

CHESHAM HOUSE, BARNSELEY

TRAVEL PLAN

Travel Plan by: Walton Horsfall Partnership Ltd

Walton Horsfall Partnership

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1.0 INTRODUCTION

1.1 The sustainable transport objectives are summarised below:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.

1.2 The purpose of the Travel Plan is therefore to set out a long-term strategy for reducing users dependence on travel by private car. Its objective is to reduce private car mileage in favour of more sustainable modes of travel, which reflect current Government policy objectives in respect of transport.

1.3 The primary aims are:

- To increase user awareness of the advantages and potential for travel by more environmentally friendly modes; and;
- To introduce a package of physical and management measures that will assist travel by other modes.

2.0 TRAVEL PLAN ADMINISTRATION AND PROMOTION

2.1 Co-ordination of the travel plan will be undertaken by the tenant and will include the following key activities:

- (i) to promote and guide the development of Travel Plan within the approved framework,
- (ii) to retain an awareness of local transport policies through liaison with the Barnsley MBC travel plan officer in order to ensure that the Travel Plan remains fresh and that the Council and service providers remain aware of the needs of users,
- (iii) to assemble and maintain current public transport timetable and fare information and ensure this is made readily available to users,
- (iv) to help establish an informal car share scheme and encourage users to embrace it where practically possible,
- (v) to encourage users living in close proximity to the site to walk to the facility,
- (vi) to encourage users living in reasonable proximity to the site to cycle to the facility,
- (vii) to undertake annual user travel surveys.

3.0 PUBLIC TRANSPORT ACCESS TO SITE

- 3.1 In conjunction with limiting the proposed car parking on the site, the provision of good quality public transport alternatives is also considered to be one of the most effective means of encouraging less use of the private car.
- 3.2 An objective of the Travel Plan is to maximise the use of the existing public transport services to and from the site.
- 3.3 The tenant will provide its users with all service information as necessary and display the information within easy access of users.
- 3.4 In addition, the tenant will seek to maximise the visitors use of public transport in the following ways:
- (i) regularly updating and displaying public transport information for all users,

4.0 WALKING

- 4.1 The tenant will encourage users living within a reasonable distance of the site to walk to and from the facility:
- (i) liaising with the local planning and highway authorities to ensure pedestrian routes to and from the site are appropriately maintained,
 - (ii) providing users with information concerning pedestrian routes to and from the workplace.
- 4.2 The Institution of Highways and Transportation publication [2000] 'Guidelines for providing for Journeys on Foot' notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6kilometers). Walking is also an essential part of public transport travel, bus stops usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities.
- 4.3 The IHT Guidelines also describe 'acceptable' walking distance for pedestrians without a mobility impairment. They suggest that, for commuting, up to 500 meters is the desirable distance, up to 1000 meters is an acceptable distance and 2000 meters is the preferred maximum.

5.0 CYCLING

- 5.1 The tenant will encourage users living within a reasonable distance of the site to cycle to and from the facility:
- (i) providing lockable Sheffield type cycle stands for users use within the building,
 - (ii) liaising with the local planning and highway authorities to ensure cycle routes to and from the site are appropriately maintained.
 - (iii) providing users with information concerning cycle routes to and from the workplace,
 - (iv) make users aware of the benefits of cycling.
- 5.2 The Department of the Environment publication [1996] 'PPG13 A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometers. PPG13 [March 2001] states that cycling " has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

6.00 CAR SHARING

- 6.1 As identified earlier, car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall private mileage of users.
- 6.2 The tenant will assist users who wish to participate in a car-sharing scheme.

7.0 MONITORING AND REVIEW

- 7.1 A programme of monitoring and review will be implemented by the tenant to generate information by which the success of the Travel Plan can be evaluated.
- 7.2 The major objective of the Travel Plan will be to effect a reduction in the use of private cars (particularly single occupancy journeys) for visiting the facility.
- 7.3 Information gathered through the monitoring process will be recorded and used through the subsequent review process. It will be made available for inspection by the planning authority.
- 7.4 The Travel Plan will be reviewed annually in consultation with Barnsley MBC's travel plan officer. Annual travel questionnaires will be issued to users in association with the review process.