



# Proposed Residential Care Development Perseverance Street, Barnsley

Travel Plan

On behalf of **Exemplar Health Care Services Limited**



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# 1 Introduction

## 1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Exemplar Health Care Services Limited (Exemplar) to prepare a Travel Plan (TP) in support for a planning application for a proposed residential care development on land adjacent to Perseverance Street, Barnsley.
- 1.1.2 This Travel Plan has been prepared for a 33 Bed Specialist care facility. The site is currently vacant following its previous use as an ancillary carpark for the former Springfield House Co-operative building, approximately 70m to the west of the site, which is no longer in operation. Access to the car park was taken from a private drive access onto Perseverance Street, which is now gated. The location of the site in a general context is illustrated in **Figure 1.1** with the existing layout included as **Appendix A**. The Proposed Site Plan is included as **Appendix B**.
- 1.1.3 As part of the development, it is proposed that a new site access will be provided at the eastern site boundary on Perseverance Street.
- 1.1.1 A Transport Statement (TS) has also been produced in support of the planning application for the proposed development, which should be read in conjunction with this TP.
- 1.1.2 This report has been prepared in accordance with the Department for Communities and Local Government “Planning Practice Guidance”.
- 1.1.3 A Travel Plan is a co-ordinated management strategy that seeks to encourage sustainable travel choices. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:
- Reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
  - Improved road safety and personal security, particularly for pedestrians and cyclists.
- 1.1.4 The overall objectives of a Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve sustainable travel patterns by all future site residents.

## 1.2 Report Structure

- 1.2.1 The remainder of this TP is structured as follows:
- **Section 2:** describes the existing situation and the approved development;
  - **Section 3:** provides an audit of the sustainable accessibility of the site;
  - **Section 4:** describes the objectives of the Travel Plan;
  - **Section 5:** describes the role of a Travel Plan Coordinator;
  - **Section 6:** outlines the Travel Plan initiatives and actions; and
  - **Section 7:** details how the success of the Travel Plan will be monitored.

## 2 Existing Conditions and Proposed Development

### 2.1 Introduction

2.1.1 This section provides a description of the site and the local highway network.

### 2.2 Site Description

2.2.1 The location of the site in a general context is shown in **Figure 1.1**.

2.2.2 The site is located adjacent to Perseverance Street on the western side of the carriageway, approximately 1km west of Barnsley town centre. The site is located within a predominantly residential area with existing residential properties located in all directions of the site. A plan showing the existing layout of the site is included as **Appendix A**.

2.2.3 The site is bounded by residential properties to the north, Perseverance Street to the east, Springfield Street to residential properties fronting Springfield Street to the south and a residential property fronting Springfield Street to the west.

2.2.4 The site is currently vacant following its previous use as an ancillary carpark for the former Springfield House Co-operative building which is no longer in operation. Access to the car park was taken from a private drive access onto Perseverance Street, which is now gated.

### 2.3 Local Highway Network

2.3.1 **Figure 2.1** shows the site location in context with the local highway network.

2.3.2 Perseverance Street lies to the east of the site and runs north from Springfield Street and terminates onto Wheatcrofts to the north providing access to a number of residential properties. Perseverance Street is a single two-way carriageway and is subject to a 30mph speed limit with footways and street lighting provided along both sides of the road.

2.3.3 Parking is unprohibited along Perseverance Street. Based on a desktop survey of the site parking occurs along both sides of the carriageway along Perseverance Street.

2.3.4 Springfield Street is located to the south of the site and is subject to a 30mph speed limit. Springfield Street is a cul-de-sac with no through route with access, initially running north of Dodworth Road (A628) and then heads west at the southern end of Perseverance Street. The road provides access to a number of residential properties. Footways are provided along both sides of the carriageway and street lighting is provided along both sides of the road.

2.3.5 Parking restrictions in the form of double yellow lines are present along both sides of the carriageway for the majority of Springfield Street. However, approximately 130m from the western boundary of the site on Springfield Street parking for residential permit holders only is permitted between the hours of 0800 to 1800, Monday to Saturday, with parking permitted for all outside of these hours.

2.3.6 Dodworth Road is a single two-way carriageway located approximately 73m to the south of the site and links Townend Roundabout approximately 350m to the east of the site and a Dodworth Roundabout, grade separated junction with the M1, approximately 1.5km to the west of the site. Dodworth Road is a single two-way carriageway subject to a 30mph speed limit, has footways and street lighting provided along both sides of the carriageway.

2.3.7 A pedestrian crossing is located on Dodworth Road approximately 95m east of the junction with Springfield Street. In addition, pedestrian crossings are incorporated on all arms of the of the Townend Roundabout junction to the east of the site.

2.3.8 Parking and waiting restriction are in force on Dodworth Road in the form of a single yellow line and kerb markings from Dodworth Roundabout up until Penny Pie Park, located 850m to the west of the site. Double yellow lines are in force from Penny Pie Park on the approach to Townend Roundabout. Within the vicinity of the site parking and loading is prohibited Monday to Friday between the hours of 0800-0930 and 1630-1800. Outside of these hours parking and loading is permitted on Dodworth Road.

## 2.4 Development Proposals

2.4.1 The development proposal is for a residential care development comprising a 33-bed care home and the Proposed Site Plan is included as **Appendix A**. Full planning permission is being sought for the proposed development.

## 2.5 Site Access Strategy

2.5.1 As can be seen from **Appendix B**, vehicular, cycle and pedestrian access to the site will be taken from a new access on Perseverance Street, allowing access to a parking area accommodating 12 spaces, including two disabled spaces and a service bay.

## 2.6 Parking Provision

2.6.1 As shown in **Appendix B** a total car park provision of 12 spaces, including two disabled spaces and a service bay are to be allocated within the proposed site. In addition, two of the standard parking spaces and one of the disabled spaces will have electric vehicle charging points. A total of 8 cycle parking spaces will also be provided for the proposed development.

## 3 Accessibility by Sustainable Modes of Travel

### 3.1 Introduction

- 3.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 3.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

### 3.2 Accessibility on Foot

- 3.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.
- 3.2.2 Nearly all trips made to and from the site made on foot will be staff trips. Given the nature of the proposed land use, residents of the site are unlikely to be walking to and from the site.
- 3.2.3 The site is located approximately 1km west of Barnsley town centre within a predominantly residential area. Perseverance Street is a single two-way carriageway and is subject to a 30mph speed limit, has footways and street lighting at regular intervals along the road. Springfield Road bounds the site to the south and has footways along both sides of the carriageway as well as street lighting at regular intervals.
- 3.2.4 In addition, Dodworth Road is located approximately 73m to the south of the site and has footways and street lighting at regular intervals along both sides of the carriageway. A pedestrian crossing is located on Dodworth Road approximately 95m east of the junction with Springfield Street. In addition, pedestrian crossings are incorporated on all arms of the of the 6-arm Townend Roundabout junction to the east of the site.
- 3.2.5 **Figure 3.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled “Guidelines for Providing for Journeys on Foot” (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot for staff from the site.
- 3.2.6 As the site is located approximately 1km from west of Barnsley town centre a wide range of amenities are accessible within a 1km walking distance.
- 3.2.7 A Lidl supermarket is located approximately 600m to the east of the site on Peel Street for staff working at the site to access during their breaks. In addition, other supermarkets including Morrisons, M&S and Iceland all located within a 1km walking distance from the site. The Glass Works Shopping Centre is located to the east of the site within Barnsley town centre and offers a number of local amenities including Costa, Greggs and other food outlets. Additionally, a number of banks and retail opportunities can be located to the east of the site within Barnsley town centre.
- 3.2.8 Due to the site being located in a predominantly residential area, large residential areas are located within 1km of the site which will attract local employment. Residential properties are located within all directions of the site including Shaw Lands to the south and the residential areas of Barnsley’s town centre to the north, east and west.

3.2.9 It has therefore been demonstrated that the site is highly accessible on foot to local facilities and for staff living local to the site.

### 3.3 Accessibility by Cycle

3.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.

3.3.2 Although there is little dedicated cycling infrastructure within the vicinity of the site, there are still opportunities to cycle. Based on Barnsley Metropolitan Borough Councils website, Cycle route 2b is a local cycle route located 1.2km to the east of the site on Kendray Street and connects Barnsley town centre to the west and provides access to National Cycle Route 67 and 62 to the east. Local cycle route 2b is a combination of traffic free and on road routes. National cycle route 67 provides access to a number of residential areas of the site including Lundwood, Cundy Cross and Monk Bretton to the east before continuing onto Wakefield. National Cycle route 62 provides access to the residential area of Worsborough to the south and Silkstone Common to the to the east before continuing onto into Manchester.

3.3.3 **Figure 3.2** illustrates the 3km and 5km cycling catchment areas from the site and the National Cycle Routes. As can be seen from **Figure 3.2**, the 3km cycling catchment extends to encompass the residential areas of Honeywell and Wilthorpe to the north, Hoyle Mill to the east, Worsborough Common to the south, Pogmoor to the west and Gawber to the northwest.

3.3.4 In addition, **Figure 3.2** shows that the 5km cycling catchment extends to residential areas of Athersley North and Mapplewell to the north, Athersley South, Smithies and Monk Bretton to the northeast, Lundwood and Cundy Cross to the east, Worsbrough and Stamfoot to the southeast, Stainsbrough and Worsbrough Village to the north and Dodsworth to the west. These are all large residential areas which could attract staff.

3.3.5 It has therefore been demonstrated that the site is highly accessible by cycle for staff living within 5km of the site.

### 3.4 Accessibility by Public Transport

#### Accessibility by Bus

3.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.

3.4.2 The nearest bus stops to the site is located to the south of the site on Dodworth Road. The eastbound service is located approximately 130m to the southeast of the site on Dodworth Road and is sheltered with seating. The westbound service is located approximately 160m walking distance from the site access and is marked by post and flag. Both bus stops are served by Stagecoach.

3.4.3 A further bus stop is located to the west of the site on Summer Lane. The eastbound service is located approximately 350m to the west from the site and is marked by post and flag.

3.4.4 In addition, the westbound service is located 450m to the west of the site. Based on a desktop survey, a google street view image shows that a temporary flagpole is in place on the western side of the carriageway. Both bus stops are served by Stagecoach.

3.4.5 As well as the bus stops on Dodworth Road and Summer Lane, an additional bus stop is located 500m southeast of the site on Racecourse Road. The bus stop on the northern carriageway is marked by post and flag. In addition, the bus stop on the southern side of the carriageway has

no shelter or seating. Both bus stops are served by Global Coaches and South Pennine Community Transport.

3.4.6 A summary of the bus services available from the bus stops nearest to the site is summarised in **Table 3.1**.

Table 3-1: Local Bus Services and Frequencies

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
<b>Dodworth Road Bus Services</b>				
20	Barnsley Interchange - Penistone	First service 0558 0715 – 1725 Approximately every hour	0819- 1729 Approximately every hour	N/A
	Penistone – Barnsley Interchange	First service 0816 0849-1856 Approximately every hour	0933 – 1738 Approximately every hour	N/A
21	Barnsley Interchange – Penistone	First service 0630 0706 – 1756 Approximately every hour	0745 – 1555 Approximately every hour	N/A
	Penistone – Barnsley Interchange	First service 0704 0756 – 1737 Approximately every hour	0903 – 1723 Approximately every hour	N/A
21a	Barnsley Interchange – Penistone	1815 – 1915 Every hour 2014 - 2314 Every 2 hours	1815 – 1915 Every hour 2015 - 2315 Every 2 hours	0915 – 1715 Every hour 1915 – 2315 Every 2 hours
	Penistone – Barnsley Interchange	First service 0652 1909 – 1957 Approximately every hour 2057 – 2257 Every 2 hours	First services 0748 and 0833 1859 – 1959 Every hour 2059 – 2259 Every 2 hours	0956 – 1757 Every hour 1858 – 2258 Every 2 hours

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
22	Barnsley Interchange – Penistone	0702- 0721 Approximately every 30 minutes 0905 – 1405 Approximately every hour 1512 – 1652 Approximately every 30 minutes	0806 – 1741 Approximately every 30 minutes	N/A
	Penistone – Barnsley	0732 – 0910 Approximately every 30 minutes 0934 – 1432 Approximately every hour 1508 – 1812 Approximately every 30 minutes	0818 – 1808 Approximately every 30 minutes	N/A
<b>Summer Lane Bus Services</b>				
43	Barnsley Interchange – Pogmoor Kingstone (Circular)	0623 – 1913 Approximately every 30 minutes 1943 – 2243 Every hour	0623 – 1913 Approximately every 30 minutes 1943 – 2243 Every hour	1112 – 1915 Approximately every hour 1943 – 2243 Every hour
44	Barnsley Interchange – Pogmoor Kingstone (Circular)	0708 – 1901 Approximately every 30 minutes	0711 – 0811 Every hour 0856 – 1856 Approximately every 30 minutes	1059 – 1856 Approximately every hour
<b>Racecourse Road Bus Services</b>				
24	Barnsley – Ingbirchworth	0832 – 1832 Every 2 hours	0832 – 1832 Every 2 hours	N/A

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
	Ingbirchworth – Barnsley	First service 0658 1022 – 1822 Every 2 hours	First service 0748 0821-1820 Approximately every 2 hours	N/A
24a	Barnsley – Penistone	Two services at 20:07 and 2237	Two services at 20:07 and 2237	0937 – 2237 Approximately every 2 hours
	Penistone - Barnsley	Two services at 1959 and 2229	Two services at 1959 and 2229	0929 – 2229 Approximately every 2 hours
34	Barnsley - Stocksbridge	First service at 0853 0933 – 1718 Approximately every 2 hours	0933 – 1333 Every 2 hours	N/A
	Stocksbridge – Barnsley	First service 0921 1045 – 1746 Approximately every 2 hours	1045 – 1445 Every 2 hours	N/A

3.4.7 **Table 5.1** demonstrates that the proposed development benefits from six regular bus services Monday to Saturday four regular services on a Sunday. All services provide access to Barnsley town centre as well as nearby residential areas, including Dodworth, Pogmoor, Worsbrough and Silkstone, that staff local to the site could live.

3.4.8 Taking account of the bus routes near the site, it has been demonstrated that the site is highly accessible by bus.

### 3.5 Accessibility Summary

3.5.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycling and by public transport in accordance with national and local transport policies.

## 4 Objectives of Travel Plan

### 4.1 Key Objectives

- 4.1.1 The objectives of the Travel Plan are to reduce the reliance on the private car by staff and to promote more sustainable modes of travel. The aims of these objectives are to provide better access to key destinations and services, reduce congestion and deliver health benefits for staff by encouraging walking and cycling.
- 4.1.2 If the Travel Plan is supported by a commitment and mechanisms for implementation, the potential local benefits include:
- Reducing private car traffic associated with the development, thereby minimising the traffic impact on the local highway network; and
  - Addressing potential local issues about how to provide good access to and from the site by walking, cycling and by public transport.
- 4.1.3 The development, once operational, will commit to ensuring that staff are encouraged and supported by the following aims:
- Maximise safety and reduce the risk of accidents;
  - Increase confidence by developing more advanced road safety awareness;
  - Maximise using sustainable travel modes; and
  - Reduce emissions by minimising the number of trips to/from the site by private car.

### 4.2 Targets

- 4.2.1 The DfT's 2009 guidance entitled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" sets out an 'outcomes-based' approach to Travel Plans, which specifies outcomes linked to specific targets that can also be strengthened with remedial measures if these are not met. Although this document has been archived, Local Authorities typically refer to this document as the most appropriate guidance to determine Travel Plan contents and structure.
- 4.2.2 The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:
- **S** – Specific: stating exactly what needs to be achieved;
  - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
  - **A** – Achievable: targets that can be achieved within the TP's duration;
  - **R** – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
  - **T** – Time-related: to be achieved by a set deadline.
- 4.2.3 Specific Travel Plan targets have been included in this TP. The targets are derived from examining 2011 Census Data for the local area for mode of transport used for journeys to work.

**Table 4.1** illustrates the percentage modal share for journeys to work, based on 2011 Census Data.

Table 4.1: Mode Share Percentage for Travel to Work

Mode	Mode Share %
Bus, minibus or coach	13%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	62%
Passenger in a car or van	7%
Bicycle	1%
On foot	15%
<b>Total</b>	<b>100%</b>

Source: Neighbourhood Statistics for workers travelling to Barnsley 013 (Middle Layer Super Output Area)

4.2.4 **Table 4.1** shows that currently 62% of those travelling to the local area travel to work do so by driving a car or van. This modal share is taken as the base modal split for the proposed development.

4.2.5 The more sustainable modes of transport including car sharing (passenger), walking, cycling and using public transport currently represent 38% of journeys to the area for work.

### 4.3 Preliminary Modal Shift Targets

4.3.1 The main objective of this TP is to reduce the number of staff car trips associated with the proposed development. In order to achieve this objective, it will be necessary to refer to the baseline mode share presented in **Table 4.1** and determine the likely modal shift which could be achieved through delivery of the TP measures outlined in **Section 6**.

4.3.2 Through undertaking travel surveys as described in **Section 7.2** and through analysis of the results, the Travel Plan Coordinator will:

- Determine if the baseline mode share is being met;
- Set targets for reducing the existing level of car trips; and
- Monitor the effectiveness of meeting the set targets.

## 5 Travel Plan Management

### 5.1 Introduction

5.1.1 During the operational phase of the care development the management of the Travel Plan will be the responsibility of Exemplar. Exemplar will be required to designate a Travel Plan Coordinator (TPC) for the development.

### 5.2 Travel Plan Coordinator

5.2.1 The TPC will be appointed prior to the first occupation of the development. The TPC is needed to implement the Travel Plan measures and to sustain participation in the Travel Plan initiatives.

5.2.2 The TPC will be available to staff from the time of working at the site. Their contact details will be provided to staff.

### 5.3 TPC Duties and Responsibilities

5.3.1 The TPC will set up and maintain a filing system for all correspondence relating to the TP. Initially, all staff will have their travel details added to the relevant database.

5.3.2 The TPC will periodically issue promotional material to staff. This promotional material will identify the TPC (along with contact information) to ensure that any queries or suggestions relating to the Travel Plan can be addressed efficiently. The TPC will also ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to staff.

5.3.3 A full set of duties and responsibilities of the TPC is set out in the sections below, with a checklist of tasks provided in **Appendix C**.

### 5.4 The Role of the TPC

5.4.1 The role of the TPC will involve the following:

- To engage with staff to promote and encourage the use of travel modes other than the car,
- To provide a point of contact and travel information,
- To provide up-to-date travel information,
- To monitor the success of the Travel Plan measures and targets,
- To engage with the Local Authority (Barnsley Metropolitan Borough Council) and staff to investigate how the site can play a role in and benefit from neighbouring Travel Plans or local initiatives, where applicable.

5.4.2 Details of the nominated TPC will be submitted to the Local Planning Authority and Local Highway Authority. Similarly, the TPC will obtain the contact details of the appropriate personnel at the various local transport related organisations and complete a 'Contact Personnel Form' to provide easy reference when dealing with Travel Plan matters.

5.4.3 An example of a Contact Personnel Form is included as **Appendix D**.

## 6 Travel Plan Measures

### 6.1 Introduction

6.1.1 With reference to Department for Communities and Local Government online guidance “Travel Plans, Transport Assessments and Statements” (March 2014), Travel Plans should evaluate and consider ‘*proposals to reduce the need for travel to and from the site via all modes of transport*’. This section therefore provides potential initiatives and actions to be pursued and implemented at the site.

### 6.2 Measures to Promote the Travel Plan

6.2.1 It is important that new staff are fully aware of the existence and benefits of the Travel Plan when they move into the site and that they are effectively engaged with the potential benefits as soon as possible. To this end, the Travel Plan will be presented and promoted to staff as an opportunity and possibly a challenge rather than as a chore.

6.2.2 Information relating to the Travel Plan will be easily accessible to staff. Other means of promoting the Travel Plan will also be investigated, which might take the form of staff newsletter or mailings.

6.2.3 A notice board will be set up in a prominent area, such as the kitchen, which will provide travel information, including bus timetables, list of staff wishing to car share, cycle with or walk with. Travel planning events will also be posted on the notice board.

6.2.4 These initiatives will be implemented after the opening of the development.

### 6.3 Measures to Promote Walking

6.3.1 The site will have safe and well-lit footpaths connecting the residential areas to the main access roads.

6.3.2 The TPC will liaise with the Local Highway Authority to ensure that pedestrian routes in the vicinity of the site are appropriately maintained.

6.3.3 Local and national campaigns will be marketed and promoted such as the ‘Walk In to Work Out’ government campaign.

### 6.4 Measures to Promote Cycling

6.4.1 The development will incorporate cycle facilities, including 8 cycle parking spaces, lockers and showers.

6.4.2 Advice and maps concerning the existing local cycle routes will be distributed to staff.

### 6.5 Measures to Promote Public Transport Use

6.5.1 Upon employment, up-to-date details of bus services, including route information and service frequencies will be made available.

6.5.2 The TPC will liaise regularly with the Public Transport Operators to ensure that information remains valid. Any changes to the services will be distributed to staff.

6.5.3 Staff will also be made aware of on-line websites which has up-to-date information on bus services in Barnsley. Globe Buses, Stagecoach and South Pennine Community Transport are the existing bus operators serving the site, and timetables are available from the following website:

- <https://www.globe-buses.co.uk>
- <https://www.stagecoachbus.com>
- <https://southpenninect.co.uk>

## 6.6 Electric Vehicle Charging Points

6.6.1 With reference to Annex 2: Glossary of NPPF, sustainable transport modes is defined as:

*“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.”*

6.6.2 As part of the proposals, two standard parking spaces and one of the disabled spaces will be provided with electric vehicle charging points.

## 6.7 Car Sharing

6.7.1 Car sharing is a good measure of reducing single-occupancy car use. It is a relatively convenient alternative form of travel and has the potential to reduce total private mileage.

6.7.2 Exemplar will provide free taxis home for staff who do not have access to their usual mode of travel due to car sharing.

6.7.3 The TPC will establish whether a car share scheme is a possible option for staff. It should be noted that car sharing schemes are often more effective where there are high numbers of staff.

## 7 Monitoring

### 7.1 Introduction

7.1.1 The Department for Communities and Local Government online guidance “Travel Plans, Transport Assessments and Statements” states:

*‘Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.*

*The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.’*

7.1.2 This section therefore provides information on monitoring and review of the TP.

### 7.2 Travel Surveys

7.2.1 Initial surveys to determine existing travel patterns of staff will be conducted within 3 months of first occupation of the development. The TPC will prepare the survey form and distribute it to all the staff.

7.2.2 The aim of the survey is to investigate staff travel patterns, their modes of transport used and improvements that could be made to encourage staff to travel by modes other than the single occupancy private car.

7.2.3 The survey would request details of the following, which is not an exhaustive list:

- Normal working hours;
- Mode of travel to work;
- Car ownership and company car benefits;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Staff profile, including age, gender etc.

### 7.3 Monitoring and Review

7.3.1 Regular monitoring is crucial to the ongoing success and sustainability of a Travel Plan and its initiatives. The commitment from Exemplar includes monitoring and review on an annual basis, for the first five years.

7.3.2 A monitoring report will be submitted to the Local Authority within three months of undertaking travel surveys. The monitoring report will provide a summary of the results of the initial surveys

and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.

- 7.3.3 Further staff surveys will be undertaken annually from the date of the initial survey, for the first five years. Monitoring reports will provide a summary of the results of the surveys and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.
- 7.3.4 **Table 7.1** summarises the proposed programme to be implemented during the course of the TP. This program will be flexible to adapt to the requirements of the development.

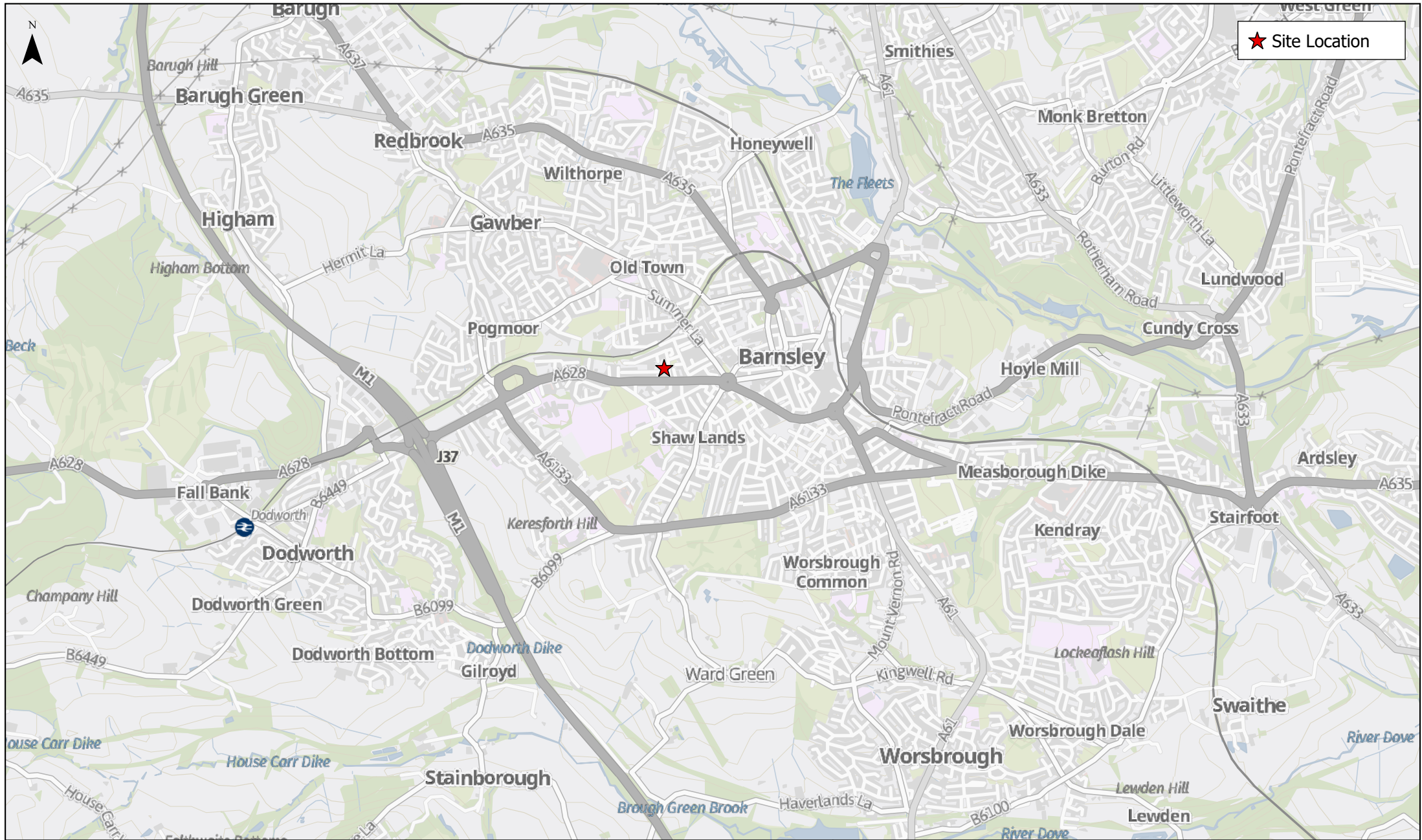
Table 7.1: Proposed Programme for Implementation

Travel Plan Measures	Timescale for Implementation
Appointment of the TPC	Prior to occupation of the development.
Travel initiatives	Commencing within three months of first occupation of development and continuing through the travel plan period
Monitoring	Annually, for first five years

## 7.4 Target Re-Evaluation

- 7.4.1 The initial and annual targets will be reviewed after each subsequent travel survey and revised accordingly, in consultation with the Local Authority.
- 7.4.2 In the event that the targets are not being met satisfactorily, the TPC will seek to introduce new more effective Travel Plan actions as remedial measures. These should encourage modal shift away from the single occupancy car trips and demonstrate to the staff that the Travel Plan management is committed to a sustainable travel objective.

# Figures



★ Site Location



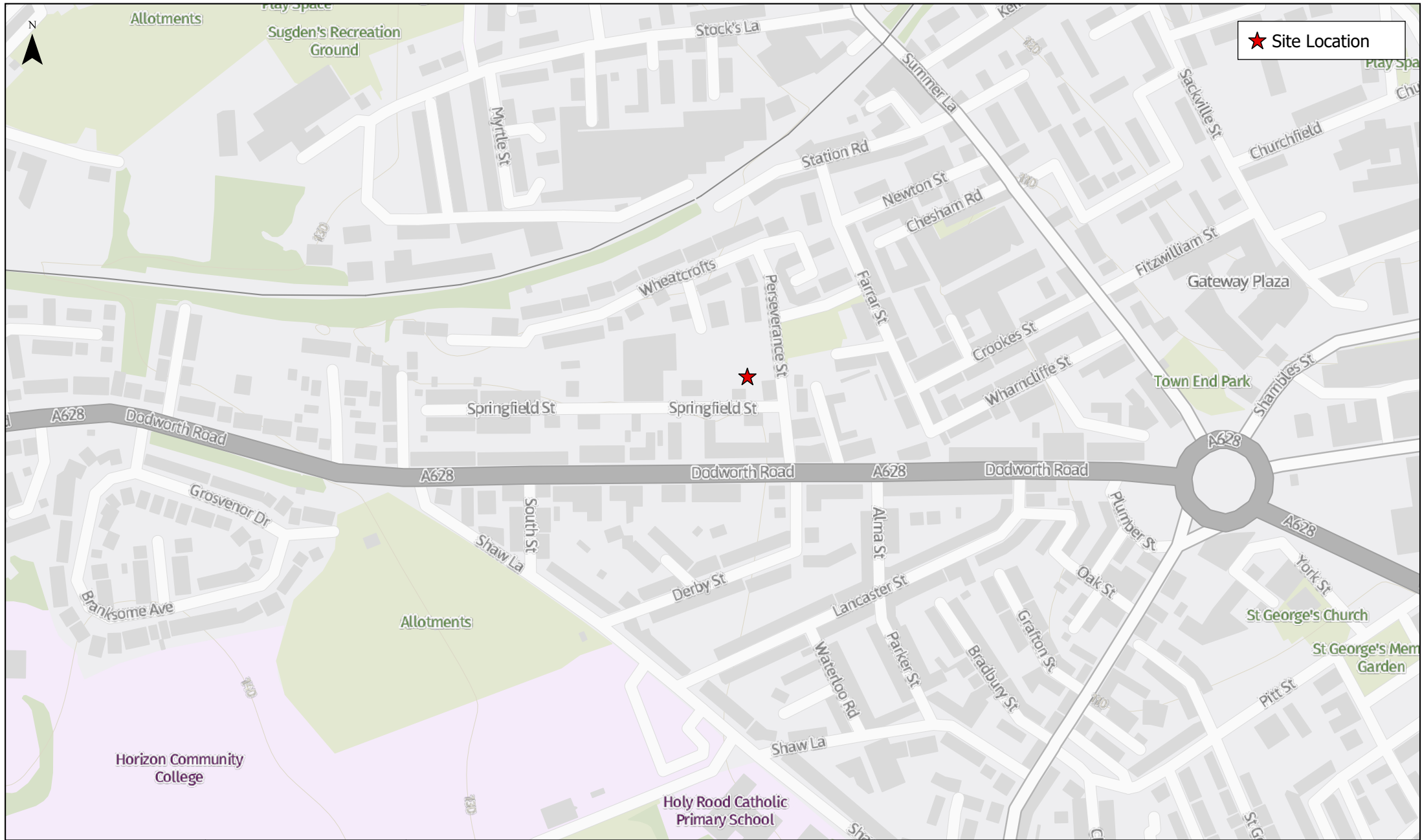
Client  
**Exemplar**  
 HealthCare

**PERSEVERANCE STREET, BARNSELEY**  
 Figure 1.1: Site Location

GB Background: Contains OS data © Crown Copyright and database right 2022  
 Contains data from OS Zoomstack

0 0.3 0.6 1.2 1.8 KM

1:30,000 @ A4	Date: 09/03/2023
Drawn: AL	Checked: BL
Figure 1.1	



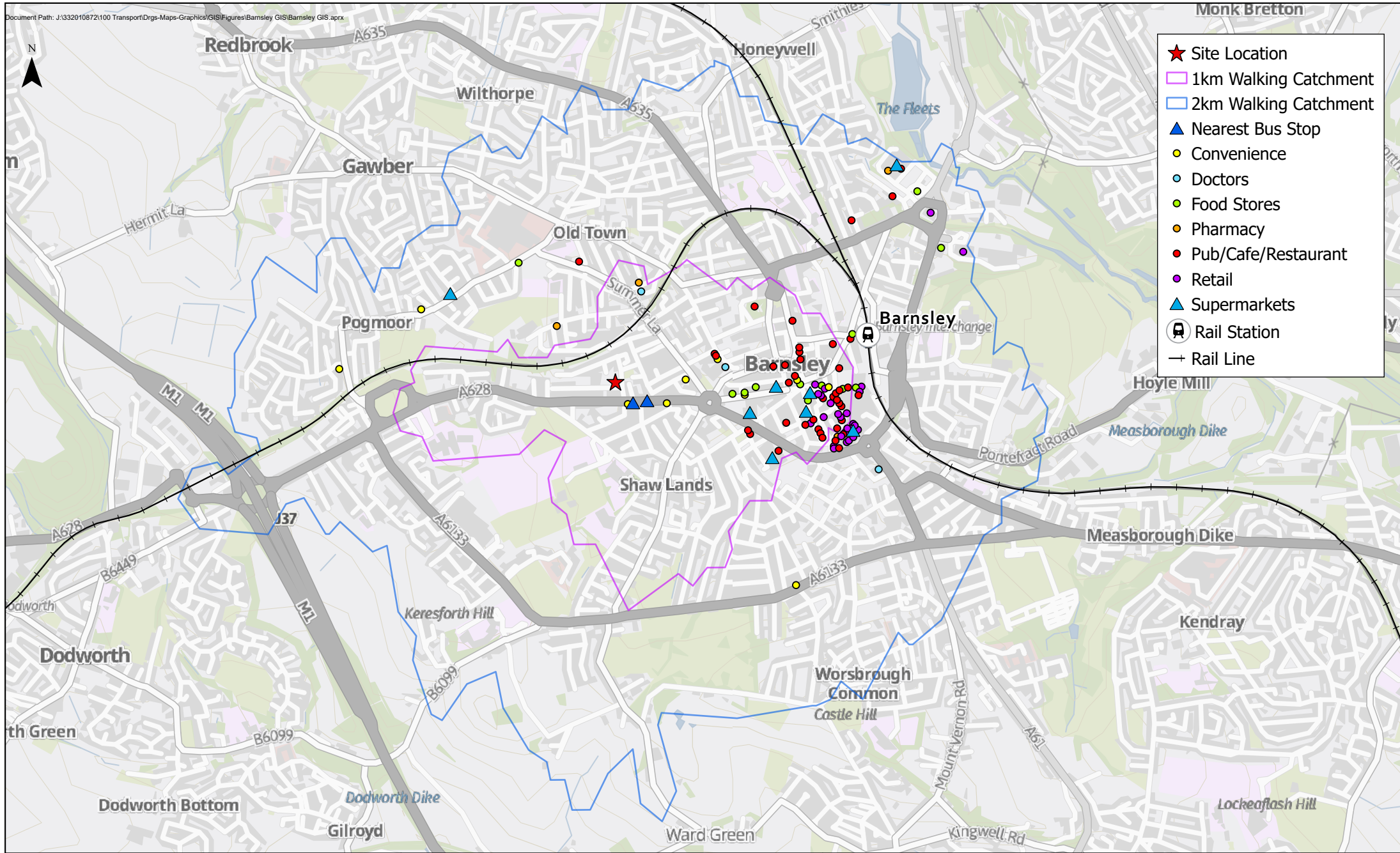
Client  
**Exemplar**  
 HealthCare

**PERSEVERANCE STREET, BARNSELY**  
 Figure 2.1: Local Highway Network

GB Background: Contains OS data © Crown Copyright and database right 2022  
 Contains data from OS Zoomstack

0 25 50 100 150 200 M

1:4,000 @ A4	Date: 09/03/2023
Drawn: AL	Checked: BL
Figure 2.1	



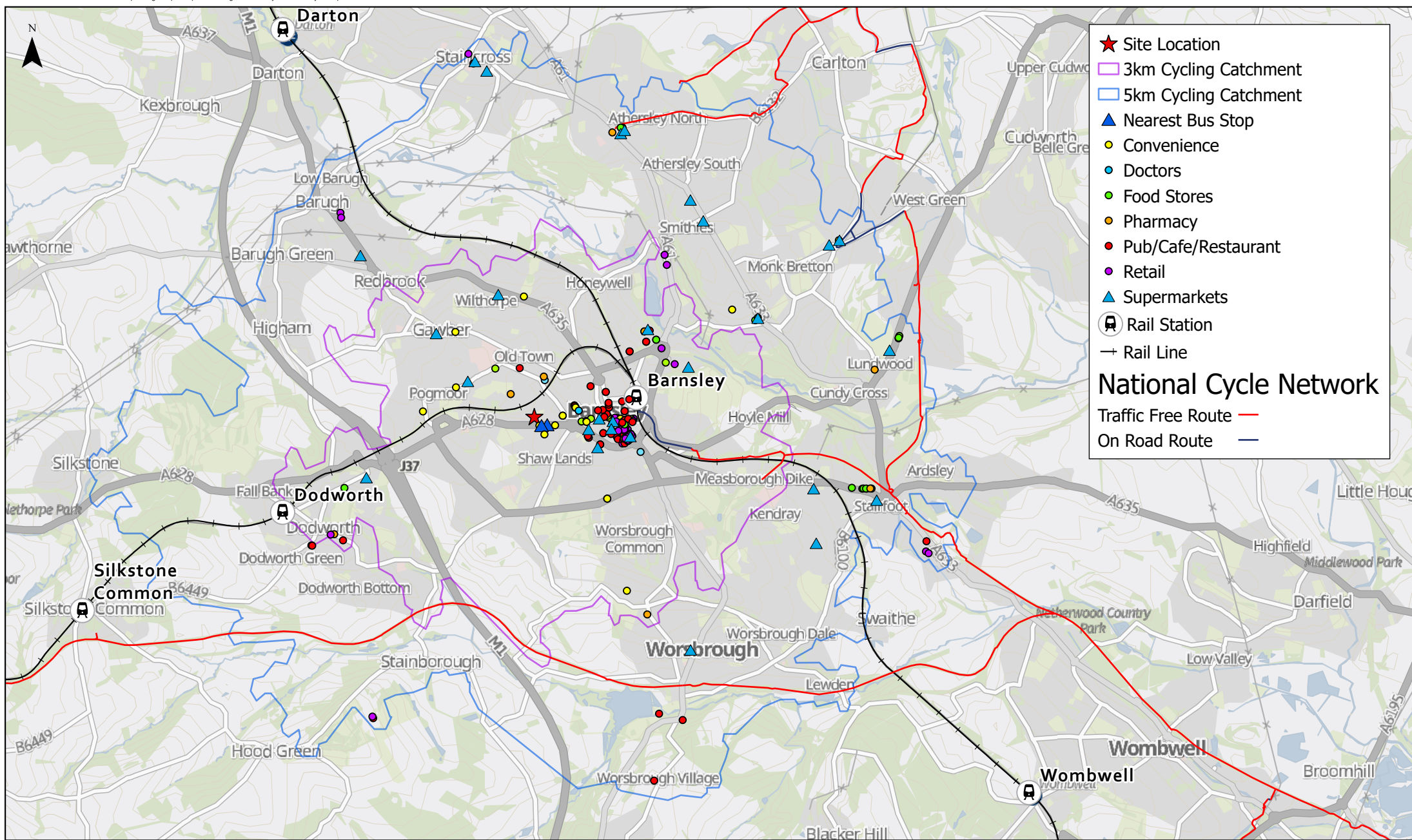
Client  
**Exemplar**  
 HealthCare

**PERSEVERANCE STREET, BARNSELEY**  
 Figure 3.1: 1km and 2km Walking Catchments

GB Background: Contains OS data © Crown Copyright and database right 2022  
 Contains data from OS Zoomstack

0 0.25 0.5 1 KM

1:20,000 @ A4	Date: 14/03/2023
Drawn: AL	Checked: BL
Figure 3.1	



Client  
**Exemplar**  
 HealthCare

**PERSEVERANCE STREET, BARNSLEY**  
 Figure 3.2: 3km and 5km Cycling Catchments

GB Background: Contains OS data © Crown Copyright and database right 2022  
 Contains data from OS Zoomstack

1:50,000 @ A4	Date: 14/03/2023
Drawn: AL	Checked: BL
Figure 3.2	

# Appendices

# Appendix A Existing Site Layout



Ordnance Survey (c) Crown Copyright 2022. All rights reserved. Licence number 10002432

SITE LOCATION PLAN, SCALE 1:1250



1:1250 SCALE BAR



Revised: Date: Drawn: Checked:

Suitability:	<b>PL</b>	<b>Planning</b>
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**Residential Care Home**

**Site Location Plan**

Location:  
Perseverance Street,  
Barnsley

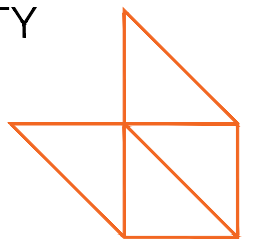
Client:  
Exemplar Healthcare

UPRN	Originator	Zone	Level	Type	Role	Number	Revision
PERSE	WBA	SI	00	DR	A	PL-001	
Date: Mar 2023		Drawn: KK		Checked: GB		Scale: 1:1250	Int Job No: 4009_022
CAD REF:							

**WATSON BATTY ARCHITECTS**

Shires House, Shires Road  
Guiseley, Leeds LS20 8EU  
Leeds | Loughborough

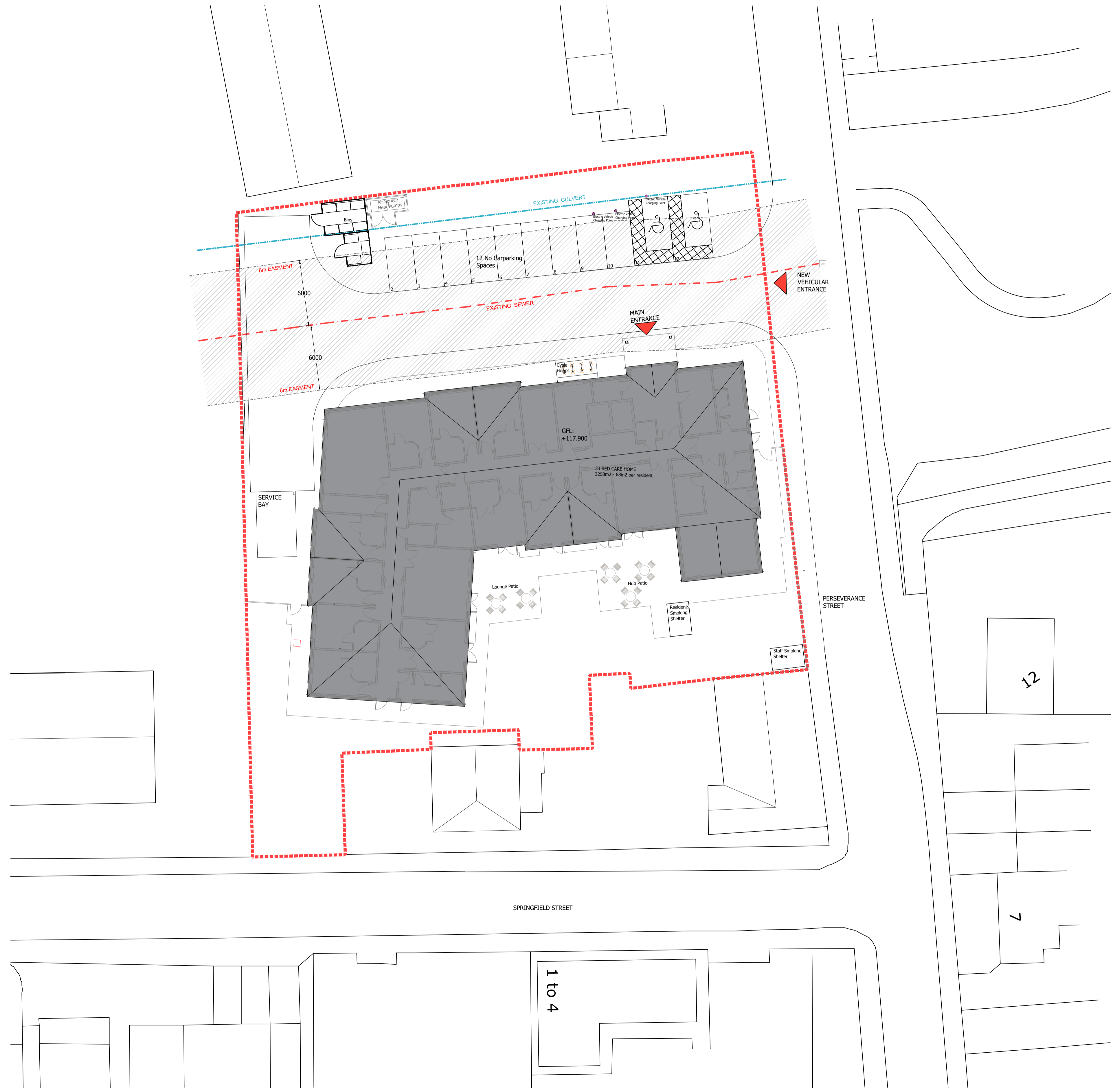
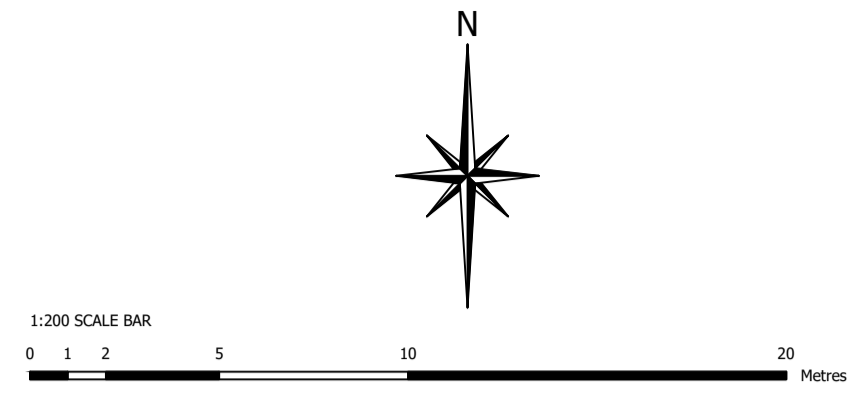
T: 01943 876 665  
E: enquiries@watsonbatty.com  
W: www.watsonbatty.com



FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.

# Appendix B Proposed Site Layout



**DRAFT**

Revision:	Date:	Drawn:	Checked:
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PL	Planning
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**Residential Care Home**  
**Proposed Site Plan**

Location:  
 Perseverance Street  
 BARNLEY

Client:  
 Exemplar Healthcare

UPRN	Originator	Zone	Level	Type	Role Number	Revision
PERSE	WBA	SI	00	DR A	PL-003	P1
Date: March '23 Drawn: GB Checked: AG Scale: 1:200@A1 Int. Job No: 4009_022 CAD REF:						

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**FUTURE BUILT**

Note: Do not Scale from this drawing. All dimensions to be checked on site.

# Appendix C    TPC Checklist

## Schedule of TPC Duties and Implementation Timescale

### Initial Tasks

Task	Implementation Date	Completed?
Appoint TPC	Prior to occupation of the development	
Provide TPC contact details to Barnsley Metropolitan Borough Council	1 month after the appointment	
Obtain Barnsley Metropolitan Borough Council's TPC details	1 month after the appointment	
Contact Barnsley Metropolitan Borough Council's Cycling Officer	1 month after the appointment	
Research Health / Travel Information	Within 3 months of development opening	
Contact local bus companies to obtain up-to-date timetables and literature	Within 3 months of development opening	
Review cycle provision purpose	Within 3 months of development opening	
Review walking routes within site to ensure fit for purpose	Within 3 months of development opening	
Development of full Travel Plan	Within 3 months of receipt of baseline travel survey results	

### Baseline Travel Surveys

Task	Implementation Date	Completed?
Complete baseline travel survey	Within 3 months of opening of development	
Submit initial Monitoring Report to Barnsley Metropolitan Borough Council	Within 3 months of carrying out baseline travel survey	

### On-Going Tasks

Task	Implementation Date	Completed?
Carry out Annual Travel surveys	Every 12 months after the first survey	
Monitoring and Reviewing targets	Annually, after the subsequent survey, for a maximum of 5 years	
TPC provide reports to Barnsley Metropolitan Borough Council on request	Annually, after the subsequent survey, for 5 years	

# Appendix D    Contact Personnel Form

