

The Glassworks, Barnsley

Framework Travel Plan

Barnsley Metropolitan Borough Council

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DRAFT

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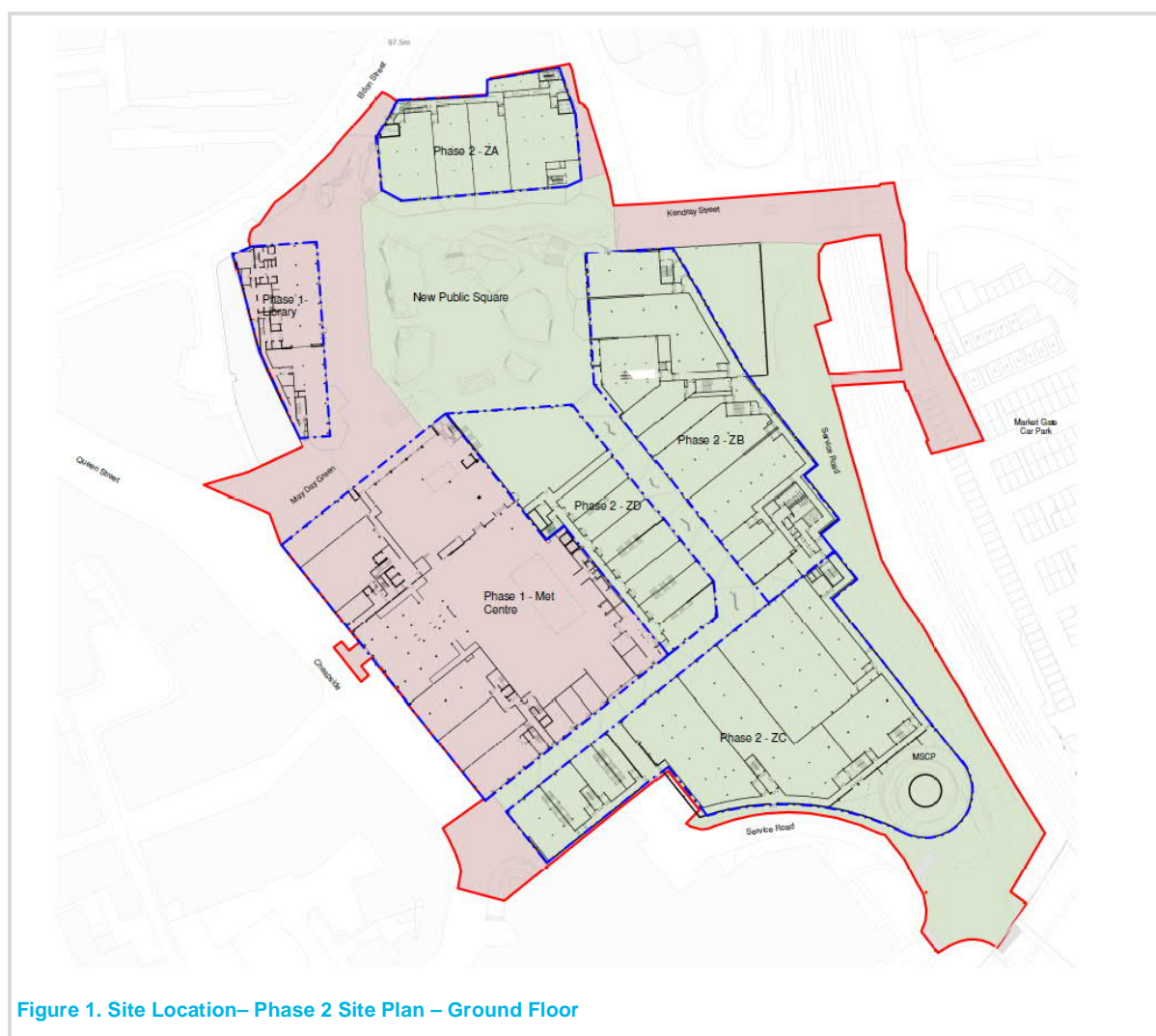
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1. Introduction

1.1 Background

AECOM have been commissioned by Barnsley Metropolitan Borough Council (Barnsley MBC) to prepare a Framework Travel Plan (FTP) to satisfy a planning condition for a mixed use development known as the Glassworks in Barnsley town centre. The proposals are briefly the demolition of the existing market area and multi storey car park and the construction of new retail units and a new market area along with a cinema and a library.

A site layout plan, as taken from the TA Report Intelligence Building Infrastructure (IBI) drawing BGW2-IBI-XX-GF-SP-A-G700-0009 is shown in Figure 1 below. The full plan is shown in **Appendix A**.



Due to the current stage of development, a detailed travel plan for this development cannot be implemented. However, a copy of the approved Travel Plan Framework will be issued to the Travel Plan Co-ordinator at an early stage to ensure he/she is aware of the targets, objectives and responsibilities entailed in providing a highly robust, successful travel plan.

A travel plan is a package of site-specific measures tailored to meet the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the private car. A travel plan can bring a number of benefits including the following:

- Staff and visitors can enjoy improved health, cost and time savings and a greater travel choice;
- Reduced traffic congestion at peak times;
- Improved air quality and a reduced impact of wider environmental problems such as climate change.

The implementation of measures contained within the Framework Travel Plan will be the responsibility of the Travel Plan Co-ordinator who will undertake monitoring of the effectiveness of the Travel Plan as well as conducting promotional activities.

A monitoring report will be produced on a yearly basis following the annual travel survey to identify whether targets are being achieved. If targets are not being achieved, then suggestions as to action required in order to make an improvement will be identified in partnership with the Travel Plan Officer at Barnsley MBC.

This report should be read in conjunction with the submitted Transport Assessment Report for the development.

1.2 Report Structure

Following this introductory chapter, this report includes the following:

- Section 2 outlines the aims and objectives of the FTP;
- Section 3 details the accessibility of the development site, identifying sustainable transport modes;
- Section 4 outlines the roles and responsibility for delivery of the final Travel Plans;
- Section 5 sets out the proposed Travel Plan Measures;
- Section 6 outlines the process for setting targets, monitoring and review;
- Section 7 provides a summary and conclusion.

The following appendices are included:

- Appendix A – Masterplan Layout.
- Appendix B – Midland Street Proposed Layout.
- Appendix C – Barnsley Bus Route Map.

2. Travel Plan Aims and Objectives

2.1 Introduction

The purpose of the FTP is to promote sustainable travel and to minimise congestion on the highway network associated with the proposed development. The FTP will be specifically aimed at staff / visitors for the proposed redevelopment.

Guidance states that there is no standard format or content for travel plans. Each one needs to be tailored to the delivery of sustainable transport objectives for the specific site in question and evolve over time through a process of monitoring.

2.2 Travel Plan Objectives

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees and visitors;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and
- Increase awareness around the environmental and health benefits of walking and cycling.

3. Site Location and Accessibility

3.1 Introduction

This section provides a review of the site location, the proposed development and the sustainability of the site. Sustainability is essential to new development in terms of providing connectivity to surrounding areas including local amenities, transport interchanges and residential areas. The access by alternative modes of travel and the ease with which these can be used is set out by mode in the following sections.

3.2 Site Location

Barnsley Markets is located approximately 400m to the South of Barnsley Interchange, broadly bound by Kendray Street to the north, Cheapside to the west, the Alhambra Centre to the south and the Wakefield – Barnsley – Sheffield railway line to the east (see Figure 2 below)



The development will include provision of a new MSCP with capacity for 500 spaces, which will replace the demolished Markets MSCP. The new MSCP will take access from the Lambra Road / Wesley Street junction via an additional northern access arm, with egress taken via an on-slip linking to the Lambra Road Western arm.

3.3 Pedestrian Accessibility

Walking is the most sustainable form of travel due to the positive environmental effects, including zero harmful emissions, associated with it. It also provides distinct health benefits and is the lowest cost form of travel. Walking is often required for the secondary part of a journey made using public transport.

Therefore, pedestrian facilities are an essential part of a development proposal providing connectivity to existing facilities. Adequate footways will ensure that journeys on foot will be a viable option.

Table 1 provides an extract from ‘Guidelines for Providing for Journeys on Foot’ by the Chartered Institute of Highways and Transportation (CIHT), which suggests acceptable walking distances for different types of journeys.

Table 1. Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Using the CIHT guideline walking distances for a Town Centre, a plan illustrating 200m, 400m and 800m catchment areas from the site has been produced using GIS software and as shown in **Figure 3**.

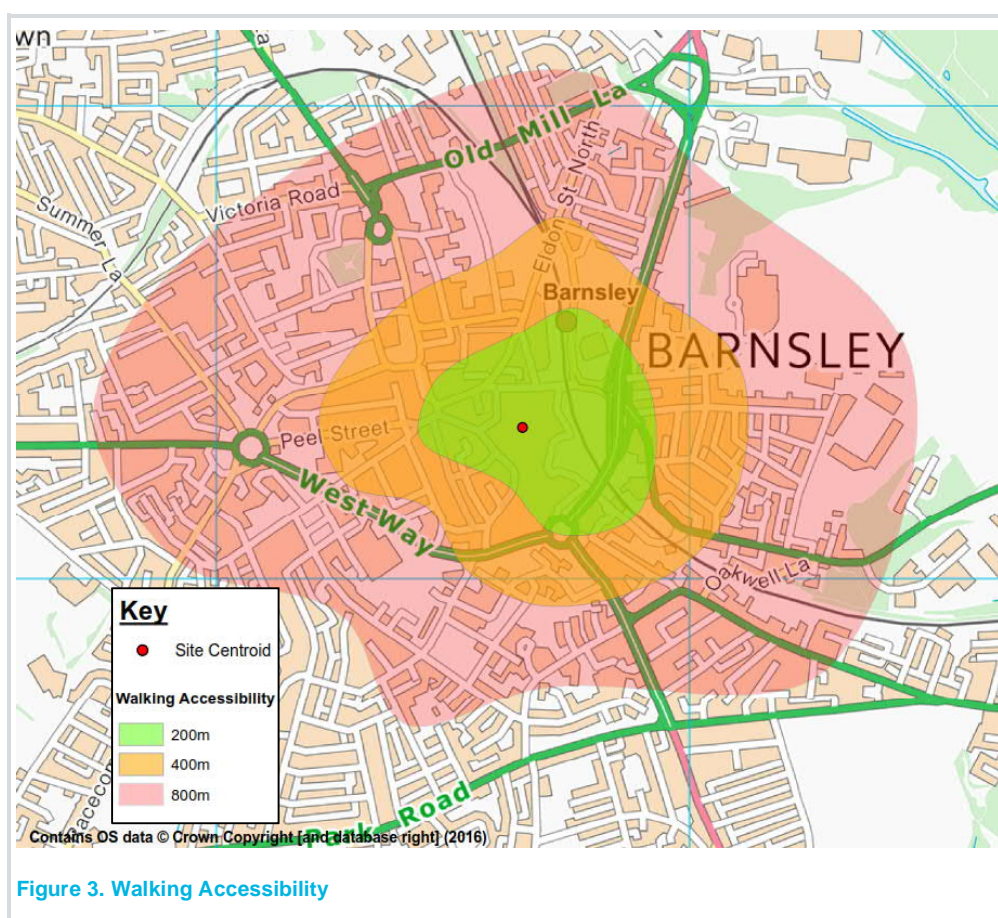


Figure 3. Walking Accessibility

As shown above, the surrounding residential areas and the commercial units around the site are easily accessible on foot from the proposed development, with a walking distance of 800m covering a large proportion of the Barnsley Town Centre.

Pedestrian links to and from the proposed development site are to an excellent standard and link to existing retail developments and transport hubs within the Town Centre.

The site itself will include an open Public Realm area which will be an attraction for all pedestrians in the town centre and an artist’s impression is shown below in Figure 4.

The Alhambra roundabout to the south of the proposed development site has both pedestrian crossings and an underpass, with further pedestrian facilities at the New Street / Upper New Street traffic signal controlled junction.

To the north, pedestrian crossings are provided across both Shambles Street and Eldon Street, with the areas to the west also being pedestrianised.



Figure 4. Artists impression of the Public Realm area of the proposed Development
[Source : The Glassworks Website]

The proposed new Market Gate Bridge over the rail line (part funded by Network Rail) will provide a good pedestrian link between The Glass Works development and public transport and the Market Gate car park. The bridge will be fully accessible with lifts at either end of the bridge deck.

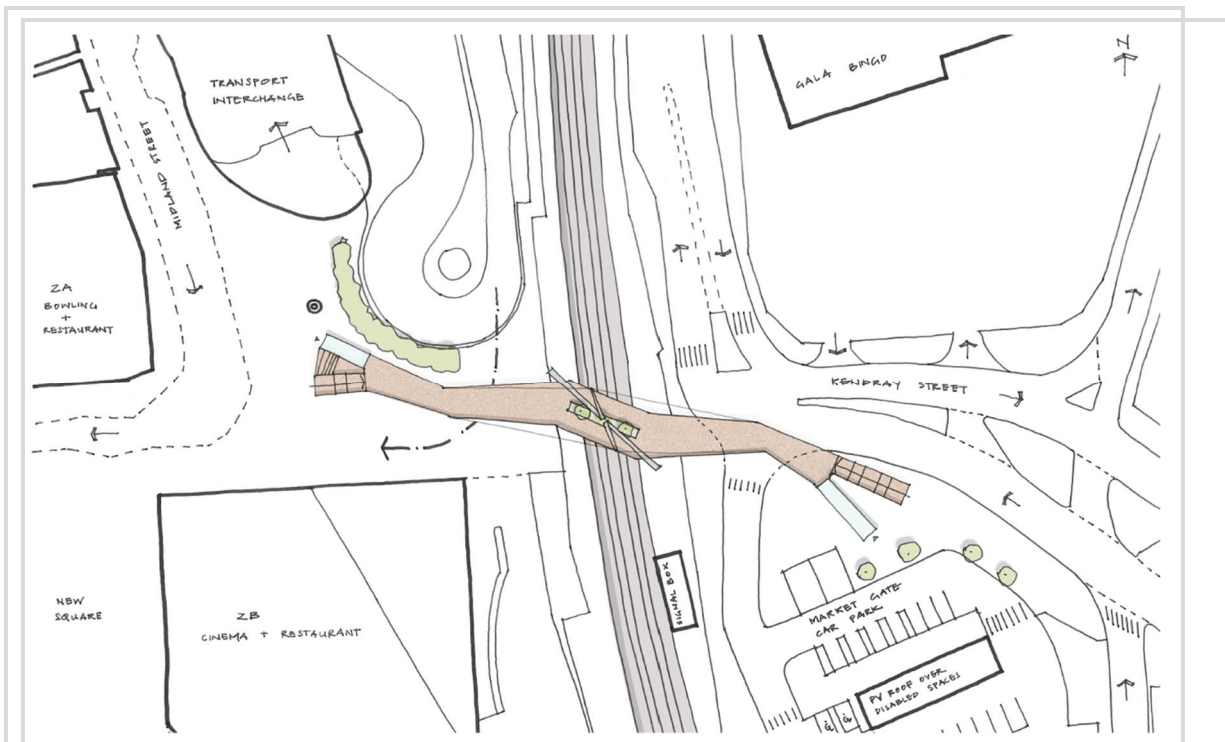


Figure 5. Proposed Market Gate Bridge (source: IBI Group and Benedetti Architects Brochure (Jan 18))

As part of the proposals Kendray Street will also become pedestrianised, further enhancing pedestrian facilities in the area. As part this pedestrianisation scheme Midland Street will alter to become a two-way street (from an existing one-way street) with a turning head to allow for the servicing of Block ZA. However, access and egress onto Midland Street will be maintained off Eldon Street. The Midland Street layout is provided in **Appendix B**.

The CIHT also recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

In addition to the above, 400m is also the suggested acceptable walking distance within a Town Centre, as detailed in Table 1. Considering this, a more detailed assessment of accessibility for pedestrians within 400m has been undertaken and shown in Figure 6.

As shown in Figure 6, a distance of 400m from the site centroid encompasses a large proportion of the Town Centre, which is characterised by well-lit footpaths with dropped kerbs and pedestrian crossing facilities, linking to a high number of amenities, which include:

- Barnsley Transport Interchange;
- Barnsley Town Centre
- John Street Car Park – South;
- The Courthouse Car Park – North;
- CEAG Car Park – East;
- ATM;
- Bank; and
- Additional shopping and retail units.

It is therefore considered, that existing pedestrian facilities within Barnsley Town Centre are excellent and the site is highly accessible by sustainable modes of transport, providing a viable alternative to staff and visitors other than private car use.

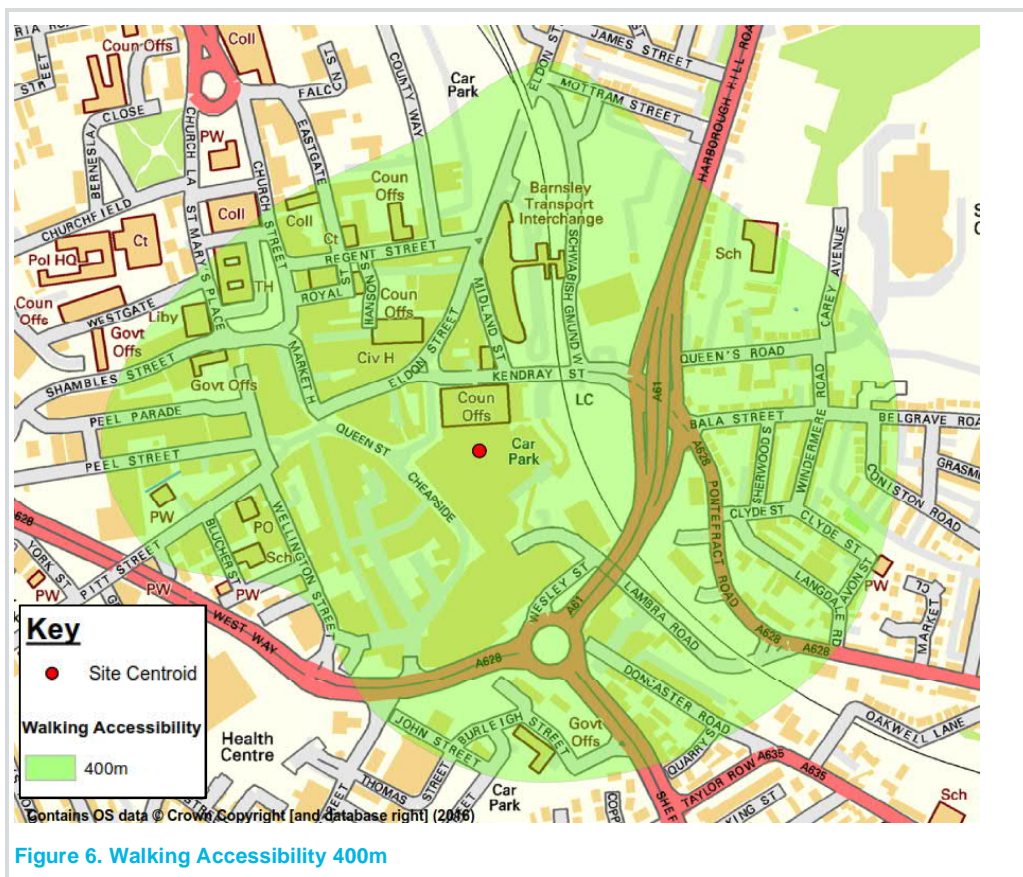


Figure 6. Walking Accessibility 400m

3.4 Cycling Accessibility

As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle-only infrastructure.

In respect of acceptable cycle distances, "Local Transport Note 2/08: Cycling Infrastructure Design", published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

In light of the DfT Local Transport Note, a plan illustrating a 2, 4, 6 and 8km catchment from the site has been produced using ArcOnline GIS software, as shown in Figure 7.

Cycling is widely recognised as a sustainable alternative to car journeys and in particular those of distances less than 5km.

As can be seen from Figure 7, the site location enables a high level of access to / from all areas of Barnsley Town Centre within a 2km cycling distance, with surrounding Towns and Villages also accessible within a 4 to 8km journey. These include areas such as Royston to the north, Cudworth to the east, Worsbrough to the south and Silkstone to the west.

Cycle routes within the vicinity of the site are shown in Figure 8. The cycle routes shown on the figure have been obtained from Sustrans online cycling map (link: <http://www.sustrans.org.uk/ncn/map>).

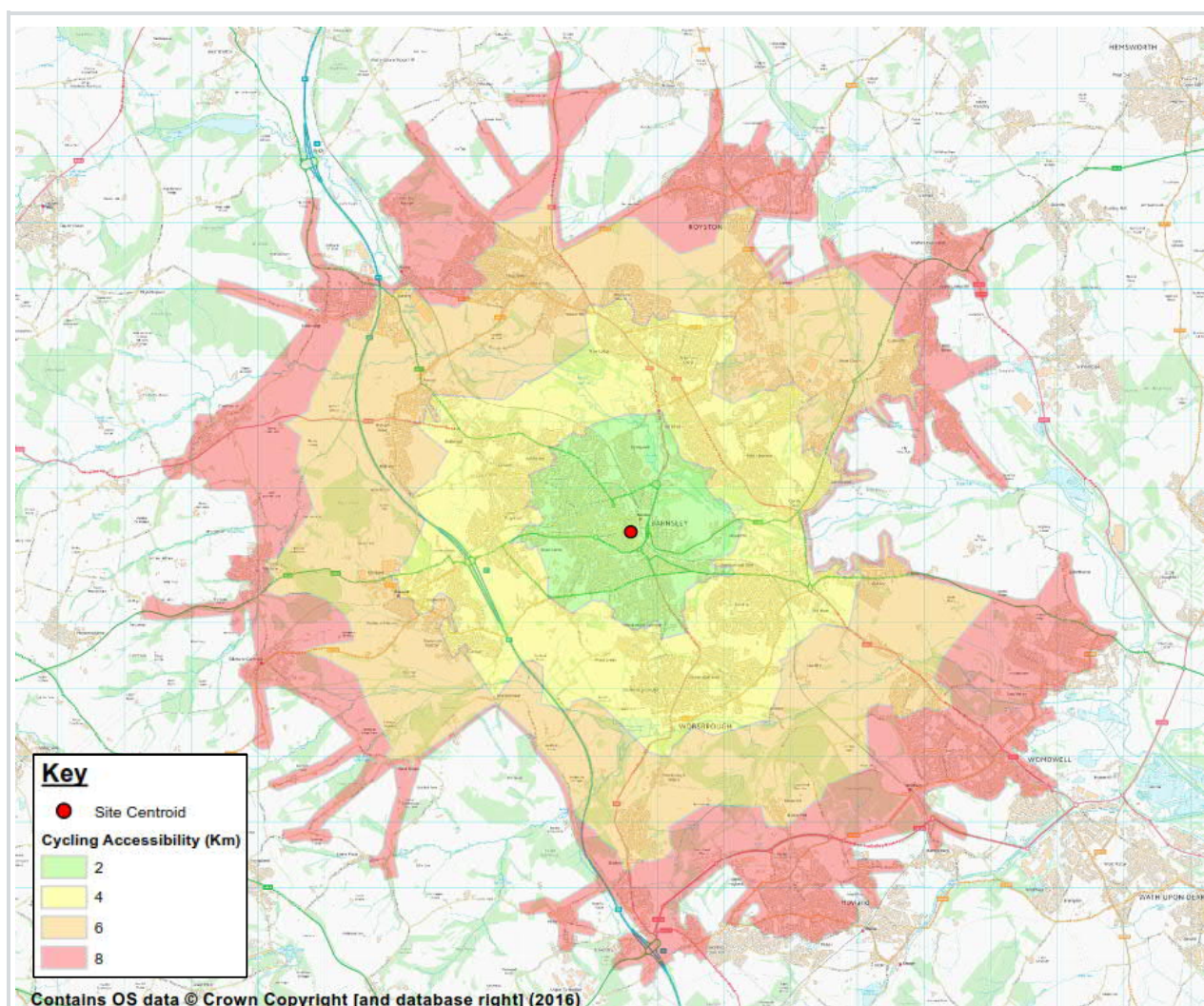
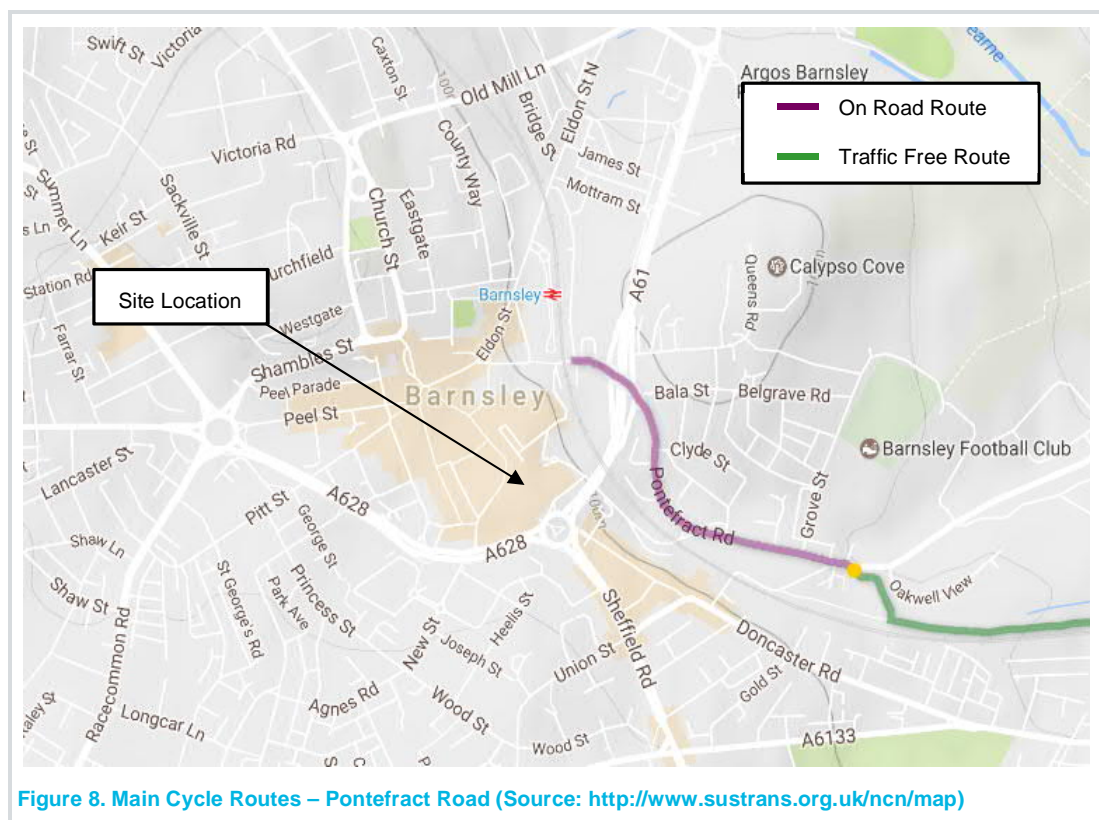


Figure 7. Cycling Accessibility



As shown in Figure 8 above, Pontefract Road to the east of the development site provides an on-road route, leading to an off-road route, which then links to National Cycle Route 67 approximately 4km to the east of the site.

National Cycle Route 67 connects to the periphery of Wakefield to the north and Sheffield to the south. Within a 8km distance of the site it connects to Royston to the north and Wombwell to the east and is accessed via a local route along Pontefract Road, just to the east of the Kendray Street level crossing.

National Cycle Network Route 62 is also located approximately 4km to the south of the site and can be accessed via the A61 towards Worsbrough. It forms the west and central sections of The Trans Pennine Trail and connects to Wombwell to the east and Penistone to the west.

In addition to the above, it is considered that road speeds, carriageway widths and proximity to the surrounding transport interchanges within Barnsley Town Centre would serve to encourage cycling as a feasible alternative to undertaking journeys by car.

3.5 Public Transport Accessibility

3.5.1 Bus

Barnsley Interchange is located to the immediate north of the site and combines both the bus and rail station, thus providing an excellent facility to encourage alternative modes of travel. Although it is acknowledged that employees at some of the Food and Beverage units, which have longer opening hours, may have a more restrictive timetable available to them.

The CIHT recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. This distance is generally accepted as a reasonable walking distance to bus stops from a site.

As can be seen from Figure 6, the site is within a 400 walking distance from Barnsley Bus and Rail the Interchange, which therefore within the generally accepted walking distance outlined by the CIHT and considered highly accessible.

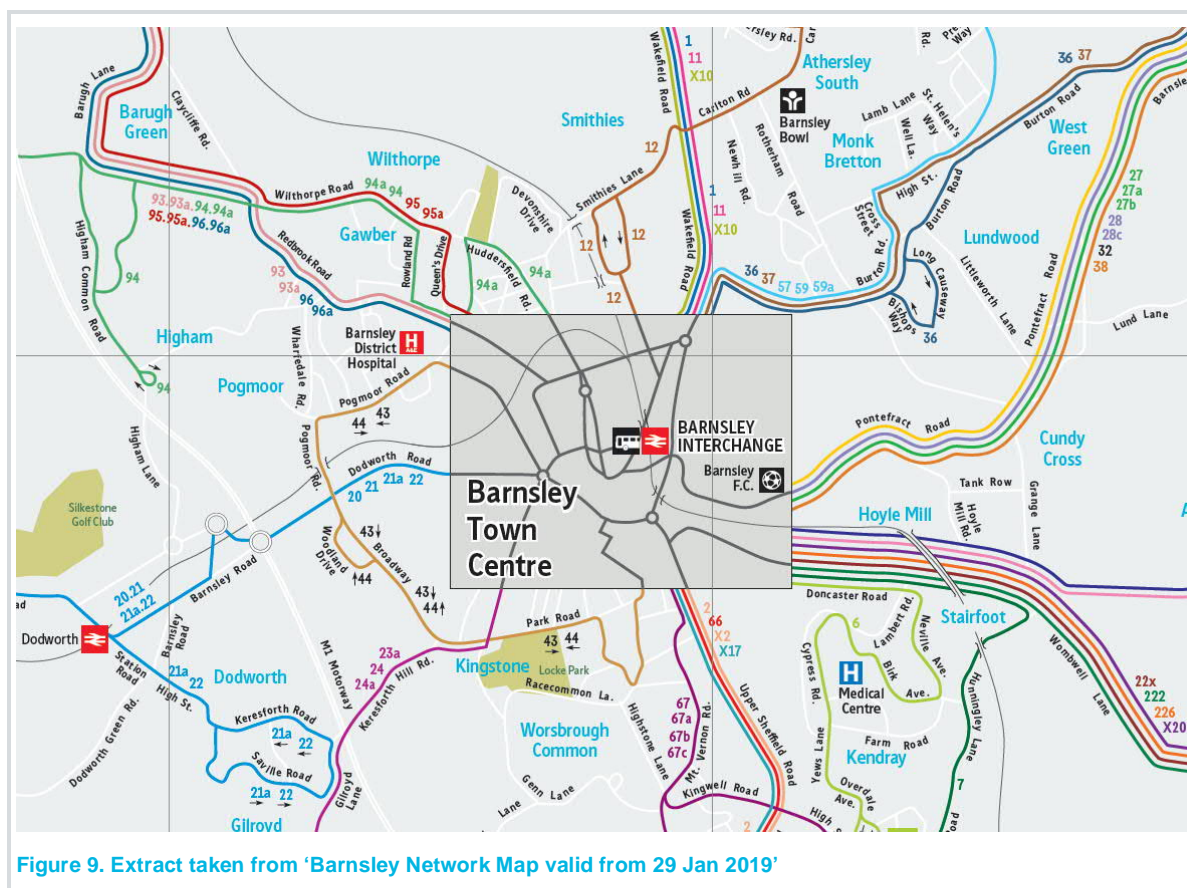


Figure 9. Extract taken from 'Barnsley Network Map valid from 29 Jan 2019'

The bus station features the latest in technology such as the SYPT scheme of "Your Next Bus", tracking buses with GPS to check what time they are due to arrive and depart, thus providing a greater level of certainty for users.

Bus services departing Barnsley Interchange can be found in **Appendix C**, but as would be expected this provides a number of high frequency services to all areas of Barnsley as well as the surrounding areas, as shown in the extract taken from the 'Barnsley's Frequent Bus Services Map' shown in Figure 9 above.

Based on the above, bus services in relation to the site are considered frequent and highly accessible, giving a realistic alternative to private car use.

3.5.1 Trains

With reference to Paragraph 6.16 of the CIHT document Planning for Public Transport in Developments it is stated that,

'People have been found to be willing to walk about twice as far to or from a station than a bus stop; up to about 800m for rail compared to about 400m for a bus'.

As discussed within the previous section, the site is within a 400m walking distance from Barnsley Bus and Rail the Interchange, and as such, accessibility to public transport is considered excellent. Although it is acknowledged that employees at some of the Food and Beverage units, which have longer opening hours, may have a more restrictive timetable available to them.

The station benefits from a manned ticket office, which is open to the public between 06:00 – 19:30 Monday – Saturday and 08:45 – 19:00 on Sunday, and the station provides a direct link to services from Leeds, Wakefield Kirkgate and Sheffield as well as other services as highlighted in Table 2.

Table 2. Barnsley Rail Services

Station	Route (Main Stations)	Mon - Fri	Sat	Sun
Barnsley Interchange	Wakefield Kirkgate - Leeds	30 mins	30 mins	60 mins
	Wakefield Kirkgate – Castleford - Leeds	60 – 120 mins	60 – 120 mins	120 mins
	Meadowhall - Sheffield	30 mins	30 mins	60 mins
	Sheffield – Chesterfield - Nottingham	60 mins	60 mins	60 mins
	Denby Dale – Honley Huddersfield	60 mins	60 mins	60 mins

The above services combine to provide up to seven trains per hour between Monday and Saturday and up to five trains per hour on Sunday.

Therefore, it is considered that the site is highly accessible by rail and this provides a realistic alternative to the use of the private car.

3.6 Summary

The proposed development site is located within Barnsley Town Centre, which benefits from existing pedestrian infrastructure which links to bus and rail interchanges within the preferred maximum walking distances.

The site is also positioned centrally within Barnsley Town Centre, which offers a high number of amenities, it is therefore expected that site permeability for journeys on foot will also be high.

There are a limited number of cycle routes within Barnsley Town Centre, however it should be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

In respect to DfT acceptable cycling distances, many of the Towns and Villages surrounding Barnsley are located within an 8km cycle distance, with National Cycle Routes 67 and 62 also accessible within a 4km cycle distance from the Town Centre, therefore making cycling a realistic alternative to private vehicle use.

There are a number of Food and Beverage units planned in the development which may stay open well into the night. Access to public transport for staff and customers during these hours may be more restricted due to much fewer public transport services running during these hours. The individual Travel Plans for these F&B units will allow for this and detail what services are available and where the nearest taxi ranks are.

Based on the above, this section of the report has shown that the proposed development site is situated in an excellent location to benefit from sustainable travel.

4. Roles and Responsibilities

4.1 Introduction

The management and implementation of the FTP forms an integral part of the development process. It is proposed that one detailed Travel Plan covering the Glassworks development would be produced.

The applicant will identify a Travel Plan Co-ordinator who will be responsible for all aspects of travel planning at the proposed development and for ensuring the Travel Plan is prepared, implemented, managed and monitored.

4.2 Travel Plan Co-ordinator

The role of Travel Plan Co-ordinator will be identified by the applicant and will be appointed no less than 3 months prior to first occupation of the proposed development. It is envisaged that this will be a role carried out by an existing member of staff with adequate knowledge and experience of promoting sustainable modes of travel and subsequent monitoring and review. It is hoped the role could be undertaken alongside any normal working requirements.

Their main responsibilities would be as follows:

- Being the main point of contact with Barnsley Metropolitan Borough Council (BMBC);
- Establishing a sustainable transport website for the proposed development;
- Liaison with public transport operators and cycle retailers to secure discounts on tickets and equipment for occupiers of the development;
- Ensuring that monitoring takes place and that provision of data is provided to BMBC;
- Keeping an up-to-date list of occupier contact details;
- Compile a staff induction pack, promoting sustainable travel;
- Organisation and promotion of sustainable transport events (i.e. National Bike to Work Week, National Walk to Work Week, Clean Air Day etc.); and
- Lead / chair a steering group that includes representatives from BMBC, businesses and public transport providers which should meet on an annual basis to review travel plan progress.

5. Travel Plan Measures

The success of the Travel Plan will lie in its ability to influence the travel patterns of staff to The Glassworks and to encourage sustainable transport choices.

A number of measures outlined below will be provided as part of the scheme and the developer is committed to their provision.

5.1 Travel Plan Information Board and Travel Plan Website

A major barrier to public transport use can be poor or a lack of information. Making people aware of travel alternatives and ease of access to information will form a key element of the Travel Plan and encourage access to the development by bus and other non-car modes.

It will be the responsibility of the Travel Plan Co-ordinator to ensure that staff are provided with sufficient information to allow them to use the public transport network with relative ease.

A Travel Plan section on the Glassworks website will also be provided, which will contain key information on sustainable travel not only for staff, but visitors as well. Examples of the information that are to be provided are included in the sections below.

5.2 Staff Travel Information Pack

Each employee will be made aware of sustainable travel measures being implemented as part of the detailed Travel Plan. This information will be provided through an information pack that will be supplied by the Travel Plan Co-ordinator.

The information pack will include the following information:

- Brief description of what a Travel Plan is and the overall aims and objectives;
- Contact details of the Travel Plan Co-ordinator;
- Bus and Train Timetables;
- Barnsley Council Cycling Map;
- Carshare South Yorkshire Details; and
- Other Useful Travel Websites.

Information will also be provided to staff via posters in the staff communal area promoting national travel planning events including:

- Walk to Work Week;
- National Bike Week; and
- National Liftshare Week.

5.3 Walking

The location of the site provides excellent access for pedestrians and is within walking distance of the nearby Bus and Rail Interchange. The following initiatives will be implemented as part of the Travel Plan:

- Information will be provided to raise awareness and emphasise the health benefits of walking to staff. Promotional material will be displayed on the Travel Plan Information Boards.
- Production of a map showing pedestrian routes serving the site.

5.4 Cycling

Cycling, whether for leisure, sport or commuting to work, is a healthy form of transport. For short journeys in urban environments, cycling can be a lot quicker and often less stressful.

The following measures will be provided to encourage cycling:

- Install secure, covered, lit and conveniently located cycle parking spaces.
- Provide showers, changing rooms, drying room/facilities and lockers for cyclists and other building users.
- Consider sharing resources with other buildings in the town to reduce duplication and encourage neighbourliness.

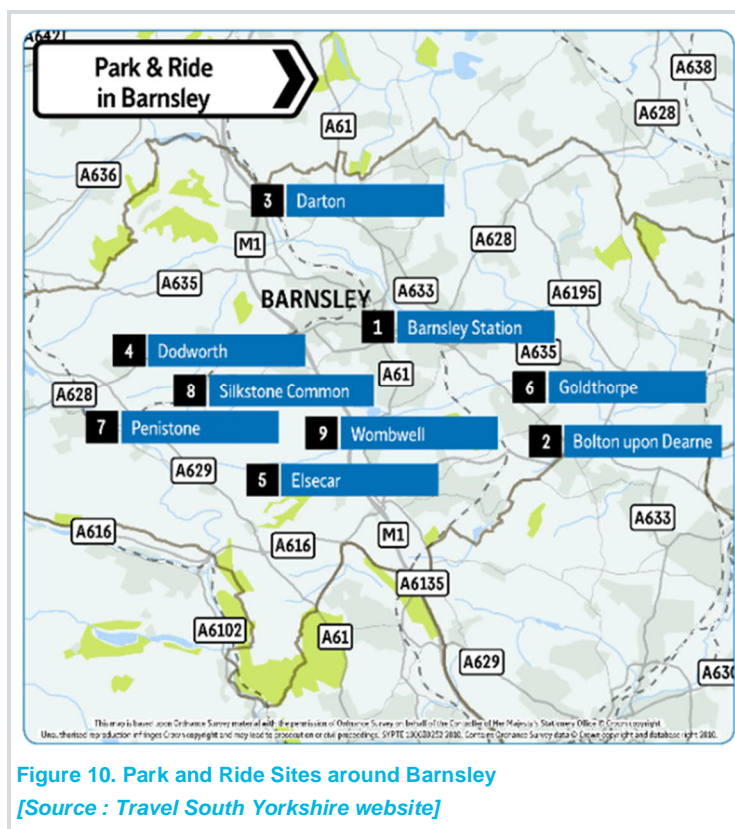
5.5 Car Sharing

Car-sharing can offer a convenient way for commuters to retain the flexibility and comfort associated with the car. There are obvious advantages to staff in sharing the costs of commuting. The Travel Plan Co-ordinator will encourage and support informal staff car sharing as part of the Travel Plan.

5.6 Park and Ride

There are a number of Rail Park and Ride sites in operation around Barnsley and many of them provide direct access to Barnsley town centre via the rail network. Parking is offered free at many of them. Further details can be found here <https://www.travelsouthyorkshire.com/parkandridebarnsley/>

Figure 10 below shows the location of nine Park and Ride Sites



This service will be promoted by the Travel Plan Co-ordinator to staff and visitors through posters displayed in staff communal areas, the staff travel information pack and the Travel Plan section of the Glassworks website.

5.7 Delivery and Servicing Planning Toolkit

In order to discourage and reduce the number of high emission vehicles servicing the site, the developer will produce a Delivery and Servicing Planning Toolkit (DSPT) and will be encouraged to adopt lower emission technologies (see next Measure).

The aims and objectives for the DSPT will be to primarily reduce the impact of delivery and servicing activity generated by the Glassworks site on the human and physical environment. This will be pursued through seeking to influence delivery and servicing activities to achieve the following objectives:

- A reduction in the volume of delivery and servicing trips;
- Optimising the pattern of delivery and servicing trips to avoid peak hours;
- Identifying opportunities for shifting mode from road to rail and other more sustainable modes; and
- Promoting improvements to delivery and servicing vehicles, equipment and technology.

5.8 Use of Lower Emission Technologies

The developer will be encouraged to adopt an accreditation scheme such as <https://www.ecostars-uk.com/south-yorkshire/introduction/>.

In addition, plans are in place for a phased introduction of up to 20 electric charging points for vehicles within the Glassworks multi-storey car park. Approximately 3-4 points would be introduced at scheme opening, with the remainder introduced based on demand.

5.9 Possible Future Initiatives

In addition to the measures outlined above as part of the FTP, a number of other measures will also be investigated and considered by the Travel Plan Co-ordinator and each individual Final Travel Plan.

- **Cycle to Work Scheme** – This scheme would allow full-time staff to purchase a bike through an interest free loan. The loan would subsequently be repaid through salary deductions over a specific time period.
- **Public Transport Season Ticket** – This scheme could allow staff to purchase annual public transport season tickets through an interest free loan. The loan would be repaid through salary deductions over a 12-month period.

6. Targets and Monitoring

6.1 Targets and Monitoring

It is essential that the Travel Plan is closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals. This will be the responsibility of the Travel Plan Co-ordinator.

In order to ensure regular monitoring, an Annual Monitoring Report incorporating an Action Plan will be prepared by the Travel Plan Co-ordinator for agreement with BMBC. This document will include details of existing travel patterns, future measures to encourage modal shift and monitoring performance against the previous plan targets.

The first step for the Travel Plan Co-ordinator will be to implement the initial measures set out in this FTP and carry out the initial travel surveys. Following this, it will then be necessary to determine whether the suggested measures set out in this document are appropriate for inclusion in the Travel Plan and if not, consider what alternative or additional measures could be undertaken.

6.2 Setting Targets

After the initial travel surveys have been undertaken, targets for modal shift will be set out and agreed with BMBC within 3 months of the surveys. The agreed targets will be reviewed at the time of the first travel survey.

A travel survey will be conducted annually for a period of five years with the results from these surveys helping to identify whether measures have been effective. The Travel Plan Co-ordinator will ensure that the survey response rate is as high as possible and the use of a prize draw is one way of encouraging a higher response rate. A minimum response rate of 50% is deemed acceptable.

6.3 Action Plan

As an initial guide to the first action plan Table 3 below sets out possible tasks for the action plan:

Table 3. Travel Plan – Initial Action Plan

Task	Responsibility	Time
Appoint a travel plan co-ordinator	HR / Management	No less than 3 months prior to the new development being brought into use
Sign up to 'Cycle to Work' scheme	HR / Management	As soon as practicable
Collate public transport route, timetable information for access by staff and guest and keep up to date	Travel plan co-ordinator	As soon as practicable / On-going
Promote local car clubs and car share schemes	Travel plan co-ordinator	Prior to the new development being brought in to use
Review and update website travel information as appropriate	Travel plan co-ordinator / Management	Prior to the new development being brought into use
Commission baseline travel surveys	Travel plan co-ordinator	Within 3 months of Opening
Commission subsequent travel surveys	Travel plan co-ordinator	12 months after Travel Plan Approval
Liaise with local authority and public transport operatives to improve public transport service reliability and frequency	Travel plan co-ordinator	Following subsequent travel surveys

Following the submission and agreement of the detailed Travel Plan, a monitoring report will be prepared annually by the Travel Plan Co-ordinator, which will contain the more detailed Action Plan for the following twelve months. The monitoring report will then be submitted to the steering group annually for review. The report will contain the results of the annual travel to work survey, with an assessment of whether the targets are being met. If the targets are being met, the Annual Monitoring Report will contain actions aimed at maintaining the target modal shift. If the targets have not been met, additional measures to be provided by the occupier will be discussed and agreed with BMBC and included within the Annual Monitoring Report.

7. Summary

AECOM have been commissioned by Barnsley Metropolitan Borough Council (Barnsley MBC) to prepare a Framework Travel Plan (FTP) to satisfy a planning condition for a mixed use development known as the Glassworks in Barnsley centre. The proposals are briefly the demolition of the existing market area and multi storey car park and the construction of new retail units and a new market area along with a cinema and a library.

Pedestrian access and facilities within and around the site in Barnsley Town Centre are excellent and the site is highly accessible by sustainable modes of transport, providing a viable alternative to staff and visitors other than private car use. The main Barnsley Bus and Rail Interchange is located within a 400m walk of the site.

In terms of cycling, the site location enables a high level of access to / from all areas of Barnsley Town Centre within a 2km cycling distance, with surrounding Towns and Villages also accessible within a 4 to 8km journey. These include areas such as Royston to the north, Cudworth to the east, Worsbrough to the south and Silkstone to the west.

Barnsley Rail Interchange can be easily accessed within 400m just north of the site which provides frequent services to a number of different destinations further afield. The baseline of sustainable transport to / from the development site is therefore considered to be excellent.

The overall objectives of this FTP are as follows:

- Encourage sustainable travel choices for employees and visitors;
- Reduce car usage (particularly single occupancy car journeys) by promoting alternative travel modes to the car;
- Maximise accessibility for walking, cycling and public transport as sustainable transport modes; and

Increase awareness around the environmental and health benefits of walking and cycling.

The management and implementation of the FTP forms an integral part of the development process. It is proposed that a series of individual Travel Plans will be developed as new occupiers move into the development.

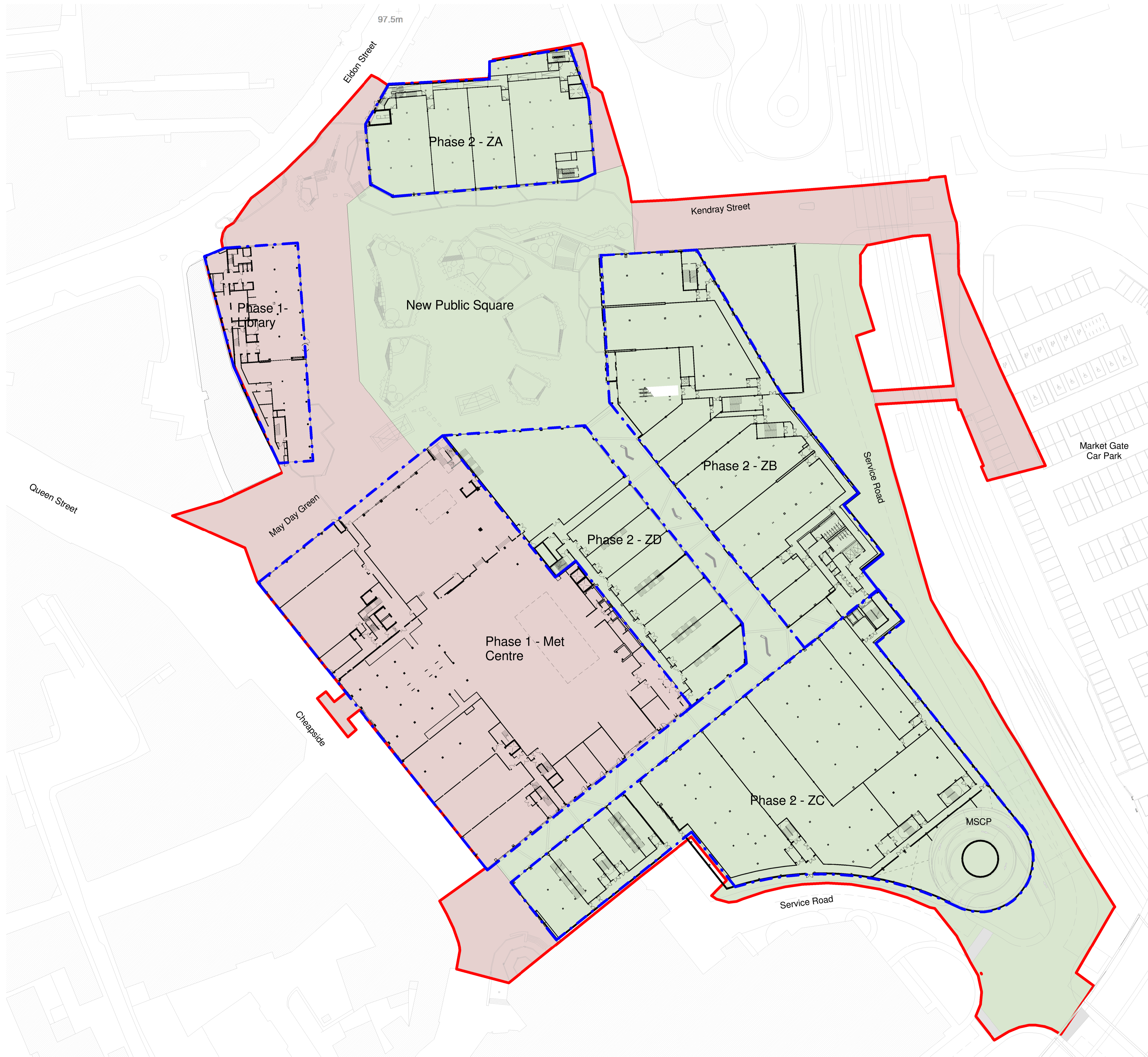
The success of the Travel Plans will lie in their ability to influence the travel patterns of staff and to encourage sustainable transport choices. In order to understand whether the Travel Plans are successful in meeting objectives, it is important that they can be measured by setting targets.

In order to encourage more sustainable travel modes, measures would be introduced. These would be focused on the following:

- Appointment of a Travel Plan Co-ordinator;
- Develop a marketing and communication strategy;
- Walking measures;
- Cycling measures;
- Encouragement of public transport use; and
- Car sharing.

It is essential that Travel Plans are closely monitored and reviewed regularly throughout the early stages of occupation and at subsequent intervals, which will be the responsibility of the Travel Plan Co-ordinator.

Appendix A – Masterplan Layout



Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings.
- All discrepancies on this drawing are to be reported to the architect.
- Not a legally binding document of this drawing.
- Use drawing only for purpose(s) issued.

North Arrow

0 1 5 10 15 25m

1:500 Scale @ A1
1:1000 Scale @ A3

The following external model files are included within this drawing:

Key

- Phase 1 Developments
- Phase 2 Developments
- Outline Application Boundary
- Development Boundary

P02 29/06/18	Phasing Boundary Revised	EA	SL
P01 27/09/17	D2: Suitable for Tender	MH	EA
Rev	Date	Revision Notes	Dr

Client:
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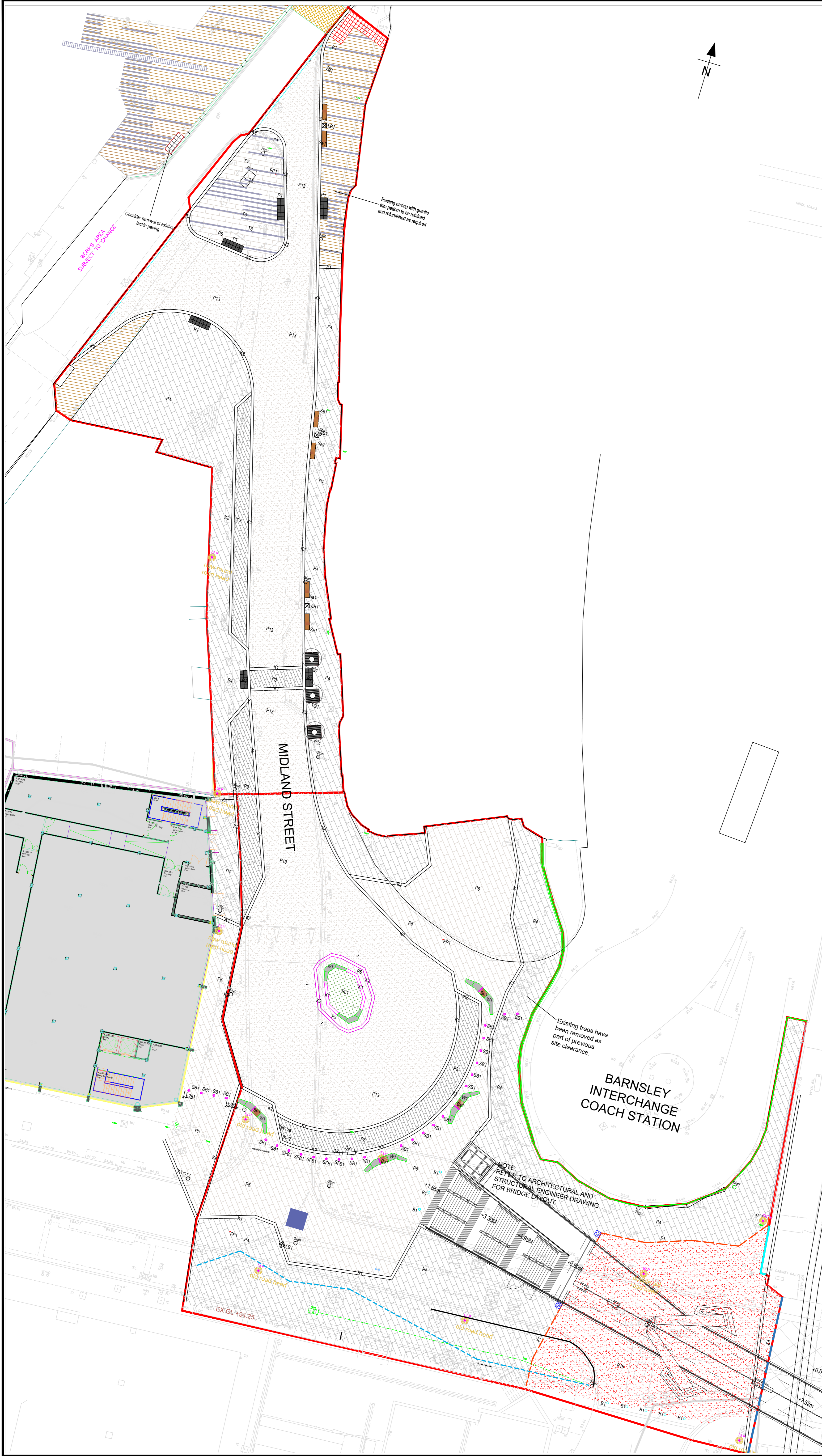
Project:
The Glass Works, Barnsley

Drawing Title:
Phasing Plan - Ground Level

Job Number 6743	Drawing Originated Date 07/08/2017	PAS 1192 Status Code D2
Scale@A1 1:500	Purpose Tender	

Drawing Number: BGW2-IBI-XX-GF-SP-A-G700-0009
Revision: P02

Appendix B – Midland Street Proposed Layout



- LEGEND**
- Site Boundary
- PROPOSED HARD SURFACES**
- P1 Paving Type 1: Tactile Hazard Warning Corduroy Flags - Q25 / 320A
 - P2 Paving Type 2: Tactile Blister Flags Q25 / 320
 - P3 Paving Type 3: Natural Coated Concrete Setts Q25 / 335
 - P4 Paving Type 4: Natural Coated Concrete Flags Q25 / 315
 - P5 Paving Type 5: Yorkstone Flags Q25 / 310
 - P12 Paving Type 12: Natural Coated Concrete Flags Q25 / 315A
 - P13 Paving Type 13: Hot Rolled Asphalt with Chippings Q22 / 140 & to engineers details
- PROPOSED WALLS**
- W1 Wall Type 1: Solid Granite Sealing Walls - Q50 / 220A
 - F1 Fence Type 1: Metal Profile clad Fencing - 2100mm high fence to match bridge stair enclosure
 - F2 Fence Type 2: Decorative Metal Screen - 2100mm high fence to match market stalls
 - F3 Fence Type 3: Metal Profile clad Fencing - 2100mm high fence to match bridge stair enclosure
- PROPOSED KERBS & EDGES**
- K1 Kerb Type 1: 300mm wide Flush Granite Kerb Q10 / 120
 - K2 Kerb Type 2: 300mm wide, 125mm Upstand Granite Kerb Q10 / 120A
 - K3 Kerb Type 3: 300mm wide, 150mm Upstand Granite Kerb Q10 / 120B
 - K4 Kerb Type 4: 300mm wide, 50mm Upstand Granite Kerb Q10 / 120C
 - K5 Kerb Type 5: 350mm wide, Flush Yorkstone trim Q10 / 120D
 - K6 Kerb Type 6: 125mm wide, 125mm upstand Concrete kerb Q10 / 110 Half battered to match existing.
 - T1 Trim Type 1: 500mm wide Flush Granite Trim Q10 / 120E
- SOFT SURFACES**
- G1 Grass Type 1 Artificial: Q26 / 350A
 - PL1 Planting Type 1 - See Planting Plan: Q31 + Q28
 - P16 Paving Type 16: Wildflower seed mix Q?? / ??? & to engineers details
 - Proposed Tree: Q31 + Q28
- STREET FURNITURE**
- TG1 Tree Grille & Guard Type 1: - Q50 / 262+260
 - Be1 Bench Type 1: - Q50 / 220A
 - Be2a Bench Type 2a: Timber bench - Concave - Q50 / 220B
 - Be2b Bench Type 2b: Timber bench - Convex - Q50 / 220B
 - Se1 Seat Type 1: Timber & Steel Seat: Q50 / 225A
 - Se2 Seat Type 2: Timber & Steel Seat: Q50 / 225B
 - RPL1 Raised Planter Type 1: Steel Raised Planter with Artificial Plants: Q50 / 225C
 - LB1 Litter Bin Type 1: Q50 / 240A
 - LB2 Litter Bin Type 2: Q50 / 240B
 - B1 Bollard Type 1: Fixed Bollard: Q50 / 190
 - B2 Bollard Type 2: Removable Bollard: Q50 / 196A
 - SB1 Bollard Type 3: HVM Fixed Bollard: Q50 / 190
 - SFB1 Bollard Type 4: HVM Removable Bollard: Q50 / 196A
 - Repositioned Mining Artwork Proposed location

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Rev.	By	Amendments	Date
A	NL	Kerbline amended	11/20

BARNLSLEY
Metropolitan Borough Council

Project
Market Gate Bridge Project

Drawing title
Highways Work - Midlands Street Kerbing and Surfacing

Scale 1:500	Drawn NL	Checked	Date Apr 2020
Drawing No. BGW2_BMB_PB_xx_PN_C_G100_0500	File		

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Appendix C – Barnsley Bus Route Map

