.3, the development is extremely well located to take advantage of the existing bus services on Barugh Green Road and Higham Common Road. The proposed link road and associated junctions have been designed to allow buses to divert through the development and take advantage of the additional patronage should they wish to do so.

Measures encourage and promote public transport use are outlined below.



**Table 5: Measures to Encourage and Promote Public Transport Use**

Measures to Encourage and Promote Public Transport Use	
1	The Applicant and future Occupiers will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.
2	Provision of passenger information within the Travel Information Packs. Such information would detail all public transport connections to the site, ticketing options and journey planning tools (including the South Yorkshire journey planner at <a href="https://tsy.yorkshiretravel.net/lts/#/travelInfo">https://tsy.yorkshiretravel.net/lts/#/travelInfo</a> )
3	Occupiers should sign up to corporate travel deals, allowing employees to access discounted tickets. Travel vouchers for employees are available from Stagecoach Yorkshire. For more information and the relevant contact details visit <a href="https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme">https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme</a>
4	Occupiers should consider offering annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice.
5	Occupiers should consider allowing employees to adjust working hours to better align with public transport provision.

## 4.4 Arrival by Car

### 4.4.1 Vehicular Access

A key feature and major benefit of the development of Barnsley West is that it will help facilitate the delivery of the Claycliffe Link Road, a strategic link road that is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority. Delivery of the link road will provide a connection between A635 Barugh Green Road to the north and A628 Whinby Road to the south, adjacent to M1 Junction 37. As a result, the link road will reduce the need for travel on the existing local highway network and, importantly, it will provide access to, and unlock development on, the site.

The link road will form a single-carriageway route between the two access roundabouts. Almost all the traffic generated by the development of Barnsley West would access the highway network from these roundabouts. Hermit Lane is perpendicular to the link road and will be severed, but will remain an access to existing dwellings near Higham Common Road.

Full details of vehicular access is detailed in Chapter 4 of the Transport Assessment, submitted under a separate cover.

## 4.4.2 Car Parking

Parking at the development will be provided in line with BMBC guidance, including the provision of electric vehicle charging points (EVCP), disabled bays and motorcycle parking. This is detailed in Chapter 4 of the Transport Assessment, submitted under a separate cover.

Measures to reduce the impact of car use at the development are outlined below.

**Table 6: Measures to Manage Car Use**

Measures to Manage Car Use	
1	Promotion of alternative modes of travel within the wider Travel Plan communication to help reduce reliance on the car.
2	Provision of appropriate levels of levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.
3	Details of types of electric vehicles and local charging infrastructure be included within the Travel Leaflet and communication materials. This may include advice on types of electric vehicles and the promotion of websites such as <a href="https://www.chargeyourcar.org.uk/">https://www.chargeyourcar.org.uk/</a> and <a href="https://www.zap-map.com/">https://www.zap-map.com/</a> which enable drivers to locate and update EV charge points in UK & Ireland.
4	Promotion of a national car share platform, such as <a href="http://www.liftshare.com">www.liftshare.com</a> within the Travel Leaflet and communication materials.
5	Occupiers should consider facilitate a car share matching exercise in order to assess which employees can car share with another colleague as this may be a viable sustainable travel option for many.
6	Occupiers should consider allocating a proportion of parking as priority spaces for car sharers.
7	Occupiers should consider allowing employees to adjust working hours in order to find a car share match, and where possible recruit from local area.

## 5 Summary of Travel Plan Actions and Measures

Table 7 summarises the actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans.

**Table 7: Actions Summary Table**

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer.	The Developer	Prior to marketing of the site to potential Occupiers
B	Issue Framework Travel Plan to Occupiers, communicate the requirement of Occupier Travel Plans.	FTPC	At the marketing of the units and once Occupiers enter a contractual agreement.
C	Fund and implement Travel Plan measures.	As per Table 8	As per Table 8
D	Appoint Occupier Travel Plan Coordinator.	Occupiers	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans.
E	Produce Occupier Travel Plans with refined details of how the Occupier Travel Plan will be managed and monitored; a list of measures; and update of on-and off-site transport facilities. Agree with BMBC.	OTPC	3 months prior to occupation of the Occupiers respective unit.
F	Undertake vehicle-trip travel surveys and provide traffic data to BMBC.	The Developer	Annually for 5 years following first occupation
G	Undertake mode-share travel surveys.	OTPC	Within 3 months of occupation and annually thereafter
H	Monitor car and cycle parking use.	Occupiers	Ongoing
I	Prepare and submit monitoring reports to include surveys and feedback; details of the effectiveness of the Occupier Travel Plan; success of existing measures; proposals for future measures.	OTPC	Within 3 months of initial travel survey and annually thereafter via Monitoring Report
J	Produce ongoing sustainable travel promotional material.	OTPC	Ongoing

FTPC = Framework Travel Plan Coordinator

OTPC = Occupier Travel Plan Coordinator

Table 8 gives a summary of the Travel Plan measures which will be in place to encourage employees to commute by sustainable modes. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Occupier Travel Plans.

**Table 8: Travel Plan Measures Summary Table**

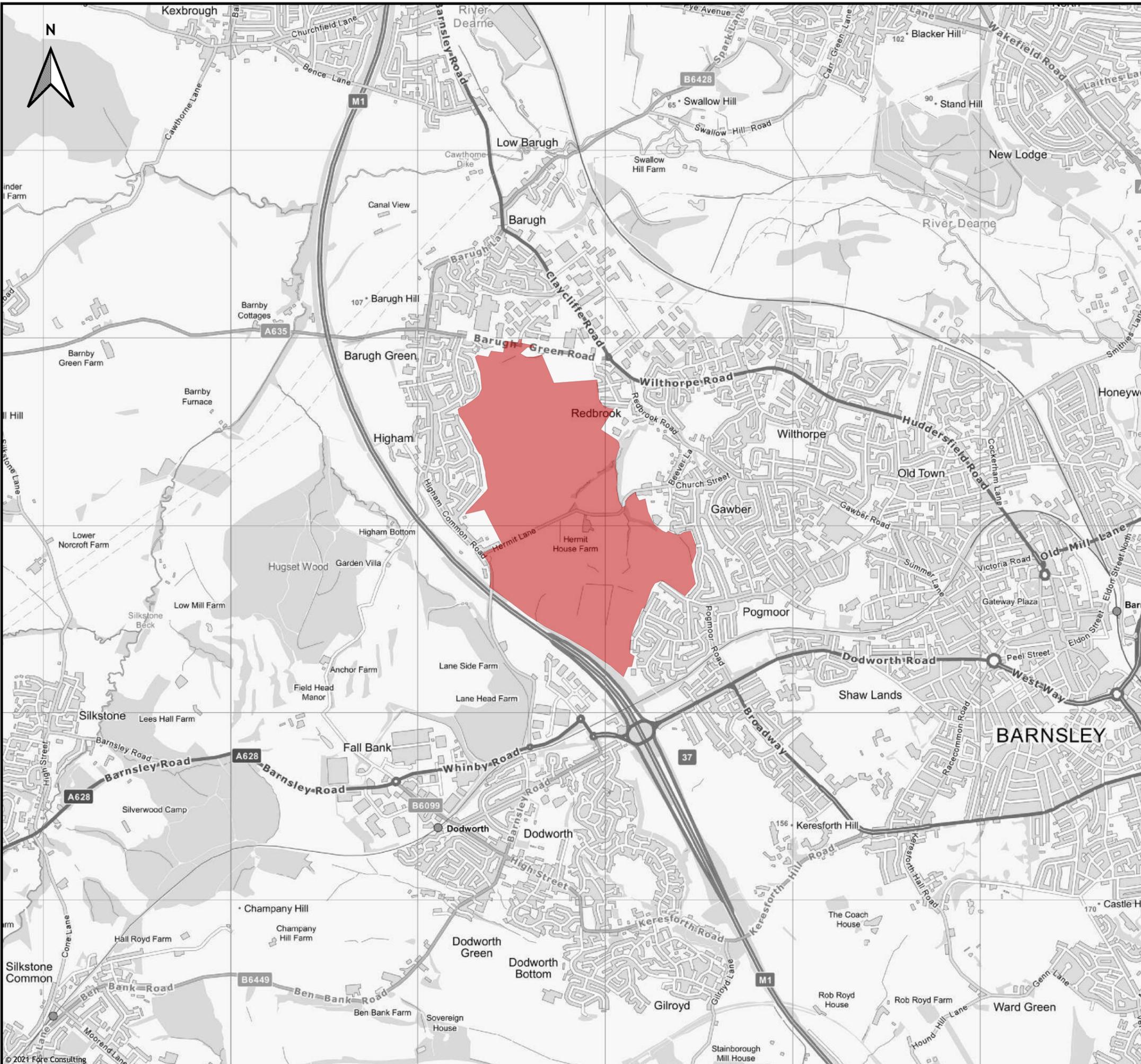
To Support	Measure	Responsibility	Implementation
<b>Sustainable Travel</b>	Implement Travel Plan as per Table 7	As per Table 7	As per Table 7
	OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.	OTPC	Ongoing
	Travel Leaflet to be produced and distributed to employees detailing all available modes of transport, maps, health benefits and timetables.	OTPC	Prior to Occupation
	There will be additional communication every year to highlight aspects of the Travel Plan to residents.	OTPC	Ongoing
<b>Walking and Cycling</b>	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	The Developer	Construction
	Provision of adequate cycle parking as per BMBC Parking SPD.	The Developer	Construction
	Occupiers to consider providing shower and changing facilities based on operational requirement.	Occupiers	Through the development of Occupier Travel Plan(s)
	Operate Cycle to Work scheme	Occupiers	
<b>Public Transport</b>	The Developer and Occupiers will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.	The Developer / Occupiers	Ongoing
	Sign up to corporate travel deals	OTPC	Through the development of Occupier Travel Plan(s)
	Consider offering annual season ticket loans to staff	Occupiers	
	Allow employees to adjust working hours to better align with public transport provision.	Occupiers	

To Support	Measure	Responsibility	Implementation
Reduced Car Use	Provision of appropriate levels of levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.	The Developer	Construction
	Promotion of <a href="http://www.chargeyourcar.org.uk">www.chargeyourcar.org.uk</a> and <a href="http://www.zap-map.com">www.zap-map.com</a>	OTPC	Through the development of Occupier Travel Plan(s)
	Promotion of <a href="http://www.liftshare.com">www.liftshare.com</a>	OTPC	
	Facilitate car share matching exercise	OTPC	
	Allocate a proportion of parking as priority spaces for car sharers.	Occupiers	
	Allow employees to adjust working hours to better align with car share match.	Occupiers	

OTPC = Occupier Travel Plan Coordinator

## Figures

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Key:  
 Indicative Site Boundary

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Client:  
**Strata Sterling Barnsley West Ltd**

Project:  
**Proposed MU1 Site, Barnsley**

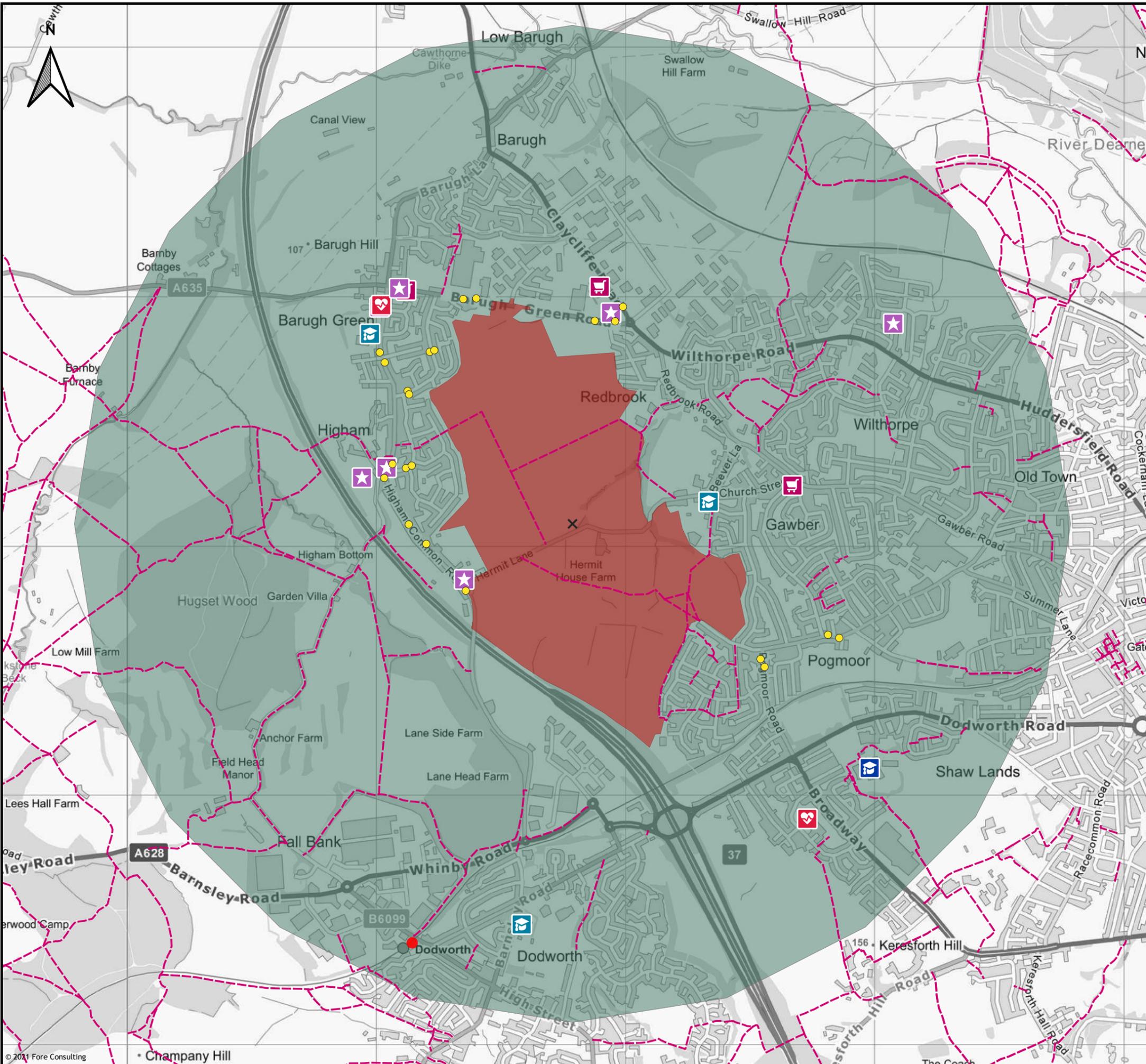
Figure Title:  
**Site Location**

Scale:  
**1:20000**

Figure Status:  
**Issue**

Job Number:  
**3062**

Figure Number:  
**Figure 1**



**Key:**

- Indicative Site Boundary
- Walking Catchment Centre Point
- 2.0km Walking Catchment (as the crow flies)
- Public Right of Way (PRoW)

**Local Land Use**

- Health
- Leisure
- Retail
- Primary Education
- Secondary Education
- Rail Station
- Bus Stop

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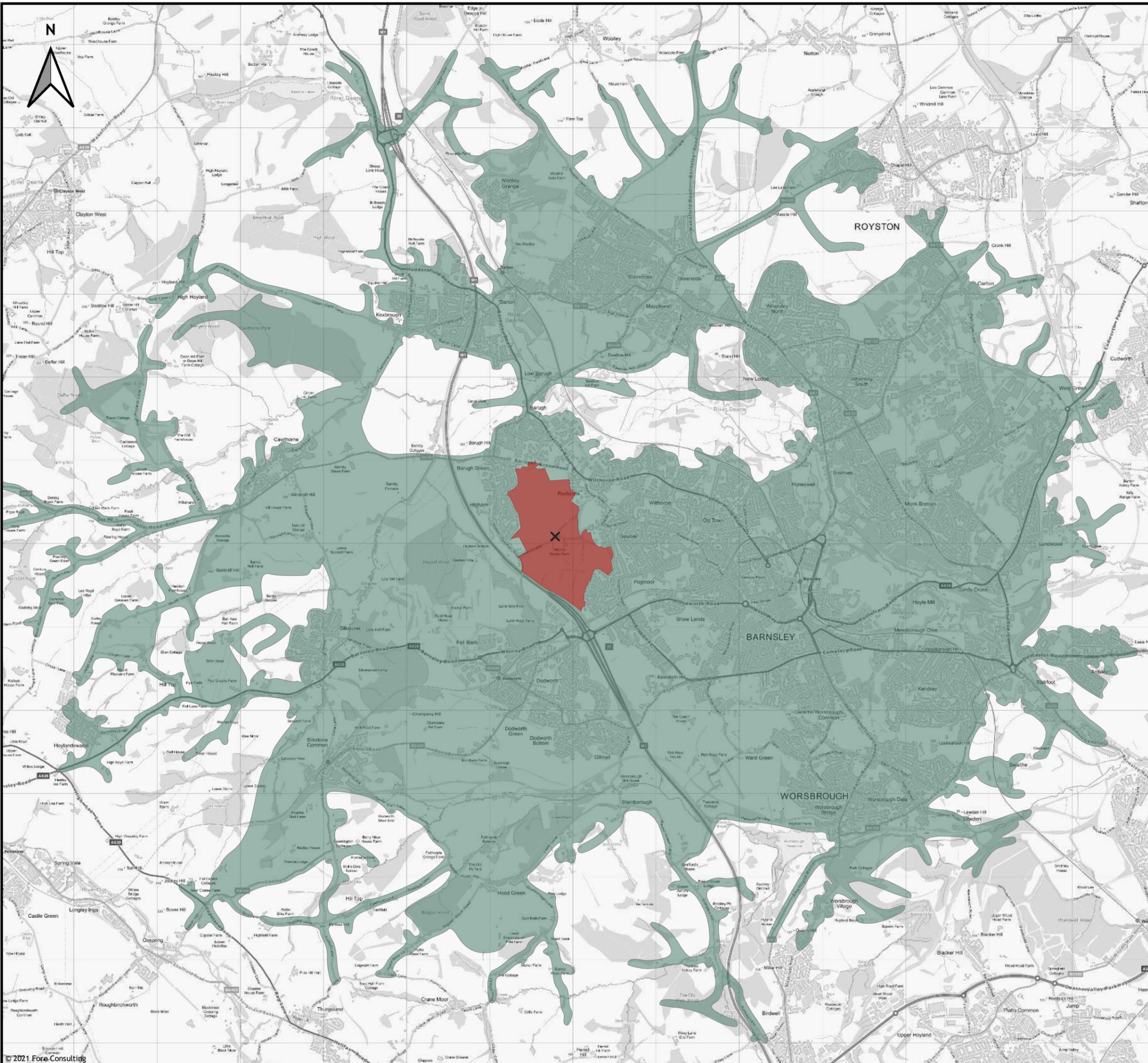
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**Strata Sterling Barnsley West Ltd**

Project:  
**Proposed MU1 Site, Barnsley**

Figure Title:  
**Walking Catchment and Local Land Use**

Scale: 1:15000	Figure Status: Issue
Job Number: 3062	Figure Number: Figure 2



**Key:**

- Indicative Site Boundary
- Cycle Catchment Centre Point
- 8.0km Cycle Catchment

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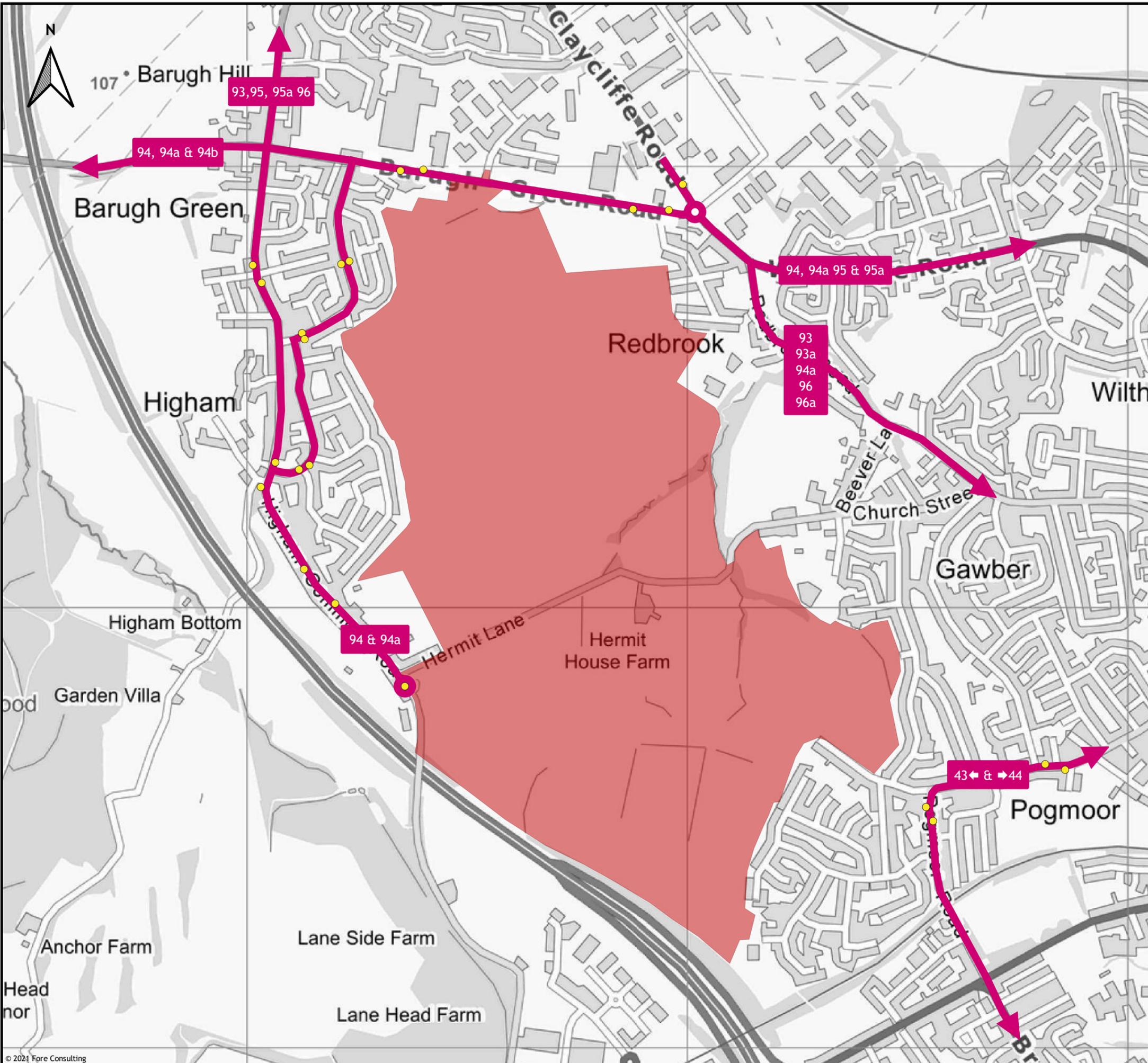
Figure Title:  
**Cycle Catchment**

Scale:  
**1:45000**

Figure Status:  
**Issue**

Job Number:  
**3062**

Figure Number:  
**Figure 3**



**Key:**

- Indicative Site Boundary
- Bus Stop
- Bus Route

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Project:  
Proposed MU1 Site, Barnsley

Figure Title:  
Public Transport Network

Scale:  
1:8500

Figure Status:  
Issue

Job Number:  
3062

Figure Number:  
Figure 4

## Appendix A

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### Development Proposals



GENERAL	
	Site Boundary
	Formal Path (multi-user path with the gradient between 1:21 and 1:14)
	Informal Path (Non multi-user path)
	Boardwalk / Bridge
	Steps
	Formal Play
	Informal Play
	Swales / Dams
	Allotments
	Community Orchards
	Street Trees
	Landscape Trees
	Existing hedgerow removed and relocated on site (Relocation to Phase 01 site - subject to Ecologist comments)
	Proposed mixed 'Native' hedgerow
	Permanent Water Body
	Wet Meadow - Detention ponds / SUD's
	'Traditional' Wildflower Meadow
	Amenity Grass mix (Short mown)
	Areas of Hydro-seeding with low level planting mixes (No tree or large shrub planting)
	Ornamental Planting mix
	Wet scrub planting - Detention ponds
	Native shrub planting mix
	Woodland planting mix (Mixed deciduous & evergreen species)
	Existing Woodland Retained

rev	details	by	date
00	Issue for Planners	SH	29.07.2019
01	Revised issued for planning	RB	07.08.2019
02	Revised as per initial comments	RB	14.08.2019
03	Issue for Planning consultation	JM	11.05.2021

**Notes**

- Do not scale from drawing, use figured dimensions only
- All dimensions to be checked onsite
- This drawing to be read in conjunction with all other Gillespies drawings and specifications

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Project title  
**BARNSELY WEST**

Drawing title  
**LANDSCAPE MASTERPLAN**

Drawing number  
**P11754-00-001-GIL-0100**

Drawing Status  
**FOR PLANNING**

Date  
29.07.2019

Scale  
1:2500 @ A1

Revision  
**03**

Drawn  
RB

Checked  
SH

Client

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