

Strata Sterling Barnsley West Ltd
Proposed MU1 Site, Barnsley

Framework Workplace Travel Plan

7 June 2024
Version 3.0
Issue





Contents

1	Introduction	1
1.1	Commission	1
1.2	Development Proposals	1
1.3	Purpose of this Document	1
1.4	Structure of this Document	2
2	Travel Plan Management	4
2.1	Transport Vision and Objectives	4
2.2	Framework Travel Plan Coordinator Role	4
2.3	Occupier Travel Plans	5
2.4	Funding	6
2.5	Liaison with Barnsley Metropolitan Borough Council (BMBC)	6
2.6	Initial Mode Share Targets	7
2.7	Monitoring Framework	9
3	Existing Situation	11
3.1	Site Location	11
3.2	Cycling	12
3.3	Public Transport	14
4	The Development	16
4.1	Communications Strategy	16
4.2	Walking and Cycling	17
4.3	Arrival by Public Transport	19
4.4	Arrival by Car	20
5	Summary of Travel Plan Actions and Measures	22

Figures

Figure 1: Site Location

Figure 2: Walking Catchment and Local Land Use

Figure 3: Cycle Catchment

Figure 4: Public Transport Network

Appendices

Appendix A: Proposed Indicative Site Plan

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 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 (Planning Reference: 2021/1089). A Framework Residential Travel Plan has been prepared to support the residential hybrid planning application (Planning Reference: 2021/1090) and is submitted under separate cover.

1.2 Development Proposals

The employment hybrid planning application consists of the following:

a) Detailed planning permission for earthworks to create development platforms, drainage features, including dry detention basin, embankments, bunds, strategic landscaping, ecological areas and access.

b) Outline planning permission for employment (Use Classes E, B2 and B8 with ancillary office) and associated servicing and infrastructure works including car parking, vehicle, pedestrian and cycle circulation, plot landscaping, noise mitigation, drainage features and all associated infrastructure.

The development proposals are demonstrated on the proposed indicative site plan 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 element of the Barnsley West development. This document sets a framework detailing how sustainable travel will be supported on site, including how Occupiers will engage with their own Travel Plans. This Framework Travel Plan is aimed at future Occupiers and their employees based at the development.

This Framework Travel Plan has been prepared in accordance with the guidance set out in Barnsley Metropolitan Borough Council’s (BMBC) adopted ‘Sustainable Travel’ Supplementary Planning Document (SPD)¹.

The Framework Travel Plan has been prepared in accordance with the requirements of DfT Circular 01/2022². Paragraph 44 of the Circular states the following with regard to Travel Plans:

“Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.”

Given the potential length of site build out, this Framework Travel Plan will provide a framework for the initial 5 years of the site lifespan and will require updating no later than 5 years following any approval of the document.

1.4 Structure of this Document

This document continues as follows:

- Section 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.
- Section 3: Provides a description of the existing transport networks within the vicinity of the site.

¹ Sustainable Travel Supplementary Planning Document, Barnsley Metropolitan Borough Council, 2022.

² DfT Circular 01/2022: Strategic road network and the delivery of sustainable development, Department for Transport, 2022.

- Section 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- Section 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Section sets out the actions required to ensure the Framework Travel Plan and subsequent Full Travel Plans are managed appropriately. The actions are summarised in Table 8.

2.1 Transport Vision and Objectives

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

As set out in Section 1.3, Circular 01/2022 sets out that where Travel Plans are required,

“Development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator.”

This Framework Travel Plan adopts the following objectives which will assist in achieving the transport vision for the development:

- 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.

2.2 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. In the meantime, Fore can be contacted to discuss the Framework Travel Plan at travelplanning@hydrock.com.

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 Framework 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 A of the Sustainable Travel SPD³.

If an Occupier will not require its own Occupier Travel Plan, the FTPC will communicate the contents of this Framework Travel Plan so that the Occupiers can see the benefits of implementing certain schemes and measures.

The FTPC role will cease following the occupation of the final unit. If a new FTPC is appointed, their contact details will be provided within two weeks of the change.

2.3 Occupier Travel Plans

This 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, in consultation with National Highways, 3 months prior to occupation, and will include:
 - Details of an appointed Occupier Travel Plan Coordinator. The details will also be provided to National Highways.
 - Updated descriptions of the 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 refined list of measures to be implemented for the benefit of employees.
 - A refinement of the monitoring schedule set out in this Framework Travel Plan.

³ Appendix A of *Sustainable Travel Supplementary Planning Document*, Barnsley Metropolitan Borough Council, 2022.

2.3.1 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. National Highways will also be consulted on the Occupier Travel Plan monitoring.

2.4 Funding

The Framework Travel Plan will be funded by the Applicant, which will cover the FTPC role and the specific actions and measures in Tables 8 and 9 with “Applicant” as the responsible party.

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.

As part of the monitoring and reporting process, any additional sustainable transport measures required if Travel Plan targets are not met will be identified, including any necessary funding requirements.

2.5 Liaison with Barnsley Metropolitan Borough Council (BMBC)

2.5.1 Framework Travel Plan Coordinator

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

2.5.2 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. National Highways will also be consulted.

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.

2.6 Initial Mode Share Targets

This Framework Travel Plan sets initial mode share targets for the proposed development.

2.6.1 Baseline Mode Share

2011 Census data⁴ has been used to derive the baseline mode share for the proposed development. The mode share for the Barnsley 012 Middle Layer Super Output Area (MSOA) has been used. As this is the MSOA within which the site is located, the mode share represents a reasonable proxy for the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network.

By applying the baseline mode share to the agreed vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in Table 1. It should be noted that as the targets will not apply to HGV trips, these have been separated out.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Train	1.1%	3	1	4	1	2	3
Bus, minibus or coach	6.3%	16	4	21	4	14	18
Taxi	0.5%	1	0	2	0	1	1
Motorcycle, scooter or moped	0.5%	1	0	2	0	1	2

⁴ Dataset reference 'WP703EW - Method of travel to work (2001 specification) (Workplace population)'. The categories 'Underground, metro, light rail, tram', 'train', 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

Driving a car or van	73.0%	188	52	240	45	160	206
Passenger in a car or van	7.2%	19	5	24	4	16	20
Bicycle	0.8%	2	1	3	0	2	2
On Foot	10.7%	28	8	35	7	24	30
HGV	N/A	29	31	60	24	21	45
Total	100%	287	103	389	86	241	327

2.6.2 Travel Plan Targets

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

In order to achieve this vision, targets are set to reduce the proportion of employees travelling alone by car. The initial mode share targets are set based on a 10% reduction to the number of trips undertaken by car or van drivers, as shown in Table 2 . The number of trips undertaken by bus, bicycle, on foot and as a passenger in a car or van, have been increased accordingly. The intention is to achieve these targets over a 5-year period.

Table 2: Mode Share Targets

Mode	Target Mode Share (%)	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Train	1.1%	3	1	4	1	2	3
Bus, minibus or coach	8.1%	21	6	27	5	18	23
Taxi	0.5%	1	0	2	0	1	1
Motorcycle, scooter or moped	0.5%	1	0	2	0	1	2
Driving a car or van	65.7%	169	47	216	41	144	185
Passenger in a car or van	9.0%	23	6	30	6	20	25
Bicycle	2.6%	7	2	9	2	6	7
On Foot	12.5%	32	9	41	8	28	35
HGV	N/A	29	31	60	24	21	45
Total	100%	287	103	389	86	241	327

2.6.3 Travel Plan Target Review

Whilst the dataset used to establish targets for the development are likely to represent a reasonable proxy for the development, the actual baseline position will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey (see Section 2.7.1), the OTPC will liaise with BMBC to review the targets to consider whether these targets are appropriate.

If revised, the mode share target will be agreed, and will not change, without prior consultation with BMBC.

2.7 Monitoring Framework

The monitoring framework for the proposed development will involve undertaking annual travel surveys at each unit to record how development users are travelling, noting that each Occupier will have their own Travel Plan. Monitoring will assist in refining Travel Plan measures and establishing new targets, as appropriate.

The monitoring period is also an opportunity for each OTPC to communicate the Travel Plan to employees, to ensure individuals know about the sustainable travel options available and to gather feedback, e.g. the desire for more information about alternative modes of travel, incentives or cycle parking. The Monitoring Framework for the development is detailed in the following sections.

2.7.1 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 3 months of initial occupation. Surveys will be developed and administered by the OTPC 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 50% will be targeted, with active promotion of the survey and a possible prize draw encouraging responses.

The 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.

The surveys, including monitoring and reporting, will be repeated annually for 5 years (at each unit), after which the responsibility to carry out annual monitoring and reporting will cease.

2.7.2 Reporting

Within three months of their respective travel surveys, each OTPC 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, including any necessary funding requirements, based on the findings of the annual travel surveys.

This will be submitted to BMBC for discussion and agreement. National Highways will also be consulted on the Monitoring Report.

3 Existing Situation

This Section provides a description of the existing transport networks within the vicinity of the site.

3.1 Site Location

The site is allocated as site MU1 in BMBC's adopted Local Plan, 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.

3.1.1 Walking Catchment

Walking routes can be planned using 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 catchment⁵, 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, including:

- Claycliffe Business Park is located to the north of the site on Cannon Way.
- An Aldi supermarket is located to the north east of the site 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.
- Gawber Primary School is located to the east of the site on Church Street. A Sainsbury's Local is also located on Redbrook Road.
- Horizon Community College is located south east of the site on Dodworth Road.

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

⁵ 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).

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 study⁶, 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 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.

⁶ Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

- 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 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, Longley Street, Lawrence Close, 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 3 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

Table 3: Bus Services, Destinations and Frequencies

Service Number	Route Summary	Approximate Daytime Service Frequency in Each Direction		
		Mon-Fri.	Saturday	Sunday
22/22a	Barnsley - Pogmoor - Dodworth - Gilroyd - Kingstone - Worsbrough Common	30 minutes	30 minutes	120 minutes
93/ 95 /95a	Barnsley - Gawber - Wilthorpe - Barugh Green - Darton - Kexborough - Bloomhouse Green	15 minutes	20 minutes	60 minutes
94/94a	Barnsley - Gawber - Wilthorpe - Barugh Green - Higham Cawthorne	60 minutes	60 minutes	120 minutes
96/96b/96c	Barnsley - Gawber - Kexborough - West Bretton - Crigglestone - Sandal -Wakefield	60 minutes	60 minutes	60 minutes
353	Barnsley - Cawthorne - Denby Dale - Holmfirth	3 per day (Mon, Wed and Fri)	No service	No service
412	Barnsley - Silkstone - Hoylandswaine - Penistone Grammar School	1 AM and 1 PM service	No service	No service
416	Barnsley - Dodworth Green - Silkstone Common - Penistone Grammar School	1 AM and 1 PM service	No service	No service

Note: Services correct as of June 2024.

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 Section provides 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 9.

4.1 Communications Strategy

As described in Section 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 4.

Table 4: 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 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.

Link Road

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

3.0m wide footways/cycleways are proposed along both sides of the link road along its full length, segregated from the carriageway by a 2.0m wide grass verge and a 1.0m wide maintenance strip. Further, the proposed site masterplan layout includes paths running adjacent to the link road but set back and shielded from the link road by trees and shrub planting.

Crossing facilities are proposed across the link road as follows:

- Uncontrolled crossing points will be provided across all arms of the proposed site access roundabouts onto the A635 Barugh Green Road and Higham Common Road, and the two proposed internal roundabouts.
- Two uncontrolled pedestrian crossing points (with dropped kerbs, tactile paving and a refuge island) are proposed across the link road between the proposed A635 Barugh Green Road site access roundabout and the northernmost proposed internal roundabout.
- A signal-controlled pedestrian crossing is proposed across the link road between the proposed internal roundabouts.
- A signal-controlled pedestrian crossing and a pegasus crossing are proposed between the southernmost proposed internal roundabout and the proposed Higham Common Road site access roundabout. 4.0m wide shared use ramps are to be provided on both sides of the crossings, providing pedestrian, cyclist and equestrian access to Hermit Lane. A Traffic Regulation Order (TRO) will be sought to prohibit vehicular movements along Hermit Lane along part of its length from the proposed link road to the east, thus enhancing connectivity for non-motorised users. In terms of its future status, this section of Hermit Lane will therefore become a bridleway and be suitable for use by pedestrians, cyclists and horse riders.

New pedestrian infrastructure will be provided through the site which will tie in with the proposed link road infrastructure.

Covered and secure cycle parking will be provided for each unit, in accordance with BMBC adopted parking standards⁷.

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

Table 5: 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 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	Provision of additional facilities (e.g. showers, changing rooms, lockers, cycle maintenance stand).
6	Provision of 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	Implement a cycle to work scheme. 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 https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance
8	The Occupiers will explore the possibility of providing employees with a voucher for discounted cycle equipment.

⁷ Barnsley Parking SPD (Adopted 2019)



4.3 Arrival by Public Transport

As stated in Section 3 there are options for arriving to the development by public transport.

The proposed link road and associated junctions have been designed to ensure buses can divert through the wider development site. Kerbside bus stops will be provided on the link road.

The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to submission of any reserved matters planning applications.

Measures to encourage and promote public transport use are outlined below.

Table 6: Measures to Encourage and Promote Public Transport Use

Measures to Encourage and Promote Public Transport Use	
1	The proposed link road will be constructed to ensure that buses can divert through the development. Kerbside bus stops will be provided along the link road.
2	The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders. Specific details of this will be provided prior to submission of any reserved matters planning applications.
4	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 https://tsy.yorkshiretravel.net/lts/#/travelInfo)
5	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 https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme
6	Offer annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice (where feasible).
7	Allow employees to adjust working hours to better align with public transport provision (where feasible).



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 parts of 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 site access roundabouts. The proposed development will be accessed from the eastern arm of the proposed Higham Common Road site access roundabout.

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.

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

Table 7: 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 https://www.chargeyourcar.org.uk/ and https://www.zap-map.com/ which enable drivers to locate and update EV charge points in UK & Ireland.
4	Promotion of a national car share platform, such as www.liftshare.com within the Travel Leaflet and communication materials.
5	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	Allocate a proportion of parking as priority spaces for car sharers.
7	Allow employees to adjust working hours in order to find a car share match, and where possible recruit from local area.
8	Efficient driving will be encouraged through promotion of www.energysavingtrust.org.uk/advice/efficient-driving within the Travel Leaflet and communication materials.

5 Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Framework Travel Plan and subsequent Occupier Travel Plans.

Table 8: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer.	The Applicant	Prior to marketing of the site to potential Occupiers
B	Issue the 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	Contact BMBC to advise that work has commenced on delivering the Framework Travel Plan.	FTPC	On appointment
D	Fund and implement Travel Plan measures.	As per Table 9	As per Table 9
E	Appoint Occupier Travel Plan Coordinator.	Occupiers	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans.
F	Produce an Occupier Travel Plan for respective unit 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 Occupier's respective unit.
G	Undertake travel surveys.	OTPC	Within 3 months of initial 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 and proposals for future measures if targets are not met.	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 9 provides 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 9: Travel Plan Measures Summary Table

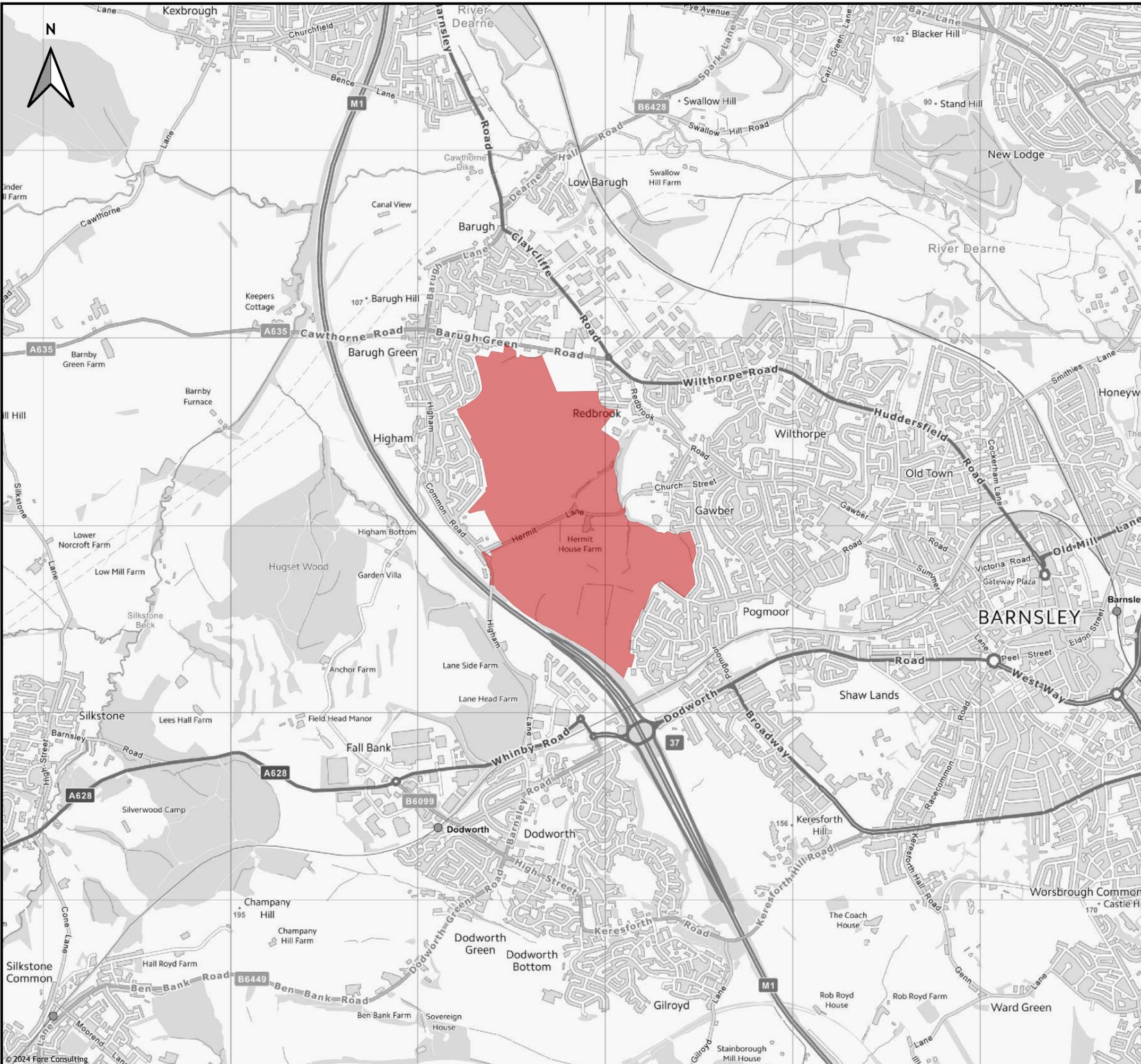
To Support	Measure	Responsibility	Implementation
Sustainable Travel	Implement Travel Plan as per Table 8	As per Table 8	As per Table 8
	OTPC will be a point of contact for employees to discuss the Travel Plan, with their contact details provided on all travel literature.	OTPC	Ongoing
	Travel Leaflet 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
Walking and Cycling	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	The Applicant	Construction
	Provision of adequate cycle parking as per BMBC Parking SPD.	The Applicant	Construction
	Provision of additional facilities (e.g. showers, changing rooms, lockers, cycle maintenance stand).	Occupiers	Through the development of Occupier Travel Plan(s)
	Operate cycle to work scheme	Occupiers	
Explore the possibility of providing employees with a voucher for discounted cycle equipment.	Occupiers		
Public Transport	The proposed link road will be constructed to ensure that buses can divert through the development. Kerbside bus stops will be provided along the link road.	The Applicant	Construction
	The future bus service provision will be confirmed in consultation with the Barnsley Bus Partnership stakeholders.	The Applicant	Specific details provided prior to submission of any reserved matters planning applications.



To Support	Measure	Responsibility	Implementation
	Sign up to corporate travel deals	OTPC	Through the development of Occupier Travel Plan(s)
	Offer annual season ticket loans to staff	Occupiers	
	Allow employees to adjust working hours to better align with public transport provision.	Occupiers	
Manage Car Use	Provision of appropriate levels of levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.	The Applicant	Construction
	Promotion of www.chargeyourcar.org.uk and www.zap-map.com	OTPC	Through the development of Occupier Travel Plan(s)
	Promotion of www.liftshare.com	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	
	Promotion of www.energysavingtrust.org.uk/advice/efficient-driving	OTPC	

OTPC = Occupier Travel Plan Coordinator

Figures



Key:
 Indicative Site Boundary

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited
 Suite 18, City Quadrant
 11 Waterloo Square
 Newcastle upon Tyne
 NE1 4DP

0191 255 7778
 www.foreconsulting.co.uk



Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

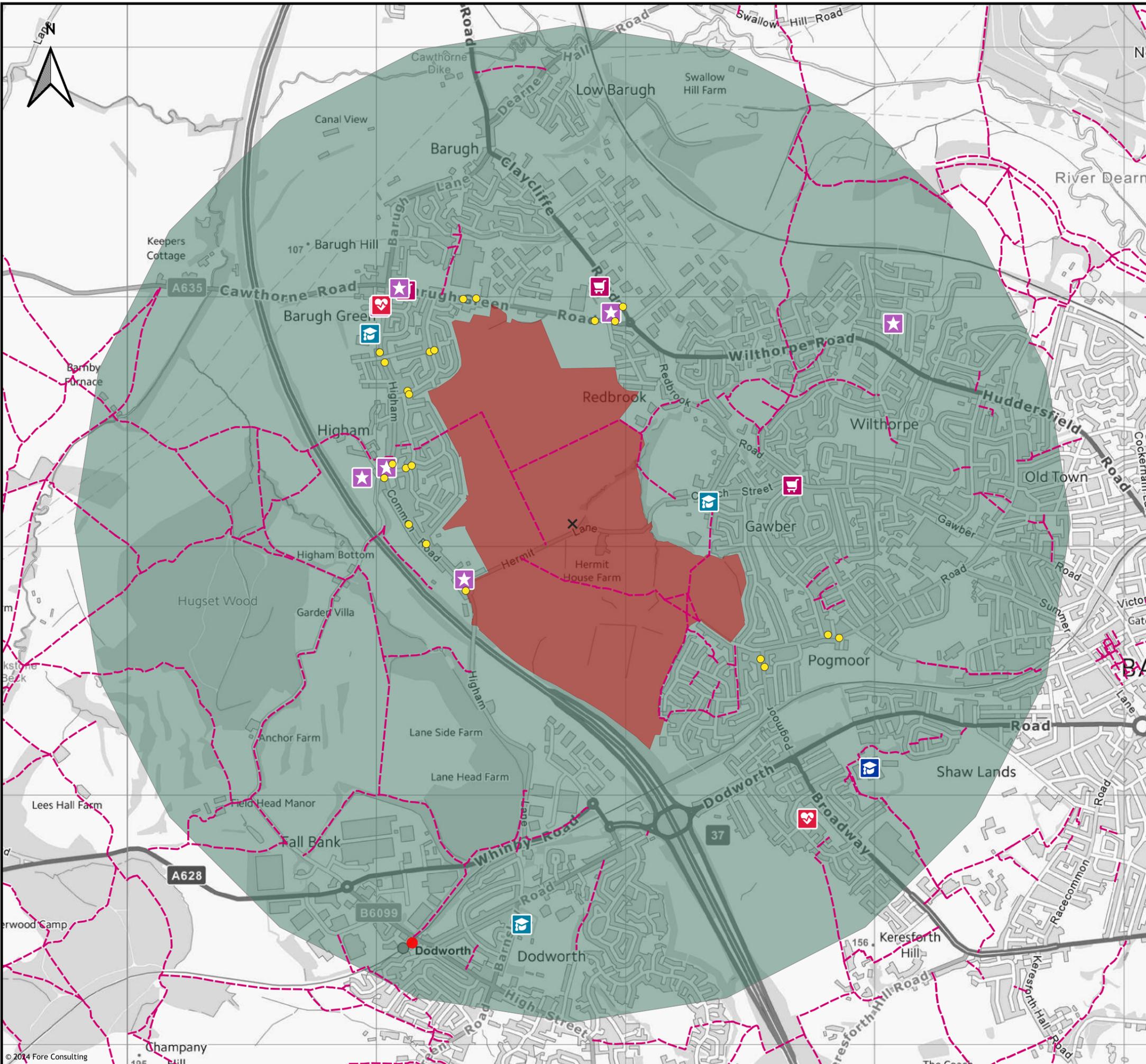
Figure Title:
Site Location

Scale:
 1:20,000

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

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited
 Suite 18, City Quadrant
 11 Waterloo Square
 Newcastle upon Tyne
 NE1 4DP

0191 255 7778
 www.foreconsulting.co.uk

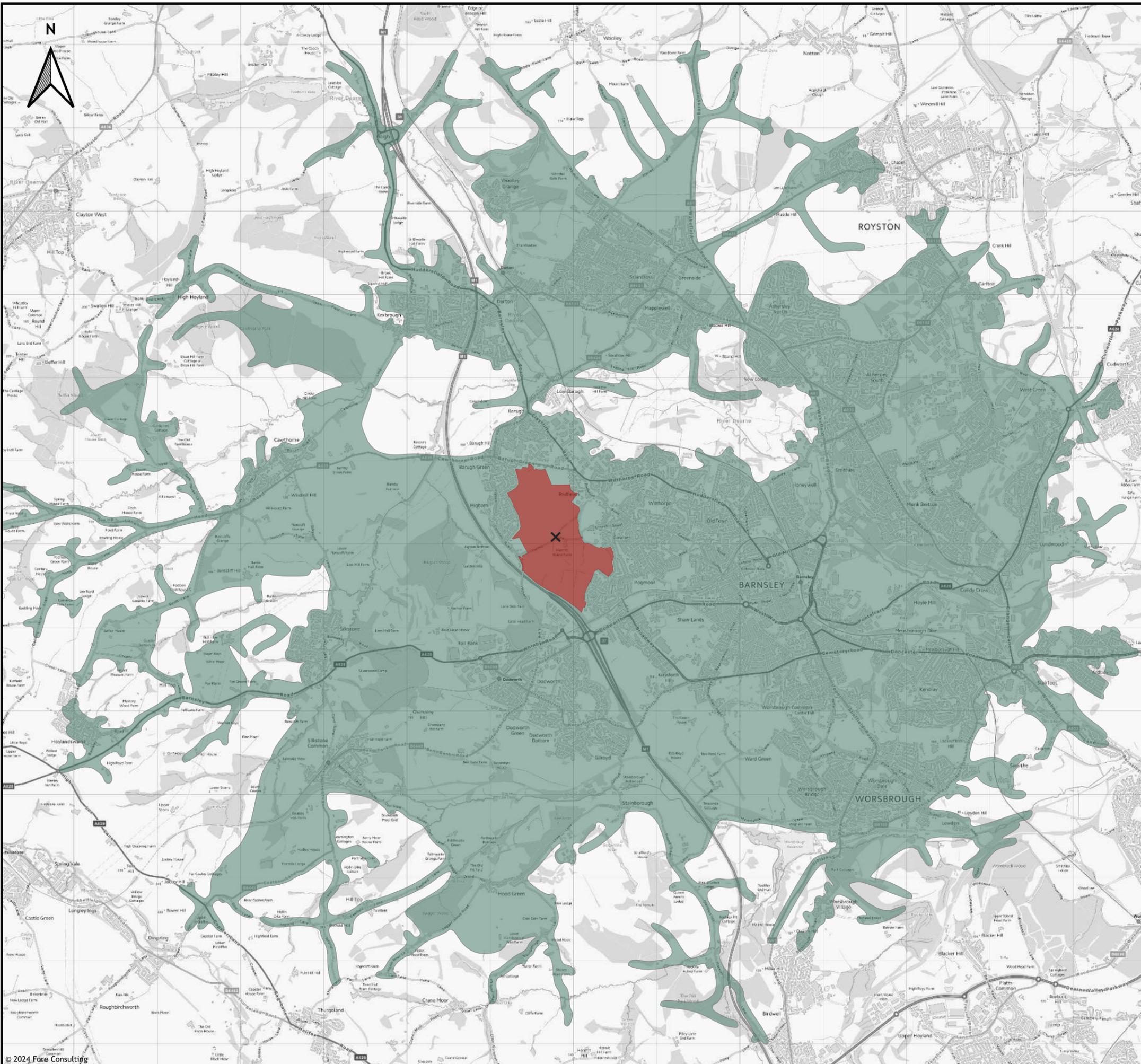


Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Walking Catchment and Local Land Use

Scale: 1:15,000	Figure Status: Issue
Job Number: 3062	Figure Number: Figure 2



Key:

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

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited
 Suite 18, City Quadrant
 11 Waterloo Square
 Newcastle upon Tyne
 NE1 4DP

0191 255 7778
 www.foreconsulting.co.uk



Client:
 Strata Sterling Barnsley West Ltd

Project:
 Proposed MU1 Site, Barnsley

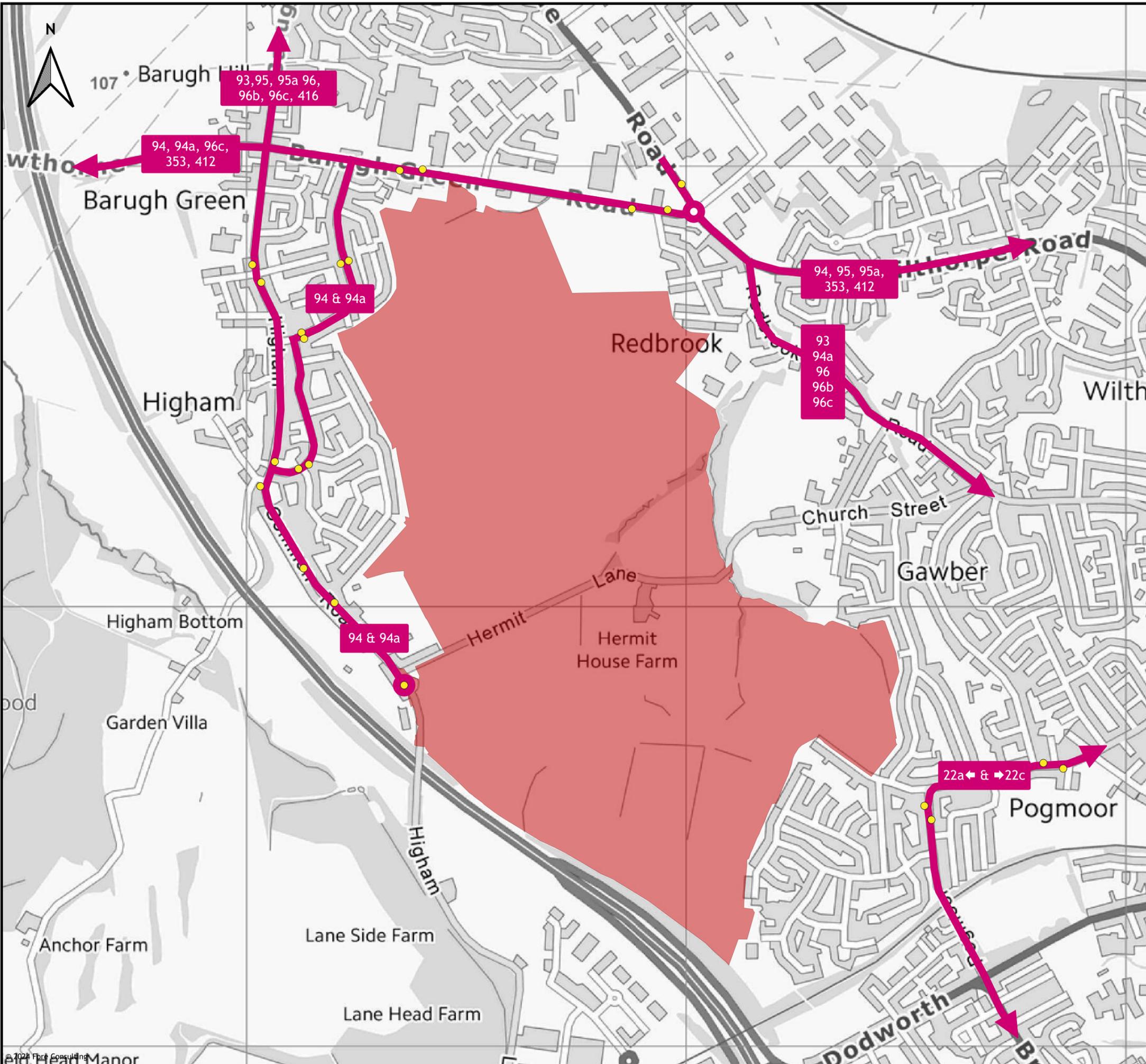
Figure Title:
 Cycle Catchment

Scale:
 1:45000

Figure Status:
 Issue

Job Number:
 3062

Figure Number:
 Figure 3



Key:

- Indicative Site Boundary
- Bus Stop
- Bus Route

Contains OS data © Crown copyright and database rights (2024)

Fore Consulting Limited
 Suite 18, City Quadrant
 11 Waterloo Square
 Newcastle upon Tyne
 NE1 4DP



0191 255 7778
 www.foreconsulting.co.uk

Client:
 Strata Sterling Barnsley West Ltd

Project:
 Proposed MU1 Site, Barnsley

Figure Title:
 Public Transport Network

Scale:
 1:8500

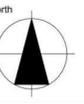
Figure Status:
 Issue

Job Number:
 3062

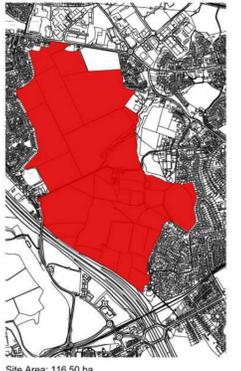
Figure Number:
 Figure 4

Appendix A

Proposed Indicative Site Plan



Key Plan



Site Area: 116.50 ha

Key

- Application Boundary
- Approved Northern Roundabout
- Approved Southern Roundabout
- Private Garden
- Public Landscape
- Highway - Roads & Side Walk
- Homezone
- Formal Play
- Informal Play
- Existing Pedestrian Access
- Proposed Pedestrian Access
- 1 Commercial
- 2 School
- 3 Employment Zone



Note: The drawing is based upon survey information provided by others, no guarantee of its accuracy can be given.

P16	Revised layout according to new landscape plan	CD	AM	13/10/23
P15	Revised layout according to new landscape plan	CD	AM	12/10/23

P14	Revised layout for review	CD	AM	09/10/23
P13	Revised layout for review	CD	AM	05/10/23
P12	Revised layout for review	CD	AM	20/09/23
P11	Revised layout for review	CD	AM	20/09/23
P10	Revised layout for review	CD	AM	15/09/23
P09	Revised layout for review	CD	AM	10/04/23
P08	Revised layout for review	CD	AM	05/04/23
P07	Revised layout for review	BS	TR	24/11/22
P06	Updated to revised landscape information.	AS	TR	25/05/21
P05	Consultation issue.	AS	TR	12/05/21
P04	Consultation issue.	VF	TR	11/05/21
P03	Revised layout to suit proposed levels	AG	TR	11/05/19
P02	Consultation issue	AG	TR	12/08/19
P01	First issue	AM	TR	02/08/19

rev	description	drawn	checked	date
-----	-------------	-------	---------	------



BOND BRYAN
 Rockingham Court, 152 Rockingham Street
 Sheffield S1 4EB
 t 0114 266 2040
 e info@bondbryan.co.uk
 w www.bondbryan.co.uk

Strata Sterling Barnsley West Ltd

Barnsley West Masterplan

Proposed Indicative Site Plan

Originator project ref	Purpose of Issue
19028	PLANNING
Scale(s)	Status
1:2500	S2 SUITABLE FOR INFORMATION
Paper size	Revision
A1	P16 PRELIMINARY

project	originator	volume	level	type	role	number	status	revision
BWM	BBA	ZZ	XX	DR	A	1004	S2	P16

Fore Consulting Limited
Suite 18, City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP

0191 255 7778
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk



Fore Consulting Limited. Registered in England and Wales No. 7291952.
Registered Address: Over Court Barns, Over Lane, Almondsbury, Bristol, England, BS32 4DF
VAT Registration No. 105 0341 75