Transportation Planning : Infrastructure Design

Travel Plan

Proposed Employment Site Extension

Grimethorpe, Barnsley

Symphony Group

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1.0 INTRODUCTION

Background

1.1 SCP have been appointed by Symphony Group to provide transport consultancy services in support of a proposed development on land located to the west of Park Spring Road, Grimethorpe.

1.2 The proposed development will provide a 30,416m^2 extension of Symphony's existing industrial and warehousing operations at the site.

1.3 This report sets out Symphony Group's commitment to encouraging the use of sustainable transport and reducing the number of vehicular trips generated by the development and identifies the key principles which will be developed further as part of the full travel plan.

Travel Plan Approach

1.4 A travel plan is an important tool for delivering sustainable access to a development. Workplace travel plans focus on a single destination and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.

1.5 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.

1.6 This travel plan focuses on influencing greater use of sustainable transport by staff and visitors when travelling to and from the site and will establish and promote the sustainable transport links available.

2.0 POLICY CONTEXT

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment. The plan should then continue to be implemented, for the life of the development.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

Policy Context

2.6 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

2.7 Travel plans were first secured within the planning system within the context of "Planning Policy Guidance Note 13: Transport" published by the Government in March 2001. The recent publication of the government's **National Planning Policy Framework** (NPPF) (2019) has replaced PPG13 in its entirety. The NPPF is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision making process.

2.8 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the follow be adhered to:

- All developments which generate significant amounts of movement should be required to provide a travel plan.
- Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
- Access should be safe and achievable by all people.
- Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.

2.9 The now archived national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled **"Good Practice Guidelines: Delivering Travel Plans through the Planning Process"**. This document updated previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

2.10 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

2.11 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

Summary

2.12 In general, the national transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

2.13 This travel plan has been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

3.1 The application site comprises an area of undeveloped land and is approximately of 6.97 hectares.

3.2 Symphony Group are the owners of the existing 46,000m^2 warehouse which neighbours the proposed development to the immediate south. The site is situated to the west of the village of Grimethorpe, approximately 6.0km north east of Barnsley town centre.

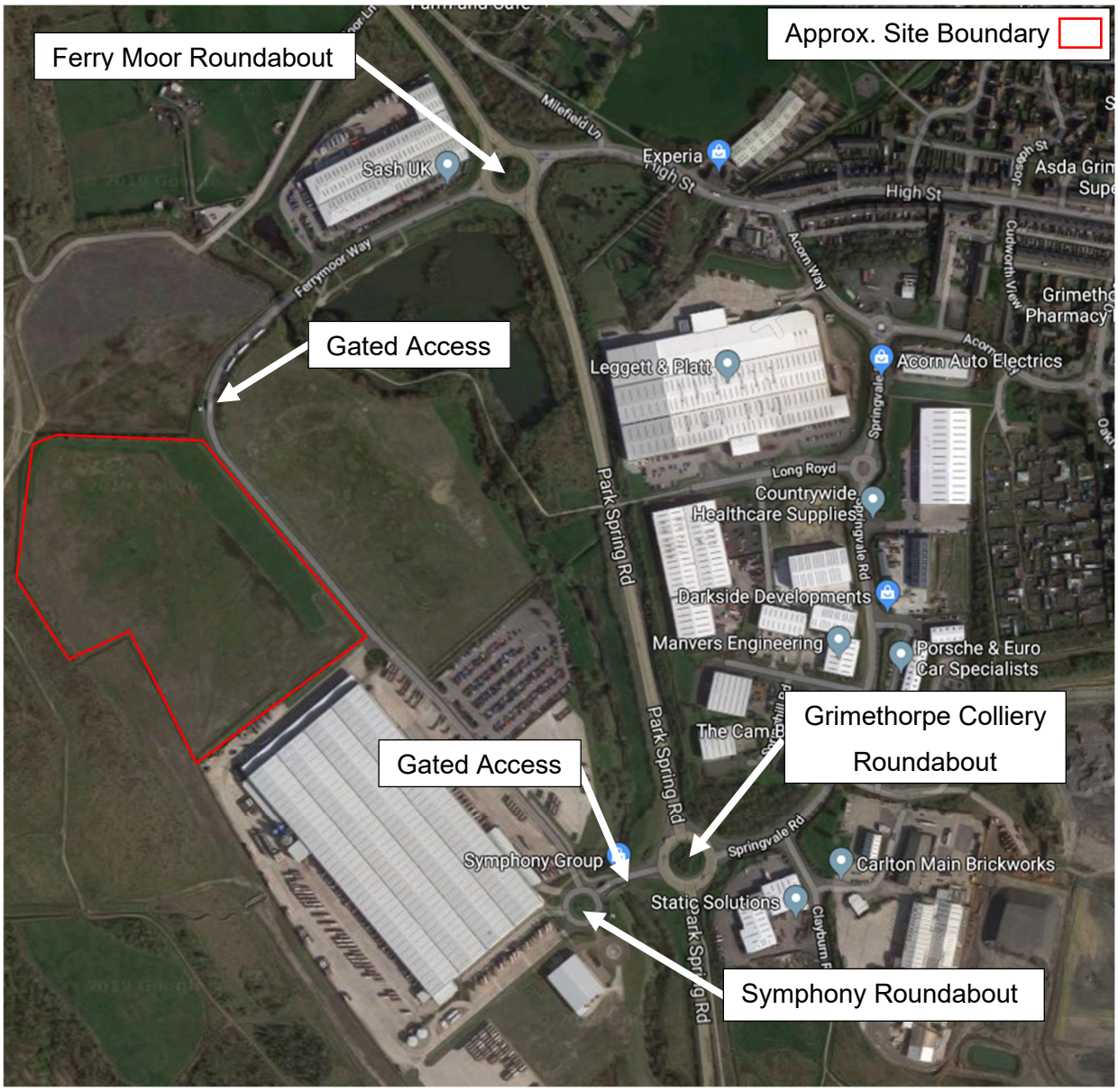
3.3 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location in Relation to Wider Highway Network



3.4 The location of the site in relation to the local highway network is shown on **Figure 3.2** below

Figure 3.2 – Site Location in relation to Local Highway Network

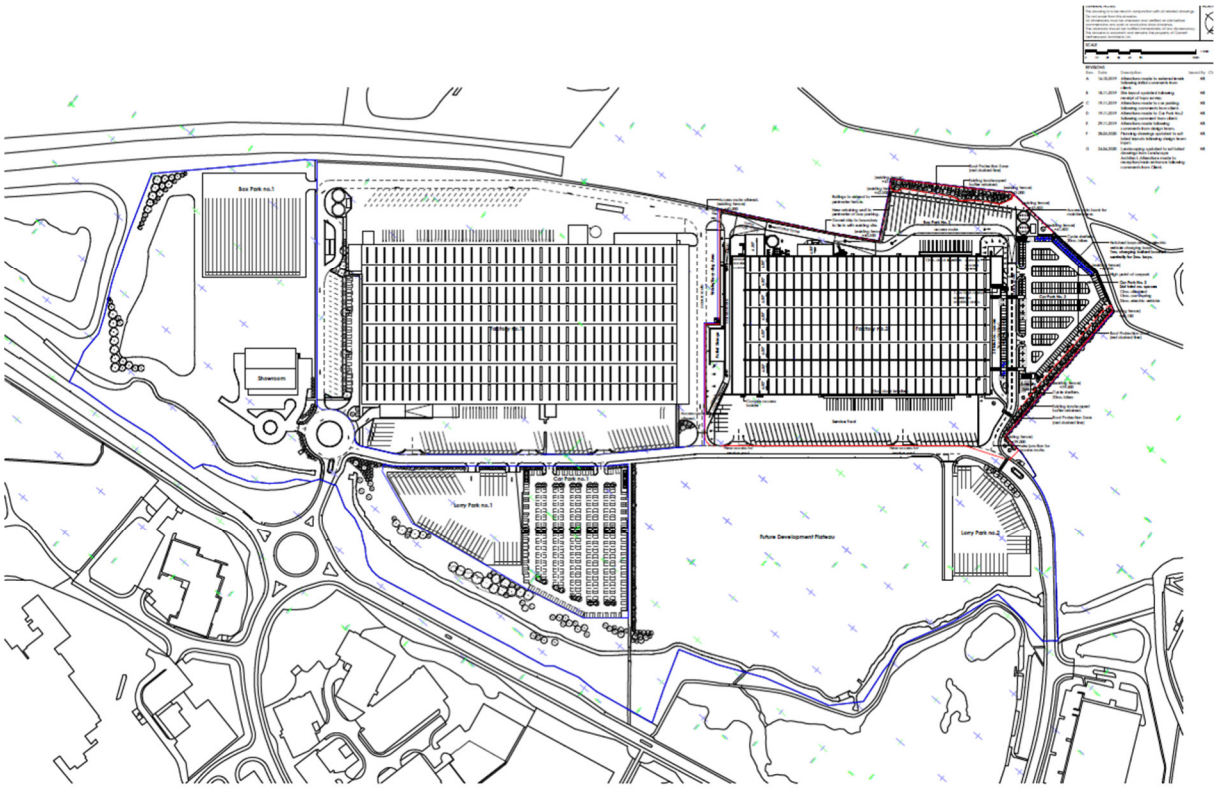


Development Scheme

3.5 The development proposals consist of the construction of a 30,416m^2 B2 (10,360m^2) industrial and B8 (17,176m^2) warehousing unit with ancillary office space on land located to the west of Park Spring Road, Grimethorpe immediately to the north of the existing Symphony unit. The extension provides 2,880m^2 of office use, this is less than 10% of the overall floor area and for the purposes of this TASS it will be considered as ancillary use (see site layout plan).

3.6 The application is to be in full and the proposed site layout plan is shown below at **Figure 3.3**.

Figure 3.3 – Site Layout Plan



3.7 Vehicular and pedestrian access to the development will be provided from three points. There will be two accesses along the site frontage which will provide access to the service yard. A third access is proposed at the northern limit of the site frontage and will accommodate vehicles and pedestrians.

Accessibility by Non-Car Modes: Walking

3.8 Walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips, particularly those under 2km.

3.9 Symphony's private road has footways on both side of the carriageway, dropped kerbs and tactile paving as well as street lighting.

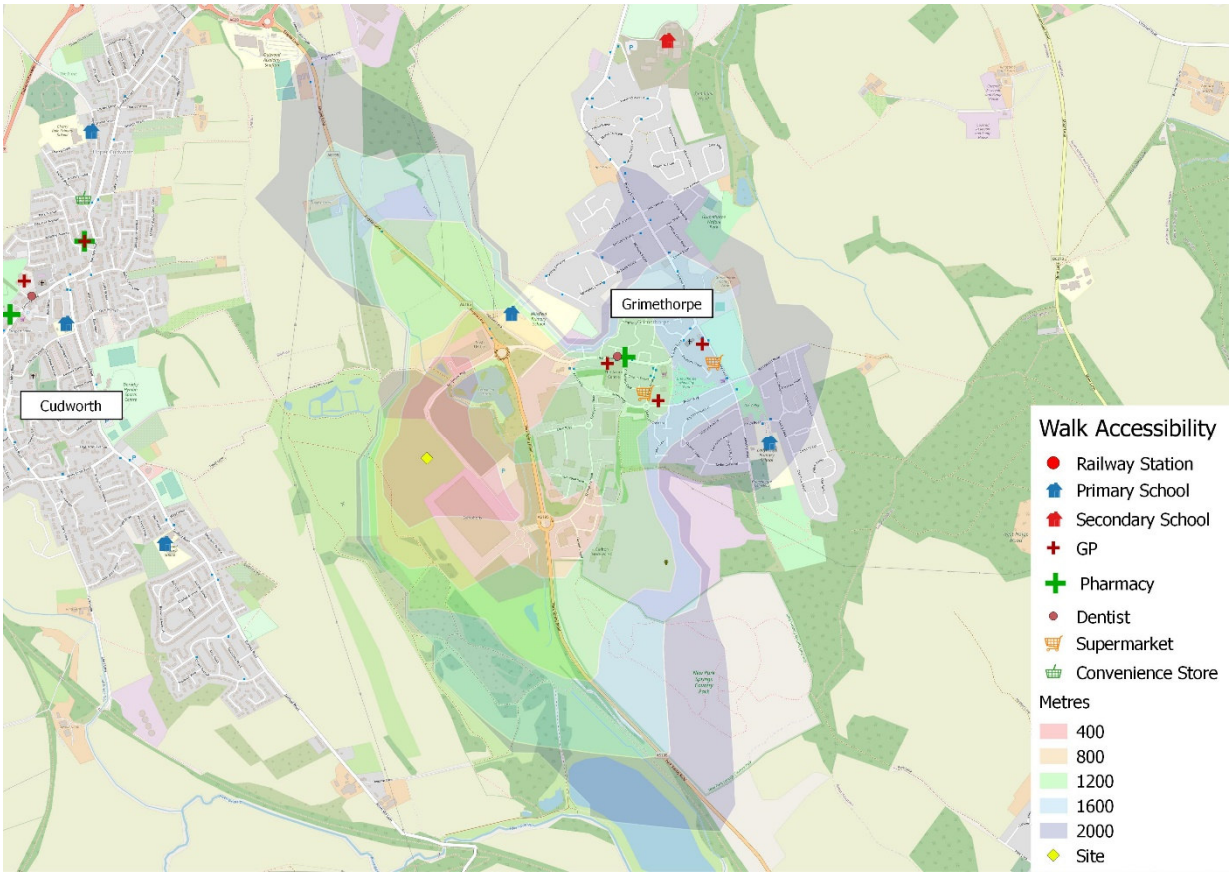
3.10 Symphony's private road can be accessed from the Ferry Moor Roundabout and the Grimethorpe Colliery Roundabout where the nearest bus stops are located between these two roundabouts.

3.11 The street lighting provided along these two roads makes it suitable for those members of staff who will be commuting in the early hours or late at night due to shift pattern work.

3.12 Pedestrian and cycle access will be provided at the same location as the vehicular access from the private road

3.13 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 3.4** overleaf.

Figure 3.4 – 2km Walking Accessibility Isochrone



3.14 **Table 3.1** below demonstrated the facilities which are with a 2km walk of the site.

Table 3.1 – Facilities within 2km Walk Distance of the site

Facility	Name	Distance from Site (km)
Bus Stop	Park Spring Road	0.85
Primary School	Milefield Lane Primary School	0.95
Doctor	Saxena Dr I R	1
Dentist	The Grimethorpe Dental Centre	1
Cafe	Old Colliers Cafe	1.2
Supermarket	Asda Grimethorpe	1.2
Pharmacy	Grimethorpe Pharmacy	1.3
Convenience Store	Grimethorpe Convenience Store	1.6

3.15 The above demonstrates that the site is within acceptable walking distance of the nearby local facilities such as convenience stores as well as being with walking distance of surrounding residential areas. Generally, the pedestrian facilities within the area are good with footways provided along both sides of Park Spring Road and High Street, with dropped kerbs provided at most junctions and street lighting provided.

3.16 Overall, these represent a range of facilities within a short walk. These facilities will be useful for staff members during lunchtimes/breaks and for visitors.

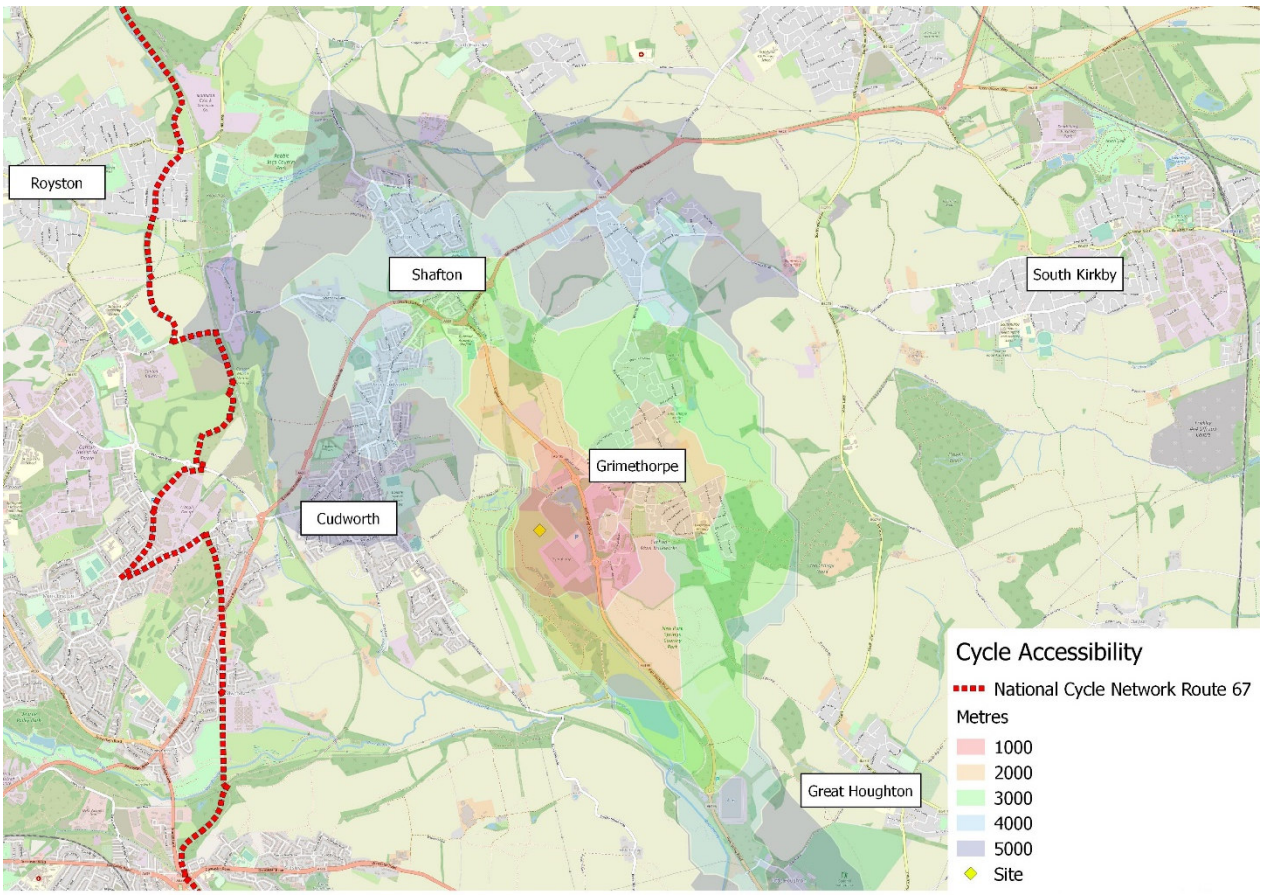
Accessibility by Non-Car Modes: Cycling

3.17 Cycling is an inexpensive, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.

3.18 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.

GIS software has been used to model 5km cycle catchment from the site and is shown on **Figure 3.5** below.

Figure 3.5 – Cycling Accessibility Isochrone

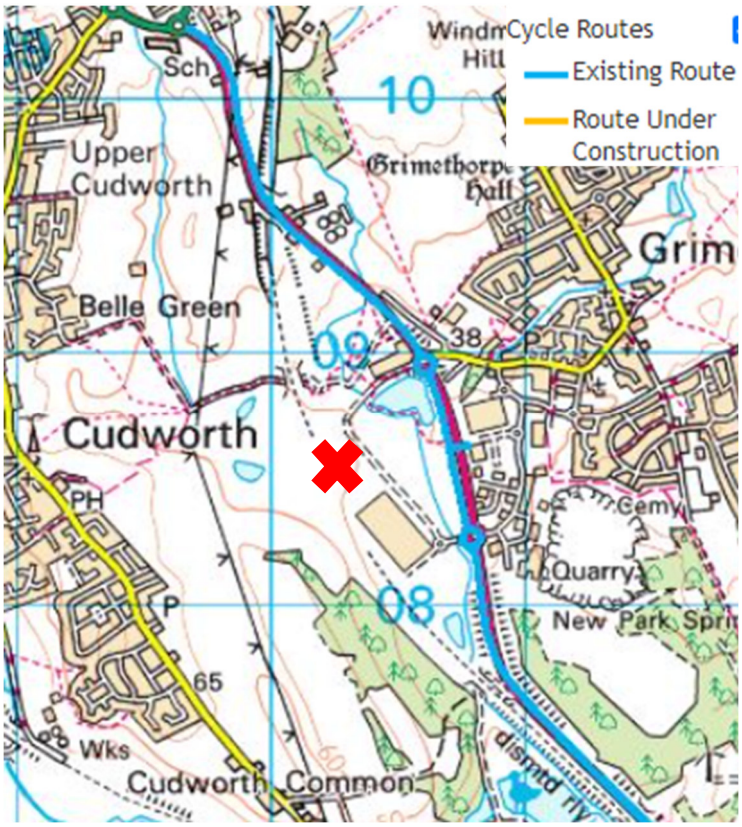


3.19 **Figure 3.5** illustrates that the site is accessible by bicycle from several surrounding towns and villages, such as Cudworth, Shafton, Royston and Great Houghton.

3.20 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective employees and visitors to the site.

3.21 There are a number of designated cycle routes around the proposed site, as shown on **Figure 3.6** below: -

Figure 4.6 – Cycle Routes in Barnsley



3.22 The cycle-footway to the east of the site along Park Spring Road provides safe and secure travel for cyclists travelling northbound and southbound.

Public Transport

3.23 Several services will operate from within a short distance of the site at the bus stops located on Engine Lane which is 600m to the north of the site and on Park Spring Road which is 750m to the east of the site.

3.24 These services are summarised in **Table 3.2** below.

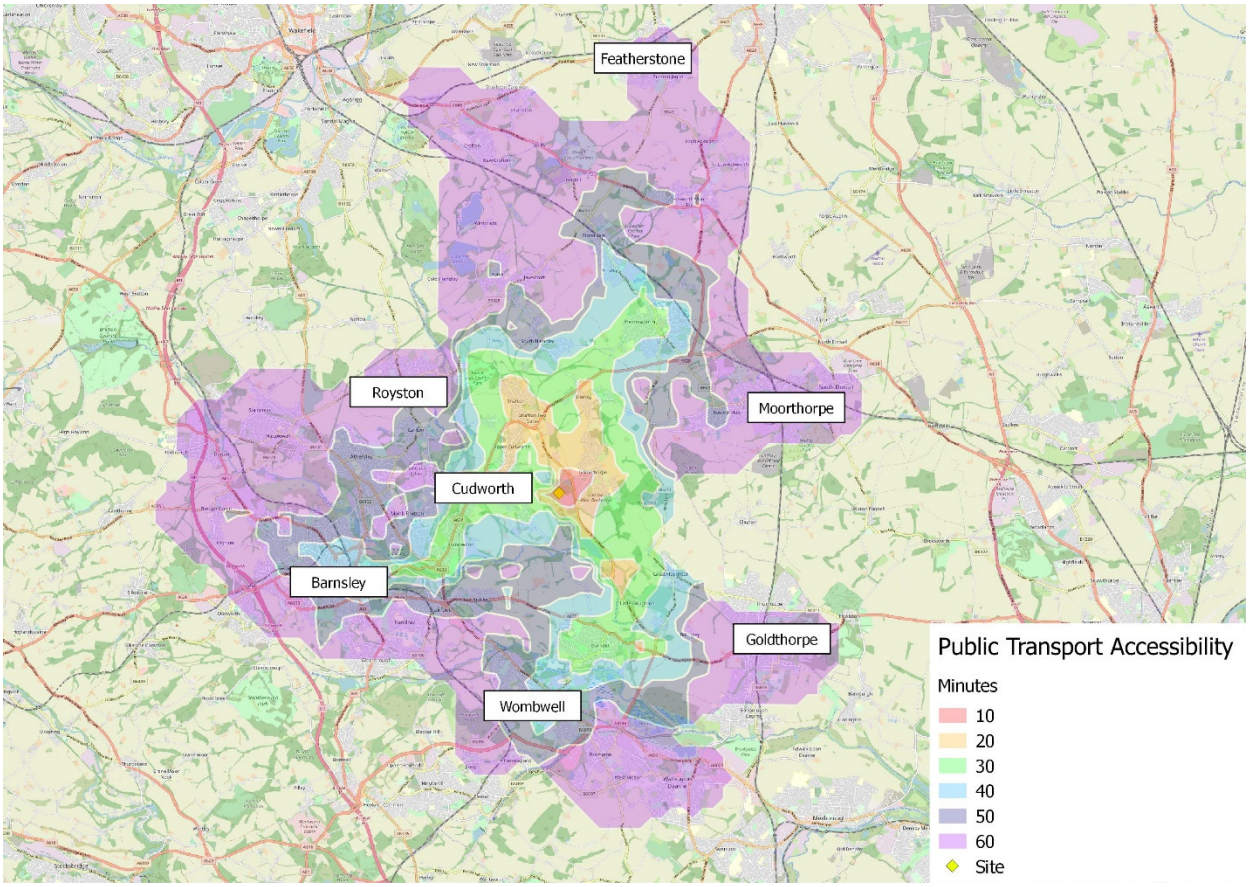
Table 3.2 – Bus Service Summary

Service No.	Route	Operator	Avg. Service Headway (mins)		
			Mon - Fri	Sat	Sun
27	Barnsley – Shafton – Brierley – Grimethorpe - Darfield	Stagecoach	30	30	60
28/28a/28c	Barnsley – Cudworth - Shafton – Grimethorpe – Brierly – Hemsworth - Pontefract	Stagecoach	30	30	60
37	Barnsley - Honeywell - Monk Bretton - Cudworth - Shafton - Grimethorpe	Waterson Coaches	60	-	-
38	Barnsley - Cundy Cross - Lundwood - Cudworth - Shafton - Grimethorpe - Brierley - Hemsworth	Waterson Coaches	60	60	-
208	Rotherham - Rawmarsh - Warren Vale - Swinton - Mexborough - Bolton upon Dearne - Goldthorpe - Billingley - Grimethorpe	Stagecoach	3 services all day	3 services all day	3 services all day

3.25 The above demonstrates that prospective employees will have access to bus services stopping close to the site which will provide a viable option for employees to travel by bus from key destinations, including Pontefract and Barnsley town centre, at a reasonable frequency.

3.26 **Figure 3.7** overleaf indicates several locations which are within a 60-minute public transport (bus and rail) commute to the proposed site. The time includes the walk to the bus stops / railway station. The analysis demonstrates that it is possible to reach the site from areas such as Barnsley and Featherstone amongst others, in a 60-minute commute time.

Figure 3.7 – 60-minute public transport Accessibility



3.27 With consideration to the above, it is considered that the site is well located to be accessed by sustainable modes of transport; namely walking, cycling and public transport. The site is located within walking distance of several residential areas providing opportunity for staff to be recruited locally.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan. Once appointed, the TPC role will be undertaken by the site manager. A contact name will be provided to the local authority as soon as the post has been filled.

4.2 The TPC role will be established prior to the opening of the site and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan.

4.3 The TPC will exchange contact details with Barnsley Metropolitan Borough Council (BMBC) travel plan officers. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with BMBC.

Funding

4.4 Appropriate funding will be allocated by Symphony at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

4.5 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and submission of a review to BMBC.

5.0 TRAVEL SURVEY

5.1 Travel surveys have been undertaken in order to understand how staff and visitors currently travel, how they would like to travel and what would encourage them to make those changes. Repeat surveys are used to monitor ongoing travel patterns over time. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.

5.2 The surveys have been produced by SCP and disseminated to all staff at the existing Symphony site, to collect the following data:

- Origin postcode;
- Typical working patterns;
- Mode of travel to work;
- Measures that will encourage use of active travel modes or public transport; and,
- Barriers to use active modes / public transport.

5.3 The responses received from the surveys have been entered into a spreadsheet to enable modal shift to be determined, as well as providing information on which measures are most likely to encourage modal shift. The findings from the survey can be found below. All data collected from the travel survey will be subject to the provisions of the Data Protection Act, therefore no personal data will be collected, stored or passed on to a third party.

Staff were asked their usual method of travel to work and the results are summarised in **Table 5.1** as follows as a percentage of the responses received. A total of 412 responses were received.

Table 5.1 – Staff Method of Travel to Work

Method of Travel to Work	Results	
Mode	Percentage	412 Responses
Car Driver	44%	183
Car with others	39%	162
Public Transport	7%	27
Walking	6%	23
Cycling	4%	17

5.4 From the responses received, the modal split for how staff travelled to the site was able to be determined.

5.5 A theme throughout the survey responses showed that staff would be encouraged to cycle by improved cycle facilities and so the increase in cycle parking provision should enable staff to cycle to and from work and be able to leave their bikes in a safe and secure on site location.

5.6 Further measures to encourage the use of sustainable modes can be found described in Chapter 7.

6.0 OBJECTIVES AND TARGETS

Objectives

6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.

6.2 The travel plan recognises that there is not one specific mode of transport suitable for all staff and customers and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

6.3 This travel plan has been prepared to achieve the following objectives:

- Achieve the minimum number of single occupancy car movements to and from the development.
- Reduce reliance upon the car and improving awareness and usage of alternative modes.
- Promote walking, cycling, public transport and car sharing.
- Minimise the total travel distance of staff and customers.
- Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

6.4 Initial targets have been drafted with reference to the existing modal split for people travelling to the site (see **Table 5.1**)

6.5 Due to the nature of the development proposed, it is understood that the need for a car may be more prominent than other places of work and shift patterns precluding the option for sustainable travel, because of this the targets below have been set to reflect this and modal shift focused towards car sharing and cycling.

6.6 **Table 6.1** below shows the one year, three year and five-year targets for the site. By the end of the first year of the new site being fully operational it is anticipated that 42% of staff will travel to work by single occupancy private car mode. As the green travel ethos spreads it is hoped this will decrease further to 40% by year three and to 38% by year five.

Table 6.1 - Five-year Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	42%	40%	38%
Car with others	41%	42%	43%
Public Transport	7%	7%	7%
Walking	6%	6%	6%
Cycling	4%	5%	6%

6.7 It is hoped that the initial designed-in features for the development, together with the promotion of the Travel Plan process will encourage staff to travel to work by sustainable modes.

Indicators

6.8 The TPC will be responsible for implementing measures at the employment site. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified.

6.9 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to all staff within one week of site occupation.
- Uptake of the various measures, including interest in car sharing.

6.10 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7.0 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with staff, for example, through travel surveys, is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

7.2 The following sections outline the measures to be promoted by the TPC.

BREEAM Travel Plan Measures

7.3 As a minimum, the following measures shall be considered when developing the travel plan and in the detailed design of the scheme:

- Negotiation with local bus, train or tram companies an increase in the local provision for the development
- Provision of a public transport information system in a publicly accessible area
- Provision of electric recharging stations
- Provision of parking priority spaces for car sharers
- Consultation with the local authority on the state og the local cycling network and on improvements
- provision of dedicated and convenient cycles storage
- Provision of cyclists' facilities
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas
- Restrictions or charging for car parking
- Pedestrian and cyclist friendly (for all types of users regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes
- Provision of suitable taxi drop-off or waiting areas

General Travel Measures

Travel Awareness

7.4 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.

7.5 A travel information noticeboard (TIB) will be installed in the staffroom to encourage travel via sustainable modes. This will include up-to-date travel information, promotion of sustainable travel events including Bike to Work Week / Walk to Work Week, and contact details for the TPC.

7.6 A TIB will also be maintained within communal areas with local bus and train times, TPC contact details, taxi firm details and a map indicating the site location, local bus stops, cycle routes and walk routes supporting likely staff desire lines.

7.7 The TPC will ensure that any changes to the travel plan or any relevant information such as timetable seasonal changes are passed on to members of staff on a biannual basis in leaflet form or via noticeboards.

7.8 The TPC will promote and encourage staff to participate in national and local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with BMBC.

Walking

7.9 The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Promote existing walking routes and information; Liaise with a local taxi firm to provide competitive rates for staff in case of emergency to replace a regular walk journey;
- Promote walking to walk, for example, using national events such as Walk to Work Week (May, annually) (www.walktoworkweek.org.uk/); and

7.10 Other walking initiatives that may be considered as the travel plan progresses will include policies against parking provision for staff who live within walking distance of the site.

Cycling

7.11 The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Provision of cycle parking and/or storage for staff and visitors,
- Promote cycle parking, change and locker facilities to employees;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (http://www.sustrans.org.uk/).
- Introduce the Cyclescheme Government initiative, offering tax-free bikes and equipment for work;
- Provide information to staff on any local cycle proficiency 'Bikeability' courses;
- Encourage staff to sign up to the 'BikeBUDi' scheme which offers a journey matching service for those who would like a cycling partner to help build confidence, skill level etc.;
- Promote Bike to Work Week in June (http://bikeweek.org.uk/);
- Establish contact with the BMBC cycling officer to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site;
- Liaise with a local taxi firm to provide competitive rates for staff in case of emergency to replace the regular cycle journey;

Public Transport Information

7.12 The TPC will encourage use of public transport as a mode of travel to work by implementing the following initiatives:

- Provide up-to-date public transport information.
- Provide details of any discounts that can be secured for staff with Travel South Yorkshire (TSY);
- Liaise regularly with public transport operators to ensure that information remains valid.

Car Sharing Scheme

7.13 Staff will be consulted by the TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPC will then identify suitable matches for staff that may be able to share their journeys to and from work.

7.14 Should sufficient demand be present, the TPC will set up a 'formal' car share scheme for staff using online software, such as http://carshare.liftshare.com/. Interest in a formal scheme will be assessed as part of the first annual review of the travel plan.

7.15 To overcome potential concerns, the TPC will set up a 'guaranteed lift home' service, for occasions when car sharers are unable to offer a return journey due to reasons beyond their control, in the form of a taxi ride home.

Visitors

7.16 The degree to which visitors can be encouraged to use sustainable modes of transport will depend on a number of factors, including the accessibility of the site by public transport or other modes from the visitor's origin, whether the journey will be made alone, timing of visits etc.

7.17 The TPC will encourage travel via sustainable modes for visitors by displaying information on a noticeboard within the site; including (but not exclusive to) the following:

- the available public transport services passing the site;
- public transport timetables and stop locations;
- walking and cycling routes to the site, along with cycle parking; and
- nearest taxi ranks and contact details.

Marketing Summary

7.18 The TPC will be responsible for providing staff with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes.

7.19 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:

- Travel noticeboards will be set up within the site, to promote new and ongoing measures along with events, for example, linked to Walk to Work Week and European Mobility Week. Noticeboards will be maintained by the TPC on a biannual basis, or as required;
- Updated information will be communicated to staff, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

8.0 BREEAM CRITERIA

8.1 Sections TRA01 & 02 of the BREEAM UK New Construction Measures 2018 set out the requirements to gain credits in relation to transport modes and facilities. This Chapter sets out how the site meets the requirements.

8.2 A minimum of 10% of parking on site, or 26 spaces, will be for electric charging of vehicles. This complies with the current standards set by BMBC.

8.3 For the purposes of BREEAM assessment, the site has been categorised as a Office/Industrial establishment. The Accessibility Index has been calculated based on the site being a campus. As such, measurements to both transport nodes and amenities have been calculated from the main site entrance onto West Way.

8.4 The Accessibility Index has revealed a score of 2.55. The spreadsheet is included at **Appendix 1**.

8.5 The travel methods from existing members of staff have been obtained which is set out below:

Table 8.2- Staff Method of Travel to Work

Method of Travel to Work	Results	
Mode	Percentage	412 Responses
Car Driver	44%	183
Car with others	39%	162
Public Transport	7%	27
Walking	6%	23
Cycling	4%	17

8.6 The Travel Plan sets out measures which will encourage staff and visitors/trainees to reach the site by means other than the private car and sets out a marketing strategy, targets for multimodal travel and monitoring schedule.

8.7 The minimum measures to be considered as part of BREEAM are set out in Chapter 7.

9.0 MONITORING AND REVIEWING

9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

9.2 Monitoring of the plan is important for the following reasons:

- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes;
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- The data can be shared with any other nearby employment travel planning sites, as well as inform the local authority and public transport operators of local travel patterns.

9.3 The surveys will be used to monitor the number of staff walking, cycling, travelling by car and public transport to and from the site. The results will then be compared with the mode share targets identified earlier in this travel plan.

9.4 The TPC will monitor travel patterns associated with the site on a regular basis. Surveys will take place on an annual basis for the first five years of site operation.

Reviewing

9.5 The TPC will undertake a review of the travel plan annually following monitoring, in conjunction with BMBC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site; and
- Comments received from staff.

9.6 The TPC will monitor the usage of the spaces and will review annually with a view to removing the spaces at a later date.

9.7 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.

9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.

9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement.

10.0 SUMMARY

10.1 This travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:

- Reduce reliance upon the car and improve awareness and usage of alternative modes by both staff and visitors;
- Promote walking, cycling, public transport and car sharing;
- Minimise the total travel distance of staff and visitors;
- Reduce the transport impact of the development upon the environment;
- Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

10.3 This document therefore ensures that sustainable access to the employment development is facilitated.

BREEAM 2018 Tra01/02 Accessibility Index calculator

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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Offices/Industrial

No. nodes required: 4

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	750									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 2

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 3

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

NODE 4

Public transport type	Bus									
Distance to node (m)	600									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

Accessibility Index	2.55