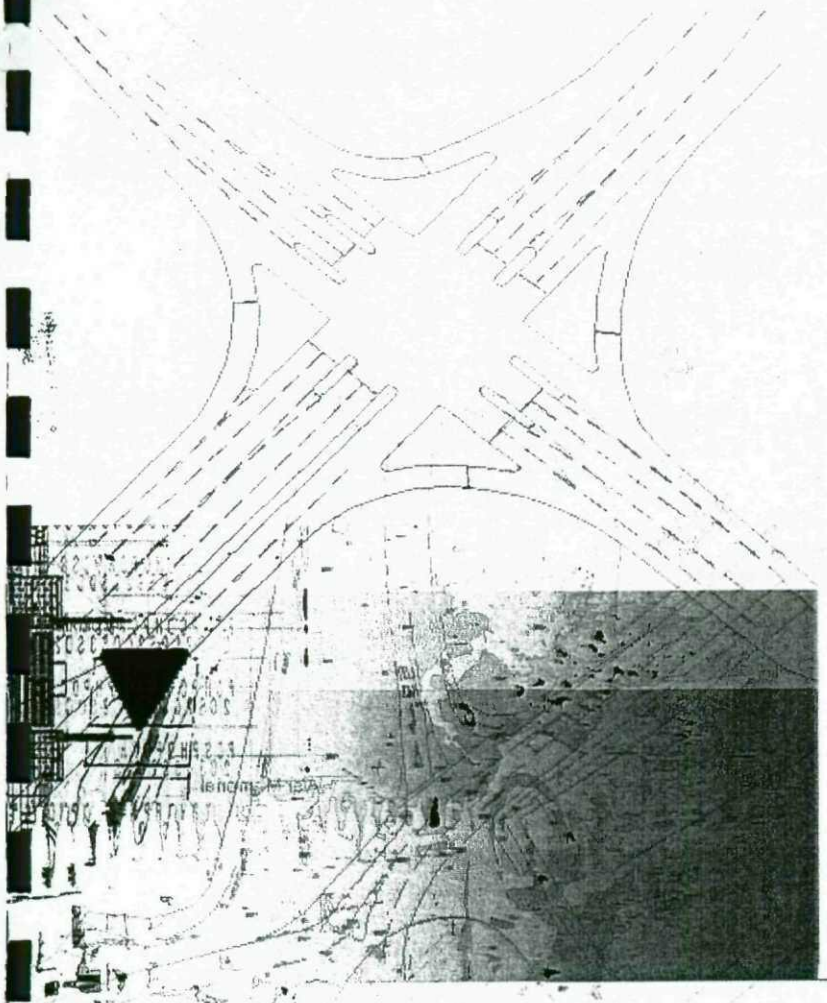
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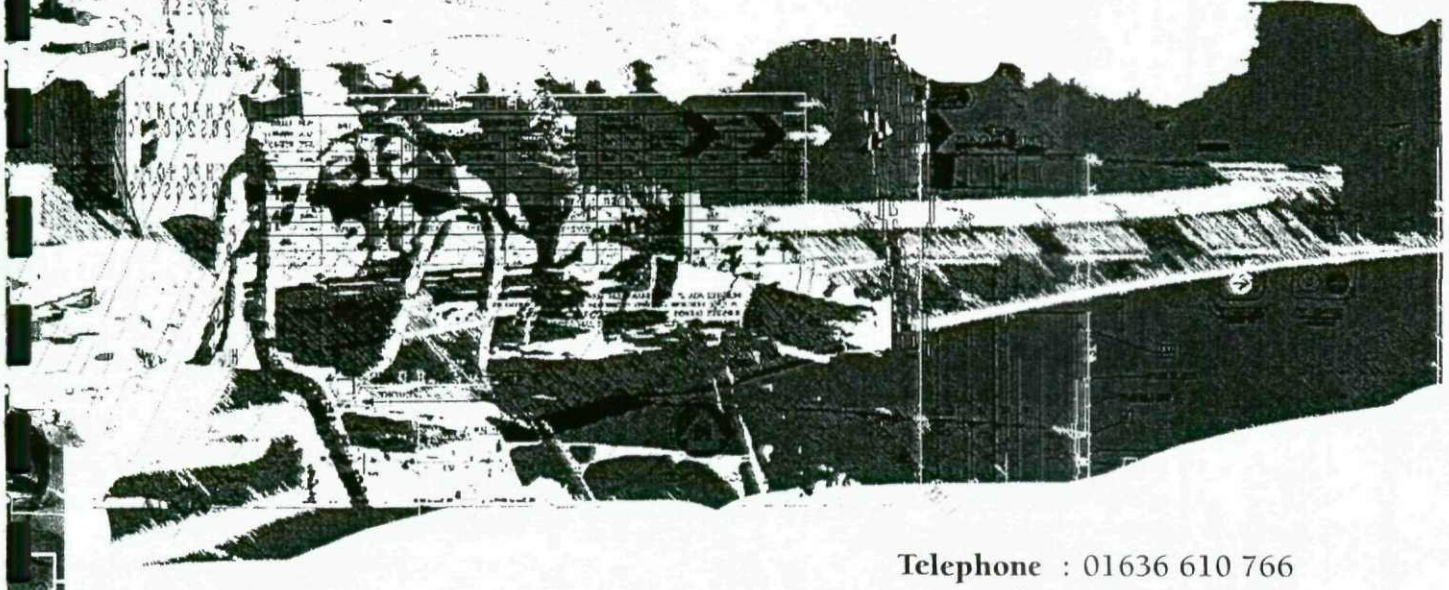
ASSOCIATES



WILLIAM SAUNDERS PARTNERSHIP

SITE SPECIFIC TRAVEL PLAN

SHORTWOOD BUSINESS PARK -
BARNSLEY



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WILLIAM SAUNDERS PARTNERSHIP

SITE SPECIFIC TRAVEL PLAN

SHORTWOOD BUSINESS PARK - BARNSLEY

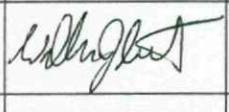
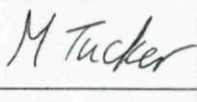
WILLIAM SAUNDERS PARTNERSHIP

SHORTWOOD BUSINESS PARK - BARNSLEY

SITE SPECIFIC TRAVEL PLAN

Job number - BS/JN275/A/TP

NOVEMBER 2005

Version	Detail	Prepared by	Checked by	Issued by
A	CLIENT ISSUE	B SMART	M TUCKER	B SMART
	SIGNATURE			
	DATE	30/11/05	30/11/05	30/11/05

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A	Location Plan
B	*Proposed Business Park Layout Plan*
C	Local Highway Network
D	Local Bus Service Information
E	Example Travel Surveys

1.0 INTRODUCTION AND OBJECTIVES

1.1 This report identifies the travel plan measures that are proposed for the Shortwood Business Park which is located towards the western end of the A6195 Dearne Valley Parkway (A1 / M1 Link) in close proximity to Junction 36 of the M1 and to the north of the settlement of Hoyland in South Yorkshire. A location plan is attached at **Appendix A.**

1.2 Construction of the business park is currently ongoing and the first three units are now complete and ready for occupation. A further eleven business units are planned for the site, ranging in size from 6,000 ft^2 to 25,000 ft^2. As the occupiers of the units have still not yet been confirmed, the measures contained in this travel plan will, therefore, need further development and implementation following the complete occupation of all the buildings on the business park.

1.3 As soon as possible after occupation of the buildings on the site, a Travel Plan survey using questionnaires will be undertaken to determine accurate travel patterns and trends associated with each of the business units. The actual travel patterns and trends identified from the survey will then be used to further develop and quantify the targets and measures contained in this document.

1.4 The objective of the travel plan is to enable modal choice for users of the site and to reduce single occupancy car trips associated with the offices on the site. A travel plan can address different types of travel associated with the operation of a site, including: -

- Commuter journeys
- Business Travel undertaken by staff during the working day

- Visitors travelling to and from the workplace
- Deliveries and / or contractors
- Fleet Vehicles

1.5 A travel plan is a specific package of measures tailored to suit the needs of individual sites and offices aimed at promoting greener, cleaner travel choices and reducing single occupancy car journeys.

1.6 It should be remembered, however, that a travel plan is not an anti car initiative but, rather, a tool for offering more choice for travel to the site and improving the working environment and business functions.

1.7 A travel plan should include a range of mechanisms, initiatives, targets, indicators, monitoring, review and change procedures designed to reduce the impact of travel and transport on the environment.

1.8 The travel plan is a working document that must develop and change accordingly to meet the requirements of potential occupiers of the site.

1.9 At the centre of a successful travel plan is partnership. Through working in partnership with other organisations and businesses, including local planning authorities and public transport operators, a range of measures can be identified that reduce the need to travel.

2 BACKGROUND

2.1 PROPOSED DEVELOPMENT

2.1.1 Shortwood Business Park is one of three similar speculative industrial developments known collectively as the Sector 36 Business Parks which are located within one mile of junction 36 of the M1 in the Metropolitan Borough of Barnsley. The site is situated on the northern boundary of the A6195 Dearne Valley Parkway, a dual carriageway route which forms part of a strategic transport link from the A1 at Doncaster to the M1 between Sheffield and Barnsley. A location plan is attached at **Appendix A** for information.

2.1.2 The nearest urban settlement to the Business Park is Hoyland, the northern boundary of which lies some 500 metres to the south of the Dearne Valley Parkway. Vehicular access to the town from the site is gained via the nearest roundabout on the Parkway, which is situated approximately 1 kilometre to the east. However pedestrians and cyclists are able to travel more directly to the town via a bridge which links to Upper Hoyland Road on the south side of the Parkway.

2.1.3 A plan showing the proposed Business Park layout, which has been prepared by William Saunders Partnership, is attached at **Appendix B**. The finished development will comprise a total of 14 units with a total gross floor area of approximately 27,500m^2. The units themselves will be a mixture of sizes and layouts, ranging from a number of smaller buildings each containing a series of individual office units of some 280 m2, to large buildings designed for one occupier, which extend to some 2,323m^2 in size.

2.1.4 Access into the Business Park for staff, deliveries, visitors and all other vehicles will be provided via a new central estate road running into the site from the adjacent roundabout on the A6195 Dearne Valley Parkway. Access to two of the units will be taken directly from this estate road. Two other new access roads will be constructed to serve the units in the western and northeastern sectors of the park.

2.1.5 The site, when finally complete, will be totally self-contained with each of the units having their own on site car parking facilities, cycle parking facilities and disabled parking.

2.1.6 The three units which have been constructed comprise the following gross floor areas with associated facilities contained within: -

- Unit One - 929 m^2 Gross Floor Area
- Unit Two - 4x465m^2 = 1,860 m^2 total Gross Floor Area
- Unit Three - 2,323 m^2 Gross Floor Area

2.1.7 At this stage, details regarding the precise number of staff and business functions of the companies who will occupy the units is not yet known although significant interest is currently being shown in the development and it is likely that further specific information will become available in the near future.

2.1.8 As only three out of the total of fourteen planned buildings have been constructed to date, none of which are occupied, it is not possible to accurately identify the existing travel patterns to and from the site. This issue has been previously identified in paragraph 1.3. **As soon as all the**

buildings become occupied it will be necessary to undertake a travel plan questionnaire to identify travel trends and patterns associated with the operation of the businesses that occupy the units.

2.2 SITE ASSESSMENT

2.2.1 A plan showing the surrounding highway network is attached at **Appendix C.** Plates one and two below show the layout of the main access road into the site immediately north of the Dearne Valley Parkway roundabout junction and a view looking west along one of the internal access roads.



Plate 1 - Looking north along main access road from Dearne Valley Parkway.

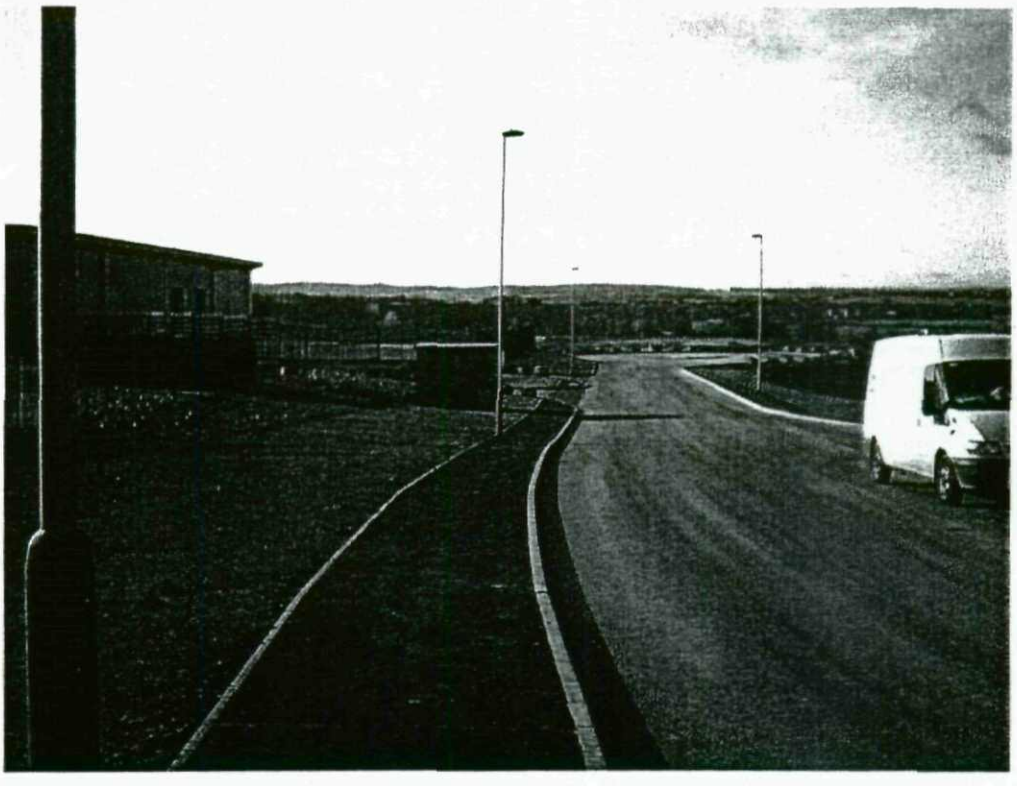


Plate 2 - Looking west along internal access road serving Units 2 and 3

2.2.2 Shortwood Business Park site is located in the South Yorkshire Objective 1 Programme area and as such has been part funded by ERDF finance from the European Union. The development is strategically positioned in close proximity to the M1, which provides quick and easy access to the major regional centres of Sheffield and Leeds. The A6195 Dearne Valley Parkway, which passes the northern boundary of the site, is a dual carriageway standard link road which extends from the A633 in the east at Brampton to join the M1 at junction 36 to the west.

2.2.3 The Business Park is being constructed on a greenfield site which is situated between the town of Hoyland to the south and Barnsley to the north. Access to the development from the Dearne Valley Parkway will

be via a new estate road (See Plate 1 above) and two internal access roads, which will be lit, and subject to a 30 mph speed limit. An internal network of 1.8 metre footways will also be provided throughout the site to encourage pedestrian movement.

2.2.4 The site visit has identified a newly constructed diverted public footpath running along the southern boundary of the site, parallel to the A6195. This diversion route replaces a footpath which formerly ran through the development site. **Plate 3** below illustrates this facility: -

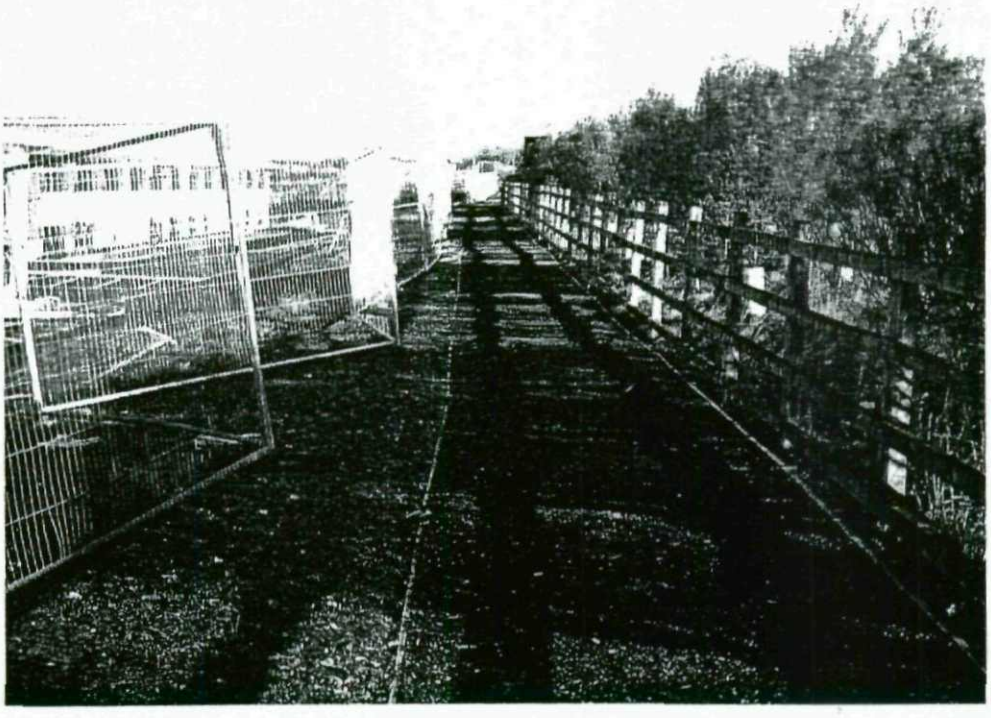


Plate 3 - Diverted public footpath along site boundary

There is also a network of other public footpaths in the vicinity of the site linking the development to the outskirts of Barnsley to the north and Hoyland to the south.

2.2.5 At the present time there is no additional existing development along the Dearne Valley Parkway in close proximity to the Business Park. However construction work has commenced on the 16 hectare Ashroyd Business Park to the east of the site on the southern side of the Parkway. Similarly, a further Business Park development is planned for a greenfield site immediately to the west, next to junction 36 of the M1. The package of three sites, known collectively as the Sector 36 business parks, is being actively marketed by the Barnsley Development Agency.

2.2.6 The nearest urban centre to the site, which contains a useful range of retail and commercial services is the former mining settlement of Hoyland. It lies on the south side of the Parkway some 500 metres crow fly distance from the development. Vehicles wishing to travel to the centre of Hoyland from the development must head east along the Valley Parkway to the first roundabout and then turn right, travelling for a further 500 metres towards B6096 Wombwell Road. From this point, access to the heart of the town is south along Market Street.

2.2.7 For pedestrians and cyclists, access into Hoyland is more direct. The quickest available route is across the overbridge just to the east of the development site and then along Upper Hoyland Road for a distance of 600 metres until it meets the B6096 Hoyland Road. From this point, a choice of route options is available leading to various strategic destinations in the town.

2.2.8 The site visit to the area has shown that there are not any existing bus stop facilities within easy walking distance (i.e. less than 400 metres) of the business park. The nearest bus stops are located just south of the Hoyland Road / Upper Hoyland Road junctions on Kirk Balk - these stops are approximately 800 metres walking distance from the proposed development. There is also a stop on Hoyland Road, immediately outside the church, which lies 200 metres to the south west of the Upper Hoyland Road junction.

2.2.9 Analysis of bus timetable information contained on the Traveline website confirms that there are a total of six services that run through Hoyland. Details of the frequency and routes are attached at **Appendix D.** Only three of the services run along Hoyland Road or Kirk Balk, namely numbers 39, 227 and 325. When the site is fully occupied and the travel plan process develops it will be necessary to further determine the ability to travel to and from the site by public transport.

2.2.10 The site visit has also shown that there are no existing cycle facilities on the highway network surrounding the site.

2.2.11 The site layout plan, which has been prepared by William Saunders Partnership, indicates that the business park site will have approximately 600 car parking spaces, 65 of which will be reserved for drivers with mobility impairments. The site plan also confirms areas allocated for cycle parking in accordance with Bradford Metropolitan Borough Council's adopted parking standards. **Plate 4** below shows the existing parking layout at the rear of Unit 2, including Sheffield stands for cycles and the reserved spaces for disabled drivers.

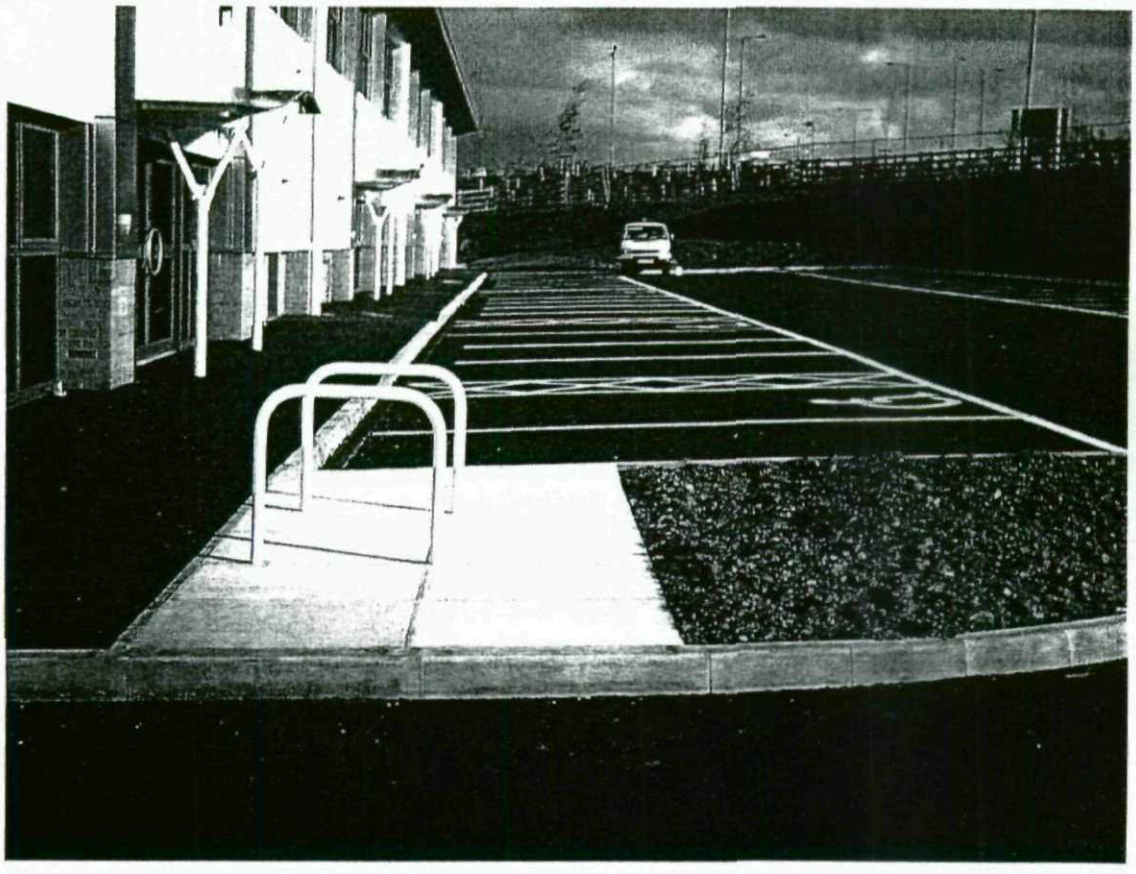


Plate 4 - Parking layout at Unit 2

2.3 CURRENT TRAVEL PATTERNS.

2.3.1 As the development has not yet been constructed it is not possible to determine the existing travel patterns to and from the site without making assumptions. At this stage it is possible to assume that the likely trips to and from the site will involve: -

- Staff journeys to and from the site.

- Staff journeys during the day associated with work trips.
- Business visits during the working day.
- Deliveries.
- Service Vehicles.

2.3.2 In order to determine the travel patterns associated with the site when constructed it will be necessary to issue a travel plan questionnaire for each office unit to all members of staff and visitors to the site. The questionnaire will be used to ascertain the travel types and trends associated with the operation of the various businesses. An example of the questionnaires can be found at **Appendix E.**

3.0 TARGETS AND INDICATORS.

3.1 In order to assess the effectiveness of the travel plan it is essential to develop a set of targets and indicators. The targets will need to relate to the objectives of the travel plan and relate to the travel patterns and trends identified by the travel plan survey that will be undertaken.

3.2 The targets should be SMART (Specific, Measurable, Achievable, Realistic and Time related) and it is essential that the person / group of people responsible for ensuring the targets are achieved are clearly specified. The travel plan will identify a range of targets for the short, medium and long term.

3.3 **When the occupiers of the Business Park have achieved the targets identified in the travel plan it is essential that the success is publicised to their staff and other stakeholders. This will help to empower staff and ensure the momentum is maintained to drive the plan forward.**

3.4 The following targets have been set to reflect the trends likely to be raised by the travel plan questionnaires and to follow the objectives set out in Chapter 1.

3.5 It should be noted that the existing provision of public transport in the immediate environs of the site is limited. There are no bus services running along the Dearne Valley Parkway adjacent to the site. The nearest available regular services are the 227, which operates on an hourly basis between Rotherham and Barnsley and passes along Hoyland Road, the 325 which runs from Barnsley through Hoyland and then to Elsecar and back to Barnsley and finally, the 39 which runs from Barnsley

to Blacker Hill via Pilley and Hoyland. In view of this lack of convenient high quality bus services and also dedicated cycle facilities in the area, it is likely, therefore, that a large proportion of the journeys to the site will be made by the private car. **The targets have, therefore, been developed to encourage other sustainable modes of travel.**

3.6 As the targets have been based on potential trends rather than actual information **it is essential that they be reviewed as soon as the travel plan questionnaire has been undertaken.**

TRAVEL PLAN TARGETS

TARGET 1 - Within the first six weeks of the complete occupation of the site identify a travel plan co-ordinator who will be responsible for setting up a travel plan steering group and taking overall responsibility for the plan. (**Action: Business Park Occupiers)**

TARGET 2 - Set up a Travel Plan Steering Group, that will have a representative from each of the business units, to oversee the future development and monitoring of the travel plan within 3 months of full occupation of the site. **(Action: Nominated Travel Plan Co-ordinator.)**

TARGET 3 - Within 6 months of the full occupation of the site, undertake a travel plan survey using questionnaires in each of the buildings to enable the travel patterns, modal share and trends at the site to be determined. (**Action: Travel Plan Steering Group and Management)**

TARGET 4 - Ensure that single occupancy vehicle travel to work trips to the Business Park are less than 90% within 2 years of occupation of the site. **(Action: Travel Plan Steering Group and Management)**

TARGET 5 - Ensure that journeys to / from work to the site on foot or cycle make up 5% of the modal share figure within 2 years of occupation of the site. **(Action: Travel Plan Steering Group and Management)**

TARGET 6 - Ensure that journeys to / from work to the site by public transport make up 5% of the modal share figure within 2 years of occupation of the site. **(Action: Travel Plan Steering Group and Management)**

3.7 The targets highlighted above have been developed to be in accordance with Supplementary Planning Document 32 published by Bradford Metropolitan Borough Council which provides guidance to developers and their agents on the production of travel plans.

3.8 As mentioned previously the targets identified above will need to be reviewed by the travel plan steering group following the completion of the travel plan questionnaire to ensure they remain appropriate to the operation of the businesses. It is likely that it will be necessary to amend the modal share targets to take into consideration the location of the workforce, types of visitors etc. The travel plan, and targets contained in it, should develop and grow in line with the business.

THE TRAVEL PLAN CO-ORDINATOR

3.9 The travel plan co-ordinator will play a key role in the travel plan development and implementation. They will be responsible for ensuring

the travel plan process is adopted after all the buildings on the Park have been occupied and will ensure the day to day coordination of the travel plan, providing the overall direction and impetus needed to guarantee the success of the travel plan process.

THE TRAVEL PLAN STEERING GROUP

3.10 The travel plan steering group will be set up by the travel plan co-ordinator and will be responsible for the travel plan and its development. In effect the travel plan steering group will represent and provide support to the travel plan co-ordinator.

CO-ORDINATION OF THE TRAVEL PLAN

3.11 As the development involves a number of discrete buildings it is essential that co ordination between all fourteen units on the site is achieved. It will not be possible to have one overall travel plan for the site, as the businesses in each of the buildings will have differing functions and operate differently to each other.

3.12 It is essential, however, that the overall strategy for the fourteen units is the same to ensure that the occupiers of each site are all working in the same direction.

3.13 To ensure this co ordination is achieved the travel plan co-ordinator will be responsible for ensuring the co-ordination between each of the businesses on the site. The travel plan steering group, however, will be made up of representatives from each of the buildings and it will be their responsibility to ensure the travel plan for their particular site is relative to their own business operation.

4 IDENTIFICATION OF MEASURES.

4.1 There will be no single solution to enable all of the targets contained in Chapter 3 to be met. Different members of staff will respond differently to a variety of measures - some may not react to any.

4.2 The travel plan steering group will be responsible for driving and implementing (under the direction of the travel plan co-ordinator) the package of measures contained in this section to enable the targets in the previous section to be met.

4.3 The measures contained in this section will need to be reviewed and amended following the outcomes from the Travel Plan Questionnaire.

MEASURES TO ENCOURAGE WALKING

The building occupiers will raise the awareness of the health benefits of walking to work through the use of promotional material.

The building occupiers will encourage the promotion of walk to work days.

For potential staff who may have concerns regarding personal safety the building occupiers will issue personal safety alarms.

The building occupiers will ensure, where possible, working practices support staff that have time constraints at either end of the working day, e.g. collecting children. Increased time at the start or end of the day, flexi time for example, would enable staff to plan their day more efficiently.

MEASURES TO ENCOURAGE CYCLING

The building occupiers will ensure safe, secure, well lit cycle parking facilities are provided at the site to encourage members of staff to cycle to work.

The building occupiers will provide a spares box for cyclists which could include puncture repair kits, basic tools, a spare lock, spare lights and batteries etc.

The building occupiers will promote and publicise the health benefits of cycling and 'Cycle to Work Days' or cyclists breakfast clubs.

PROMOTION OF PUBLIC TRANSPORT

The building occupiers will ensure that all visitors attending the site are aware of the public transport availability. A Travel Plan notice board will be erected at relevant locations on the Business Park containing public transport information, bus timetables etc.

OTHER MEASURES THAT WILL BE CONSIDERED FOLLOWING THE COMPLETION OF THE TRAVEL PLAN QUESTIONNAIRE

- Cycle hire or loan schemes
- Purchase of discounted bicycles for staff
- Negotiated discounts for public transport
- Car sharing facilities

- Investment in IT equipment to reduce the need to travel or to allow home working if appropriate.

5.0 MARKETING AND MONITORING THE PLAN.

5.1 All successful travel plans require the ownership and empowerment of the members of staff that work for the company. It is, therefore, essential that the development of the Travel Plan is widely publicised to all employees on the Business Park and individual members of staff in each unit are involved with the development of the programme.

5.2 It is essential that employees are involved from an early stage and understand the reasons why their organisation is participating in the development and adoption of a travel plan. A successful travel plan will mean members of staff have to accept change and it is important that members of staff do not feel threatened by this change.

5.3 It is important that the marketing campaign makes it clear that the travel plan is not anti car, or out to ban cars, but it is about encouraging people to use them more wisely/efficiently and to offer a greater choice of travel.

5.4 The travel plan steering group will be responsible for ensuring the marketing campaign is maintained. The marketing campaign may include some or all of the following initiatives : -

MARKETING MEASURES

Introduce The Plan. Upon full occupation of all the units on the business park, clearly advertise to employees that an initial meeting will be held at which the travel plan steering group will be established. Send out an email and fliers well in advance of the meeting and a reminder the day before the meeting.

The Staff Travel Survey. The travel plan steering group must ensure that the results of the travel survey are fed back to members of staff. It is essential that members of staff can see how the information they provided has been used.

Launch The Travel Plan. Ensure the travel plan is 'launched' to members of staff. The launch of the travel plan will be highly visible and should coincide with the introduction of a measure that will benefit staff.

Keep the Momentum - The travel plan steering group will complete at least one promotional event throughout the year to ensure the momentum of the travel plan is maintained. These promotional events, where possible, will tie in with Local and National Campaigns.

A Travel Plan notice board will be provided in each unit and events or important news will be shared with staff through an appropriate medium e.g. the company newsletter. Successes and important milestones will be shared with staff through a variety of media and regular updates regarding the success of the targets will be given.

All new members of staff who work in each unit will be given a briefing regarding the Travel Plan as part of their induction programme.

Introduction of New Measures - When new measures are implemented their provision will be promoted to ensure staff can see the success of the travel plan.

5.5 The marketing campaign will be regularly updated and monitored by the travel plan steering group. All members of staff will be encouraged to participate in the marketing and promotion of the plan.

5.6 There are a number of sources where marketing and promotional material can be obtained but the following websites contain relevant information and images that can be downloaded: -

www.doingyourbit.org.uk
www.energy-efficiency.gov.uk
www.travelwise.org.uk
www.bikeweek.org.uk
www.dcb.org.uk

MONITORING

5.7 It is essential that the impact and success of the travel plan is monitored. The travel plan is an ongoing process and it will be necessary to amend the targets and actions contained above to reflect the information obtained from the travel plan surveys that will be undertaken.

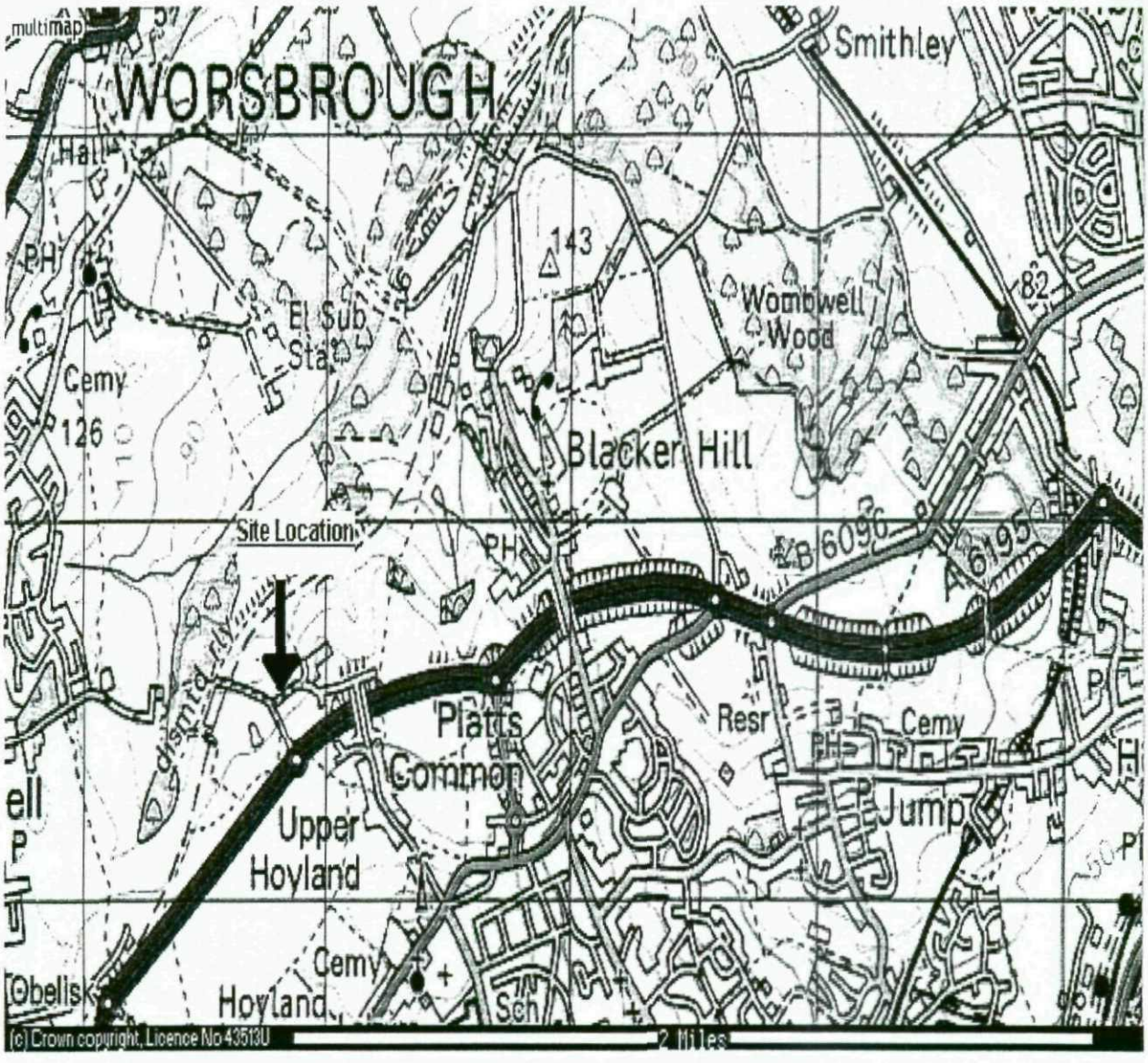
5.8 The travel plan steering group will develop a monitoring plan and a staff travel survey to determine modal share journeys will be undertaken 12 months after the travel plan is launched and then on an annual basis.

5.9 The results of the review process will be issued to the Local Highway Authority annually for at least five years after implementation of the travel plan - this will be done in the form of an annual monitoring report.

5.10 The main indicator that will be rigorously monitored is the number and percentage of single occupancy vehicle trips to the site. The travel plan will be regularly reviewed to ensure that these types of journeys are kept as low as possible.

APPENDIX A

Location Plan



Client	William Saunders Partnership						
Project Title	Shortwood Business Park Travel Plan						
Drawing Title	Location Plan						
Drawing Number	BS/JN275/001/GEN						
Drawn	RAK	Checked	BS	Approved	BS	Scale	NTS

MORGAN TUCKER

APPENDIX B

Proposed Business Park Layout Plan

N

INDICATIVE ONLY



Rev	Ammendment	Date

MORGAN TUCKER ASSOCIATES

Client
William Saunders Partnership

Project Title
JN275

Drawing Title
Shortwood Business Park Travel Plan

Drawn By	Checked By	Approved By
RAK	BS	BS

Date	Scale
28.11.2005	NTS

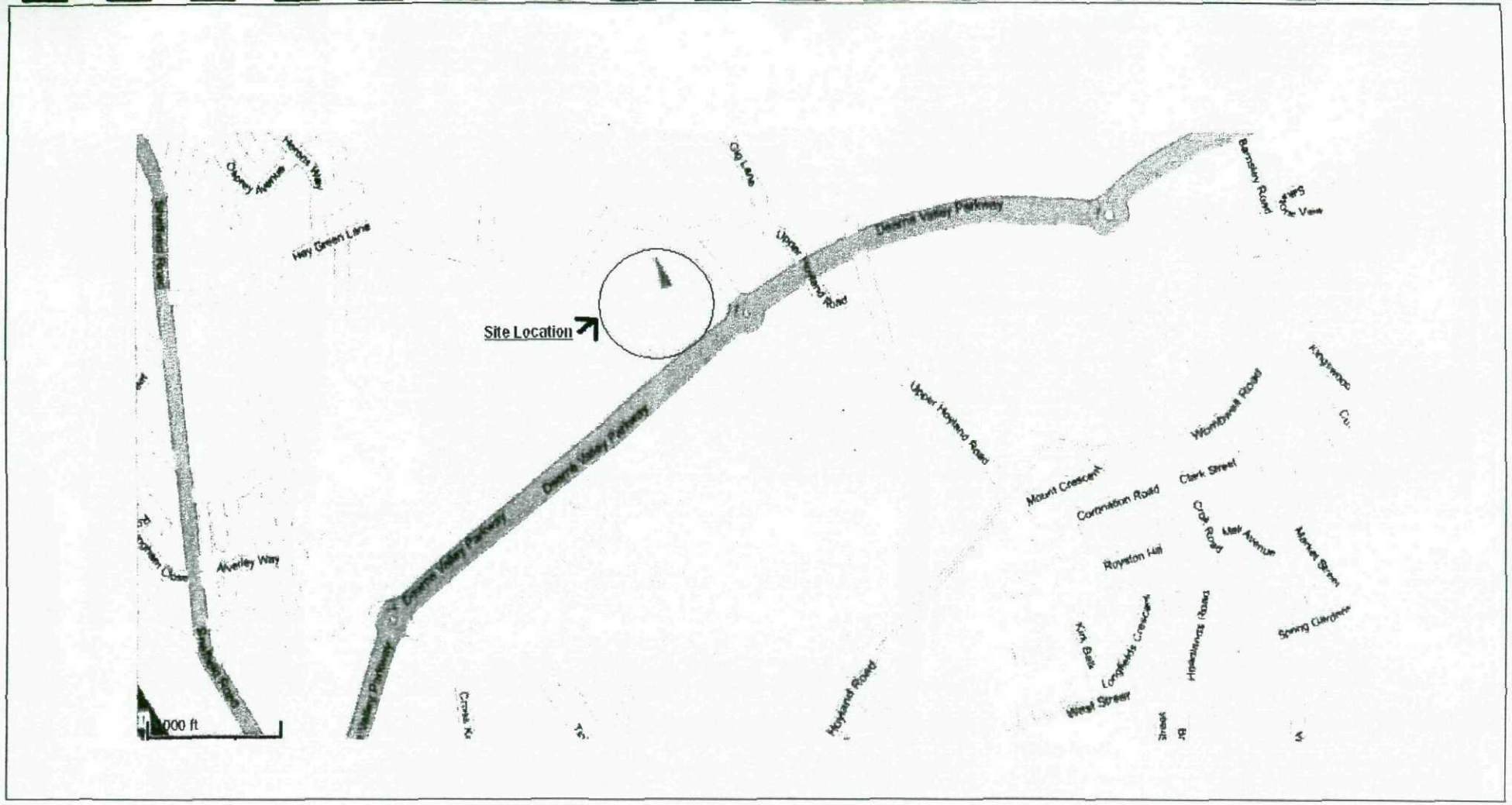
Purpose
Information

Drawing Number
BS/JN275/002/GEN

Rev
BS

APPENDIX C

Local Highway Network

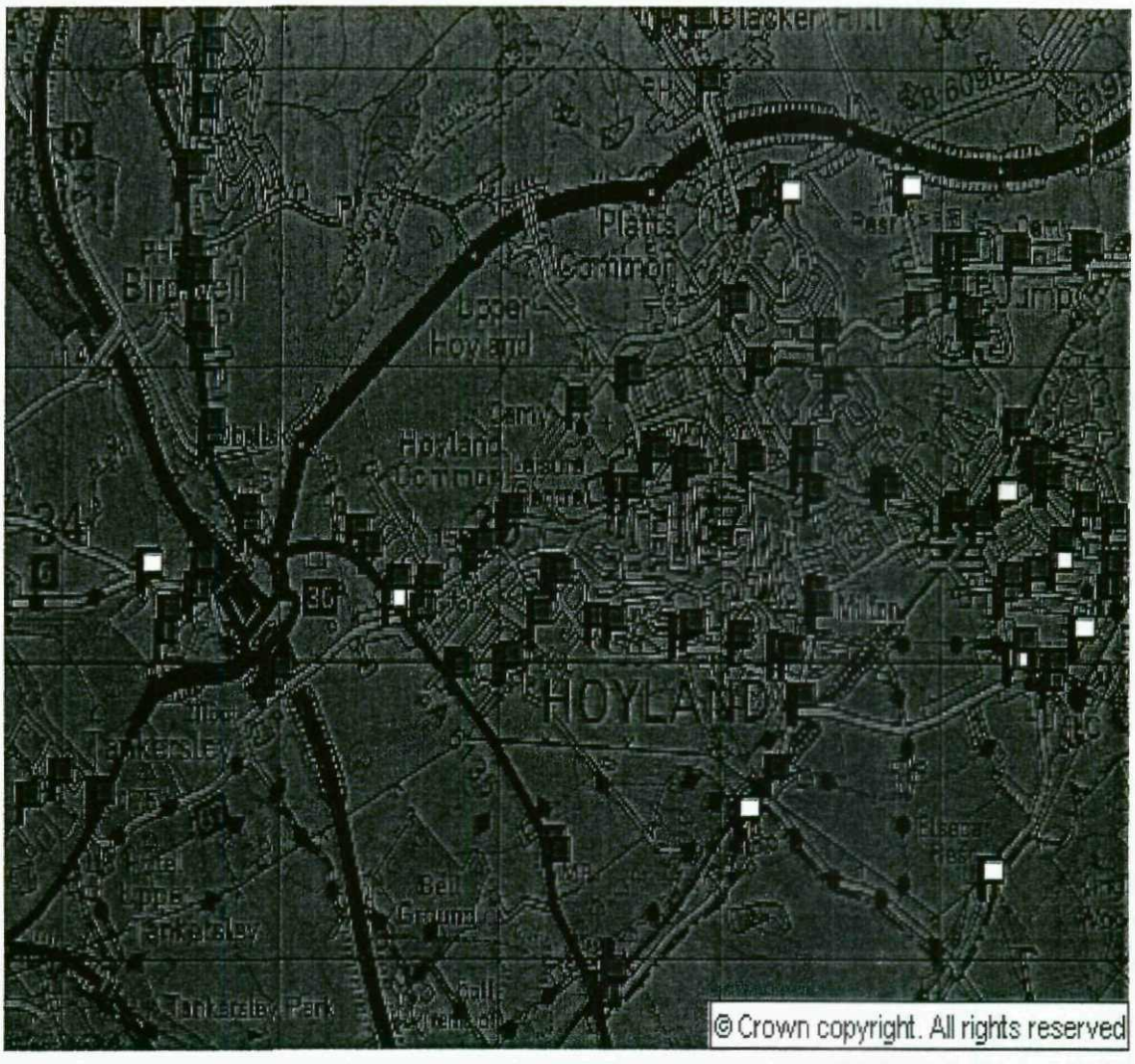


Client	William Saunders Partnership			**Project Title**	Shortwood Business Park Travel Plan		
Drawing Title	Local Highway Network			**Drawing Number**	BS/JN275/003/GEN		
Drawn	RAK	**Checked**	BS	**Approved**	BS	**Scale**	NTS

MORGAN TUCKER ASSOCIATES

APPENDIX D

Local Bus Service Information



Client	William Saunders Partnership						
Project Title	Shortwood Business Park Travel Plan						
Drawing Title	Bus Stops						
Drawing Number	BS/JN275/004/GEN						
Drawn	RAK	Checked	BS	Approved	BS	Scale	NTS

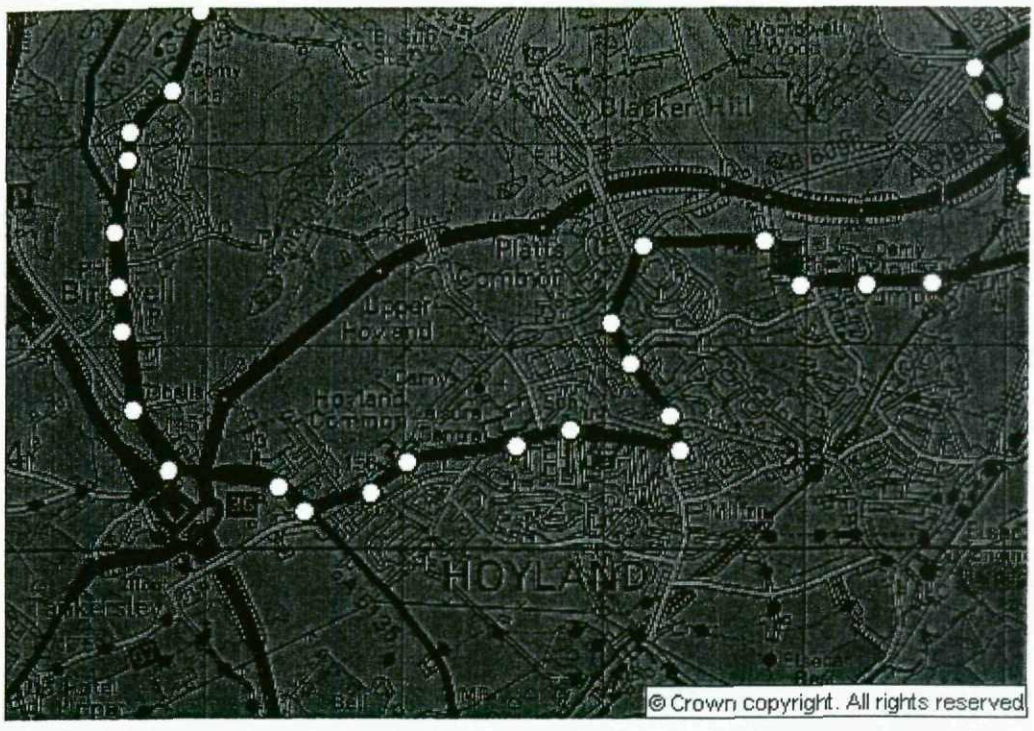
MORGAN TUCKER

traveline
public transport info
0870 608 2 608

Date: 28/11/2005
Time: 6:00
Desc: Barnsley - Wombwell - Hoyland - Barnsley
Direction: Outbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : Vehicle:	67 Bus	67 Bus	67 Bus	67 Bus	67 Bus
BARNSLEY, INTERCHANGE			6:45	7:45	8:50	9:50
Kendray, The Kendray			6:55	7:55	9:00	10:00
Stairfoot, Hunningley Lane			6:58	7:58	9:03	10:03
WOMBWELL, PEARSON CRESCENT/WORTLEY AVENUE			7:05	8:05	9:10	10:10
WOMBWELL, POST OFFICE			7:15	8:15	9:20	10:20
WOMBWELL, STATION ROAD LIBRARY		6:15				
HEMINGFIELD, THE ALBION		6:22	7:22	8:22	9:27	10:27
JUMP, FLYING DUTCHMAN		6:26	7:26	8:26	9:31	10:31
PLATTS COMMON, WOMBWELL ROAD/GUEST STREET		6:29	7:29	8:29	9:34	10:34
HOYLAND, SOUTHGATE		6:33	7:33	8:33	9:38	10:38
Hoyland Common, Primary School		6:37	7:37	8:37		
BIRDWELL, TRAVELLERS INN		6:41	7:41	8:41		
WORSBROUGH, WORSBROUGH ROAD/PRIORY CLOSE		6:45	7:43	8:45		
WORSBROUGH DALE, HALDENE						
Upper Sheffield Road, Yorkshire Traction Bus Depot		6:51	7:50	8:51		
BARNSLEY, INTERCHANGE		6:54	7:54	8:54		

→ GO BACK → PRINT

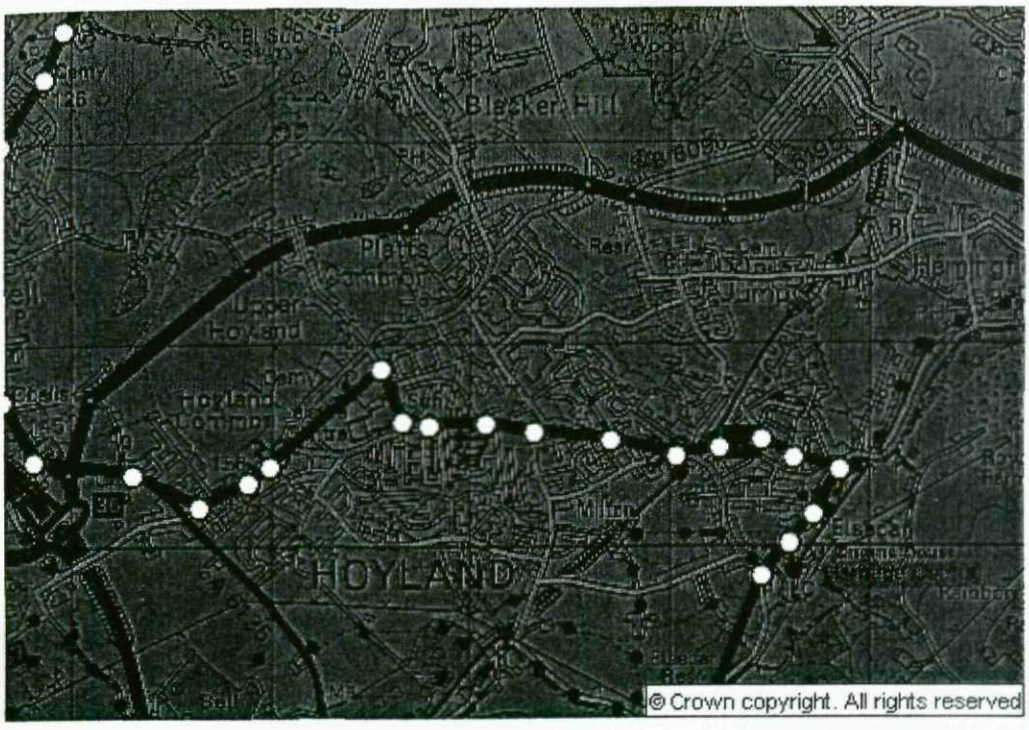

Blacker Hill
Platts Common
Upper Hoyland
Hoyland Common
HOYLAND
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traveline
public transport info
0870 608 2 608

Date: 28/11/2005
Time: 6:00
Desc: Barnsley- Rotherham
Direction: Inbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : Vehicle:	227 Bus	227 Bus	227 Bus	227 Bus	227 Bus
BARNSLEY, INTERCHANGE		6:30		7:30	8:30	9:30
WORSBROUGH, WORSBROUGH ROAD/CHURCH LANE		6:42		7:42	8:42	9:42
BIRDWELL, TRAVELLERS INN		6:45		7:45	8:45	9:45
HOYLAND COMMON, POST OFFICE		6:50		7:50	8:50	9:50
HOYLAND, HIGH STREET		6:55	7:30	7:55	8:55	9:55
ELSECAR, THE MARKET		7:03	7:38	8:03	9:03	10:03
WENTWORTH, THE ROCKINGHAM ARMS		7:07	7:42	8:07	9:07	10:07
GREASBROUGH, CINDER BRIDGE ROAD/CHURCH STREET		7:15	7:50	8:15	9:15	10:15
ROTHERHAM, INTERCHANGE		7:23	7:58	8:23	9:23	10:23

→ GO BACK → PRINT

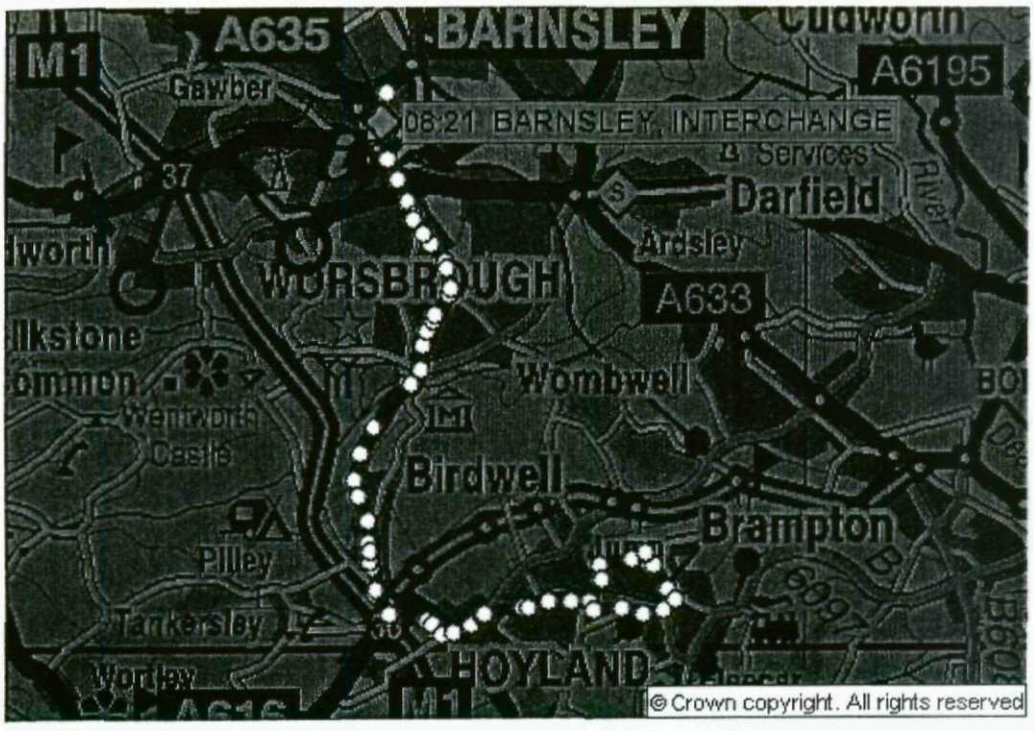

Blacker Hill
Upper Hoyland
HOYLAND
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traveline
public transport info
0870 608 2 608

Date: 28/11/2005
Time: 6:00
Desc: *Barnsley - Elsecar (circle)*
Direction: Outbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : Vehicle:	325 Bus	325 Bus	325 Bus	325 Bus	325 Bus
BARNSLEY, INTERCHANGE				7:10	7:20	7:30
BIRDWELL, TRAVELLERS INN				7:22	7:32	7:42
HOYLAND COMMON, SHEFFIELD ROAD/HOYLAND ROAD						
HOYLAND, POTTERS WHEEL CLOUGHFIELDS ROAD						
HOYLAND COMMON, POST OFFICE				7:26	7:36	7:46
HOYLAND, KIRK BALK SCHOOL WEST STREET				7:28	7:38	7:48
HOYLAND, HIGH STREET				7:30	7:40	7:50
JUMP, CHURCH STREET/WENTWORTH ROAD		7:04		7:34	7:44	7:54
ELSECAR, COBCAR LANE/COBCAR STREET		7:06		7:36	7:46	7:56
ELSECAR, ZETLAND ROAD						
HOYLAND, SOUTHGATE		7:10	7:20	7:40	7:50	8:00
HOYLAND, POTTERS WHEEL CLOUGHFIELDS ROAD						
HOYLAND, KIRK BALK SCHOOL WEST STREET		7:11	7:21	7:41	7:51	8:01
Hoyland Common, Primary School		7:14	7:24	7:44	7:54	8:04
BIRDWELL, TRAVELLERS INN		7:18	7:28	7:48	7:58	8:08
BARNSLEY, INTERCHANGE		7:32	7:41	8:01	8:11	8:21

→ GO BACK → PRINT

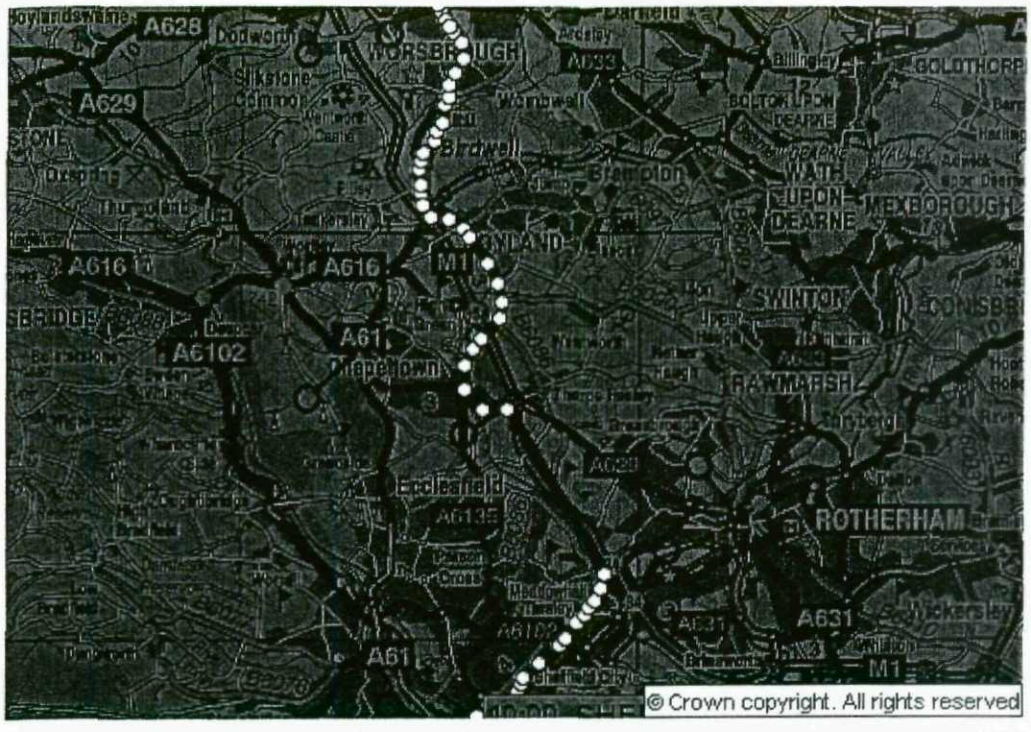

A635
BARNSLEY
M1
A6195
Crawber
08:21 BARNSLEY, INTERCHANGE
Services
Darfield
Ardsley
WORSBROUGH
A633
Wombwell
Wentworth
Castle
Birdwell
Brampton
Pilley
Tankersley
HOYLAND
M1
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traveline
public transport info
0870 608 2 608

Date: 28/11/2005
Time: 6:00
Desc: Barnsley - Sheffield
Direction: Inbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : Vehicle:	X31 Bus	X31 Bus	X31 Bus	X31 Bus	X31 Bus
BARNSLEY, INTERCHANGE		7:10	7:55	9:05	10:05	11:05
Upper Sheffield Road, Yorkshire Traction Bus Depot		7:12	7:57	9:07	10:07	11:07
WORSBROUGH, WORSBROUGH ROAD/CHURCH LANE		7:17	8:03	9:13	10:13	11:13
WORSBROUGH, WORSBROUGH ROAD/BALK LANE		7:18	8:05	9:15	10:15	11:15
BIRDWELL, TRAVELLERS INN		7:21	8:09	9:19	10:19	11:19
HOYLAND COMMON, SHEFFIELD ROAD/HOYLAND ROAD		7:25	8:13	9:23	10:23	11:23
CHAPELTOWN, STATION ROAD HSBC		7:33	8:21	9:31	10:31	11:31
MEADOWHALL, INTERCHANGE		7:45	8:35	9:45	10:45	11:45
ECCLESFIELD, MORRISONS THE COMMON/STATION ROAD						
FIR VALE, NORTHERN GENERAL HOSPITAL BARNSLEY RD						
SHEFFIELD, INTERCHANGE		7:58	8:50	10:00	11:00	12:00

→ GO BACK → PRINT


A628
Dodworth
TORSBRIDGE
A633
A629
Stiksone Common
Birdwell
Barnsley
Billingley
GOLDTHORPE
BOLTON UPON DEARNE
Brampton
WATH UPON DEARNE
MEXBOROUGH
A616
M1
SWINTON
A61
Chapeltown
A6102
RAWMARSH
A628
Ecclesfield
A6135
ROTHERHAM
A631
Wickersley
M1
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traveline
public transport info
0870 608 2 608

Date: 28/11/2005
Time: 6:00
Desc: Barnsley - Great Houghton - Hoyland - Barnsley
Direction: Inbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : Vehicle:	66 Bus	66 Bus	66 Bus	65 Bus	65 Bus
GREAT HOUGHTON, LISTER ROW					19:10	20:10
Barnsley, Kendray Street		15:10	16:10	17:10		
LUNDWOOD, NETTO		15:16	16:16	17:16		
CUDWORTH, THE STAR		15:21	16:21	17:21		
SHAFTON, BRIERLEY ROAD/ASH ROAD		15:25	16:25	17:25		
GRIMETHORPE, INTERCHANGE STAND 3		15:30	16:30	17:30		
BRIERLEY, COMMON ROAD/PARK AVENUE		15:35	16:35	17:35		
GREAT HOUGHTON, MOOR LANE/LISTER ROW		15:41				
Middlecliffe, Little Houghton Post Office		15:44			19:13	20:13
DARFIELD, NANNY MARR ROAD/SCHOOL STREET		15:48			19:16	20:16
DARFIELD, THE FOULSTONE SCHOOL		15:49			19:17	20:17
DARFIELD, THE LONGBOW					19:20	20:20
WOMBWELL, STATION ROAD LIBRARY		15:54			19:25	20:25
HEMINGFIELD, THE ALBION					19:31	20:31
JUMP, WENTWORTH ROAD/DYER ROAD					19:34	20:34
HEMINGFIELD, THE ALBION		16:01				
ELSECAR, HERITAGE CENTRE		16:05			19:38	20:38
HOYLAND, SOUTHGATE		16:08			19:42	20:42
Hoyland Common, Primary School					19:46	20:46
BIRDWELL, TRAVELLERS INN					19:50	20:50
WORSBROUGH, WORSBROUGH ROAD/PRIORY CLOSE						
WORSBROUGH DALE, HALDENE						
WORSBROUGH DALE, POST OFFICE					19:54	20:54
Upper Sheffield Road, Yorkshire Traction Bus Depot					19:58	20:58
BARNSLEY, INTERCHANGE					20:05	21:05

→ GO BACK → PRINT


A635
BARNSLEY
Cudworth
19:10 GREA
A6195
Houghton
THURNSC
Priory
Ardsley
Services
Darfield
Ardsley
WORSBROUGH
A633
Billingley
Wombwell
BOLTON UPON
DEARNE
Birdwell
Brampton
WATH
UPON
DEARNE
HOYLAND
Elsecar
M1
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traveline
public transport info
0870 608 2 608

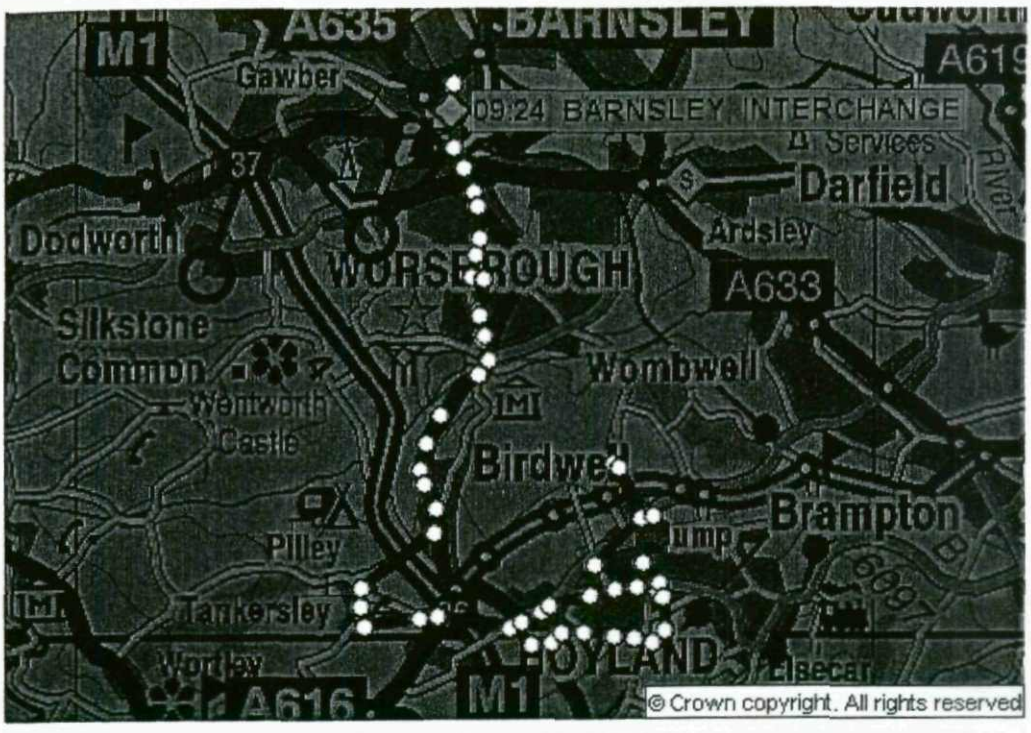
Date: 28/11/2005
Time: 6:00
Desc: Barnsley - Pilley - Hoyland - Blacker Hill (circle)
Direction: Outbound
Valid On: Monday to Friday (not Bank Hols)
Key: Timing points are displayed with **bold** text formating.
* Indicates that the stop is not a timing point and that the time is an estimate only.
+ Indicates that the time is for the following day.
Use the Custom button to customise the timetable

Location	Service No : / Vehicle:	39 Bus	39 SCHH Bus	39 SCHD Bus	39 Bus	39 Bus
BARNSLEY, INTERCHANGE		7:10	8:07			10:45
WARD GREEN, KINGWELL ROAD		7:17	8:14	8:14		10:52
WORSBROUGH, SAXON CRESCENT		7:18	8:15	8:15		10:53
Ward Green, Strafford Avenue						
Ward Green, Baptist Church						
WORSBROUGH, WORSBROUGH ROAD/BALK LANE						
BIRDWELL, TRAVELLERS INN CHAPEL STREET		7:24	8:21	8:21		10:59
PILLEY, WORSBROUGH VIEW		7:28	8:25	8:25		11:03
HOYLAND COMMON, POST OFFICE				8:31		
HOYLAND, KIRK BALK SCHOOL WEST STREET				8:34		
HOYLAND COMMON, SHEFFIELD ROAD/HOYLAND ROAD		7:34	8:31			11:09
HOYLAND, POTTERS WHEEL CLOUGHFIELDS ROAD		7:37	8:34			11:12
HOYLAND, HIGH STREET		7:42	8:39	8:39		11:17
HOYLAND, KIRK BALK SCHOOL KIRK BALK						
HOYLAND, KIRK BALK CEMETERY		7:44	8:41	8:41		11:19
PLATTS COMMON, WOMBWELL ROAD/GUEST STREET						
BLACKER HILL, POST OFFICE WENTWORTH ROAD		7:47	8:44	8:44		11:22
BLACKER HILL, METHODIST CHURCH WENTWORTH ROAD		7:48	8:45	8:45	9:23	11:23
BLACKER HILL, GRANGE VIEW						
PLATTS COMMON, GUEST STREET		7:50	8:47	8:47	9:25	11:25
HOYLAND, SOUTHGATE		7:53	8:50	8:50	9:28	11:28
HOYLAND, POTTERS WHEEL CLOUGHFIELDS ROAD		7:57	8:54	8:54	9:32	11:32
HOYLAND COMMON, TANKERSLEY LANE		8:01	8:58	8:58	9:36	11:36
Hoyland Common, Primary School						
TANKERSLEY, ST PETERS C E PRIMARY SCH NEW ROAD		8:03	9:00	9:00	9:38	11:38
PILLEY, WORSBROUGH VIEW		8:07	9:04	9:04	9:42	11:42
BIRDWELL, TRAVELLERS INN		8:11	9:08	9:08	9:46	11:46
WORSBROUGH, WORSBROUGH ROAD/BALK						

LANE					
WORSBROUGH, SAXON CRESCENT	8:17	9:14	9:14	9:52	11:52
WARD GREEN, KINGWELL ROAD	8:18	9:15	9:15	9:53	11:53
Ward Green, Baptist Church					
Ward Green, Strafford Avenue					
WORSBROUGH DALE, POST OFFICE					
BARNSLEY, INTERCHANGE	8:27	9:24	9:24	10:02	12:02

→ GO BACK → PRINT

Timetable Notes:
SCHH-School Holidays Only
SCHD-School Days Only


A635
BARNSLEY
M1
Gawber
09:24 BARNSLEY INTERCHANGE
Services
Darfield
Ardsley
Dodworth
WORSBROUGH
A633
Silkstone
Common
Wombwell
Wentworth
Castle
Birdwell
Brampton
Pilley
Tankersley
ROYLAND
Wortley
A616
M1
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APPENDIX E

Example Travel Surveys

MORGAN
TUCKER

TRAVEL PLAN QUESTIONNAIRE - STAFF

XXX is committed to developing and maintaining an Environmental Policy for the operation of the company. As such we are developing a travel plan for our XXX office based in XXX.

To develop the travel plan it is essential that we understand your current travel patterns associated with work and we would be grateful if you could take 10 minutes to complete the questionnaire. All information given in the survey will be treated with the strictest of confidence and will only be used for the purpose of developing our Travel Plan

1.	What time do you usually arrive at work? *(Please use 24 hour clock e.g. 08.00)*	.....hours.....minutes
2.	What time do you usually depart work? *(Please use 24 hour clock e.g. 16.00)*	.....hours.....minutes
3.	How long does it usually take you to travel to work?	
4.	Which office / nursery is your usual base where you spend most of your time?	

5.	What main form of transport do you usually use to get to work?		
	Car driver on own	☐1	*Go to Q7*
	Car driver – with other employee(s)	☐2	*Go to Q6*
	Car driver – with other passenger(s) dropped off on route	☐3	*Go to Q6*
	Car passenger	☐4	*Go to Q7*
	Motorbike/scooter	☐5	*Go to Q7*
	Public bus	☐6	*Go to Q7*
	Cycle	☐7	*Go to Q7*
	Walk	☐8	*Go to Q8*
	Taxi	☐9	*Go to Q7*
	Other (Please specify).....	☐10	*Go to Q7*

6.	How many passengers do you have?		*Go to Q7*

7.	Why did you choose not to walk to work today? *(✓ all that apply under the column headed walk below)*

8.	Why did you not cycle to work today? *(✓ all that apply under the column headed cycle below)*		
		Walk	Cycle
	Too far to walk/cycle	☐1	☐1
	No access to cycle	☐2	☐2
	Cannot afford a bicycle	☐3	☐3
	Walking/cycling is too difficult for me personally	☐4	☐4
	Poor footpaths/cycle lanes	☐5	☐5
	Lack of facilities for cyclists (e.g. showers, cycle lockers, cycle parking etc.)	☐6	☐6
	Need to visit other offices / buildings during worktime	☐7	☐7
	Fear of road accident	☐8	☐8
	Fears for personal safety	☐9	☐9
	Prefer comfort of car	☐10	☐10
	Car is quicker	☐11	☐11
	Car is easier if carrying items	☐12	☐12
	Other	☐13	☐13

9.	Why did you not travel to work by public transport (bus or rail) today? *(✓ all that apply)*	
		Public Transport
	No services run between my home area and my workplace	☐1
	Services do not run at the times I need to travel	☐2
	Journey takes too long by public transport	☐3
	Unreliable services	☐4
	Fares are expensive	☐5
	Concerns about personal safety	☐6
	Lack of information about available services	☐7
	Poor connections between the rail station and bus services	☐8
	Other (Please specify).....	☐9

10.	What changes would encourage you to cycle to work, if you already cycle to work which would you most like to see?	
	Safer and better lit cycle paths on the journey to work?	☐1
	Improved shower and changing facilities at work?	☐2
	Secure locker facilities at work?	☐3
	Secure cycle parking?	☐4
	Arrangements to buy a bicycle at discount?	☐5
	Amended working times?	☐6
	Cycle training?	☐7
	Other (Please specify).....	☐8

11.	What changes would encourage you to use public transport for your journey to work, if you already use public transport what would you most like to see?	
	More Direct bus routes?	☐1
	More frequent bus service?	☐2
	Better lighting at bus shelters and footpaths?	☐3
	Discount tickets / passes available?	☐4
	Better links between bus stop / station and work?	☐5
	Better connection from home to station?	☐6
	More availability of public transport information?	☐7

	Amended working times / patterns?	☐8
	Other (Please specify).....	☐9

12	If you travel to work by car would you consider taking part in a car sharing scheme?	Yes	No	Don't Know
	If not, please explain why –	☐1	☐2	☐3

		Yes	No
13.	Do you experience any difficulties parking your vehicle (car/motorcycle/cycle etc.) at your main place of employment?	☐1	☐2

14.	If you cannot park your vehicle on site where do you park?

15.	How often do you visit other XXX offices / buildings?	
	Daily?	☐1
	Weekly?	☐2
	Monthly?	☐3
	Other (Please specify).....	☐4

16.	Which office / building do you most regularly visit?

17.	What is the purpose of your visit to the other office/nursery?

18.	What main form of transport do you usually use to travel between offices?	
	Car driver on own	☐1
	Car driver – with other employee(s)	☐2
	Car driver – with other passenger(s) dropped off on route	☐3
	Car passenger	☐4
	Motorbike/scooter	☐5
	Public bus	☐6
	Cycle	☐7
	Walk	☐8
	Taxi	☐9
	Other (Please specify).....	☐10

19.	Assuming the appropriate equipment was in place could the tasks you undertake in work be done from home?	
	Always	
	Most of the time? State how many days a week	
	Occasionally? State how many days a month.....	

	Never	

20.	How interested would you be in home working?	
	Very?	☐1
	Fairly?	☐2
	Not interested?	☐3
	I already work from home (Please specify how many days).....	☐4

21.	Do you have any general comments to make about your travel arrangements?

CLASSIFICATION QUESTIONS

Finally a few questions about yourself to help us analyse the returns.

22.	Are you male or female?	☐1 Male	☐2 Female

23.	Which of the following age categories do you belong to?	
	Under 25	☐1
	25-34	☐2
	35-44	☐3
	45-54	☐4
	55 and over	☐5

24.	How far do you live from your usual office / building of employment	
	Up to One Mile	☐
	Over 1 mile and up to 2 miles	☐
	Over 2 miles and up to 4 miles	☐
	Over 4 miles and up to 10 miles	☐
	Over 10 miles and up to 20 miles	☐
	Over 20 miles	☐

25.	Do you work full time or part time	☐1 Full time	☐2 Part time

THANK YOU FOR COMPLETING THIS QUESTIONNAIRE

XXX will consider the formation of a 'Travel Plan' working group to ensure the company travel plan continues to be developed and amended to meet the travel and transport needs of the company and our staff. If you are interested in being a member of the group please contact our Travel Plan coordinator, XXX at the XXXX

Morgan Tucker – Traffic, Transport and Road Safety 01636 610766

MORGAN
TUCKER

XXX TRAVEL PLAN QUESTIONNAIRE - VISITORS

XXX is committed to developing and maintaining an Environmental Policy for the operation of the company. We are, therefore, developing a travel plan for our XXX Offices.

To develop the travel plan it is essential that we understand how our visitors travel to our offices and we would be grateful if you could take 10 minutes to complete the following questionnaire. All information given in the survey will be treated with the strictest of confidence and will only be used for the purpose of developing our Travel Plan

1.	What time did you arrive at our office? *(Please use 24 hour clock e.g. 08.00)*	.....hours.....minutes
2.	What time do you expect to depart? *(Please use 24 hour clock e.g. 16.00)*	.....hours.....minutes
3.	How long did it take you to travel to our office?	
4.	What is today's date?	

5.	What main form of transport did you use to get here today?		
	Car driver on own	☐1	*Go to Q7*
	Car driver – with other employee(s)	☐2	*Go to Q6*
	Car driver – with other passenger(s) dropped off on route	☐3	*Go to Q6*
	Car passenger	☐4	*Go to Q7*
	Motorbike/scooter	☐5	*Go to Q7*
	Public bus	☐6	*Go to Q7*
	Cycle	☐7	*Go to Q7*
	Walk	☐8	*Go to Q8*
	Taxi	☐9	*Go to Q7*
	Other (Please specify).....	☐10	*Go to Q7*

6.	How many passengers did you have?		*Go to Q7*

7.	Why did you choose not to walk to our office today? *(✓ all that apply under the column headed walk below)*

8.	Why did you not cycle to our office today? *(✓ all that apply under the column headed cycle below)*		
		Walk	Cycle
	Too far to walk/cycle	☐1	☐1
	No access to cycle	☐2	☐2
	Cannot afford a bicycle	☐3	☐3
	Walking/cycling is too difficult for me personally	☐4	☐4
	Poor footpaths/cycle lanes	☐5	☐5
	Lack of facilities for cyclists (e.g. showers, cycle lockers, cycle parking etc.)	☐6	☐6
	Fear of road accident	☐7	☐7
	Fears for personal safety	☐8	☐8
	Prefer comfort of car	☐9	☐9
	Car is quicker	☐10	☐10
	Car is easier if carrying items	☐11	☐11
	Other	☐12	☐12

9.	Why did you not travel to our office by public transport (bus or rail) today? *(✓ all that apply)*	
		Public Transport
	No services run between my home area and your office	☐1
	Services do not run at the times I needed to travel	☐2
	Journey takes too long by public transport	☐3
	Unreliable services	☐4
	Fares are expensive	☐5
	Concerns about personal safety	☐6
	Lack of information about available services	☐7
	Poor connections between the rail station and bus services	☐8
	Other (Please specify).....	☐9

10.	If you were aware of them what facilities would have encouraged you to cycle to our offices today, if you did cycle to our office which would you most like to see?	
	Safer and better lit cycle paths on the journey?	☐1
	Improved shower and changing facilities at our offices?	☐2
	Secure locker facilities at our offices?	☐3
	Secure cycle parking?	☐4
	Amended meeting / conference times?	☐5
	Other (Please specify).....	☐6

		Yes	No
11.	If more information about public transport (i.e. bus/train timetables, costs etc) was made available would you consider using public transport to visit our offices?	☐1	☐2

		Yes	No
12.	Did you experience any difficulties parking your vehicle (car/motorcycle/cycle etc.) here today?	☐1	☐2

13.	If you could not park your vehicle on site where did you park?

14.	What was your purpose for visiting our office today?

15.	How often do you visit our office?

16.	Do you have any general comments to make about your travel arrangements?

CLASSIFICATION QUESTIONS

Finally a few questions about yourself to help us analyse the returns.

17.	Are you male or female?	☐ 1 Male	☐ 2 Female

18.	Which of the following age categories do you belong to?	
	Under 25	☐ 1
	25-34	☐ 2
	35-44	☐ 3
	45-54	☐ 4
	55 and over	☐ 5

19.	How far have you travelled to visit our office today	
	Up to One Mile	☐
	Over 1 mile and up to 2 miles	☐
	Over 2 miles and up to 4 miles	☐
	Over 4 miles and up to 10 miles	☐
	Over 10 miles and up to 20 miles	☐
	Over 20 miles	☐

25.	Do you work for XXX?	☐ 1 Yes	☐ 2 No

THANK YOU FOR COMPLETING THIS QUESTIONNAIRE

If you have any queries regarding this Questionnaire please contact our Travel Plan coordinator, XXX at XXX.