

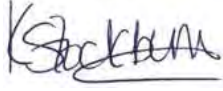
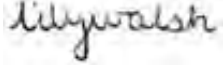
mosodi

Proposed Commercial Development at Gateway 36 for Harworth



TRAVEL PLAN
FEBRUARY 2026

Quality Management

PROPOSED COMMERCIAL DEVELOPMENT, GATEWAY 36 DOCUMENT REF: 25065/TRAVEL PLAN				
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1. Introduction

1.1.1 This Travel Plan (TA) has been prepared by Mosodi on behalf of Harworth Group to support the application for full detailed consent for Plot 6 of the wider Gateway 36 development.

1.1.2 The Site layout is available in Appendix A, and comprises of the following:

- One main unit (2,857m²);
- 128 car parking spaces, of which:
 - 5 are disabled spaces (1 EV);
 - 13 are standard EV charging spaces; and
 - 7 are car hire spaces.
- Two external visitor cycle parking spaces;
- 26 employee cycle spaces;
- Two visitor cycle spaces;
- Eight employee motorcycle spaces;
- Two visitor motorcycle spaces;
- 127 van parking spaces, of which 70 are EV charging spaces; and
- Associated landscaping.

1.1.3 The Site is situated within the wider Gateway 36 development, the location of which is shown in Figure 1 attached.

1.1.4 Outline planning permission was granted on 23rd December 2019 for a hybrid application for a development of up to 102,193sqm of employment uses (classes B1/B2 and B8) and associated works including provision of internal access roads, drainage and landscaping:

- a) Outline with all matters reserved apart from means of access; and
- b) Full application for associated earthworks and creation of access points including new roundabout to access Local Plan allocation Site ES15 (2019/1573).

1.1.5 For clarity, throughout this report, the proposed development will be referred to as the "Site", and the wider development as "Gateway 36".

1.1.6 This TP should be read in conjunction with the overarching Framework Travel Plan that was produced by Mosodi in 2019 as part of the outline planning application.

1.1.7 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for staff.

1.1.8 This TP provides details of measures to be incorporated into the development to encourage staff and visitors to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.1.9 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for access to the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips;
- Details of the implementation and communication strategy; and
- Proposals for regular monitoring and review schedules to measure progress against objectives and targets.

1.1.10 This report is intended to outline the obligations on the development management company of the proposed scheme to fulfil the principles of the strategy and details the measures led by the management company to encourage students to use more sustainable means of transport.

1.1.11 In seeking to influence the modal split for the development, the Travel Plan will assist in achieving and delivering the aims of the Barnsley Transport Strategy as well as complying with both local and national policies.

2. Existing Site

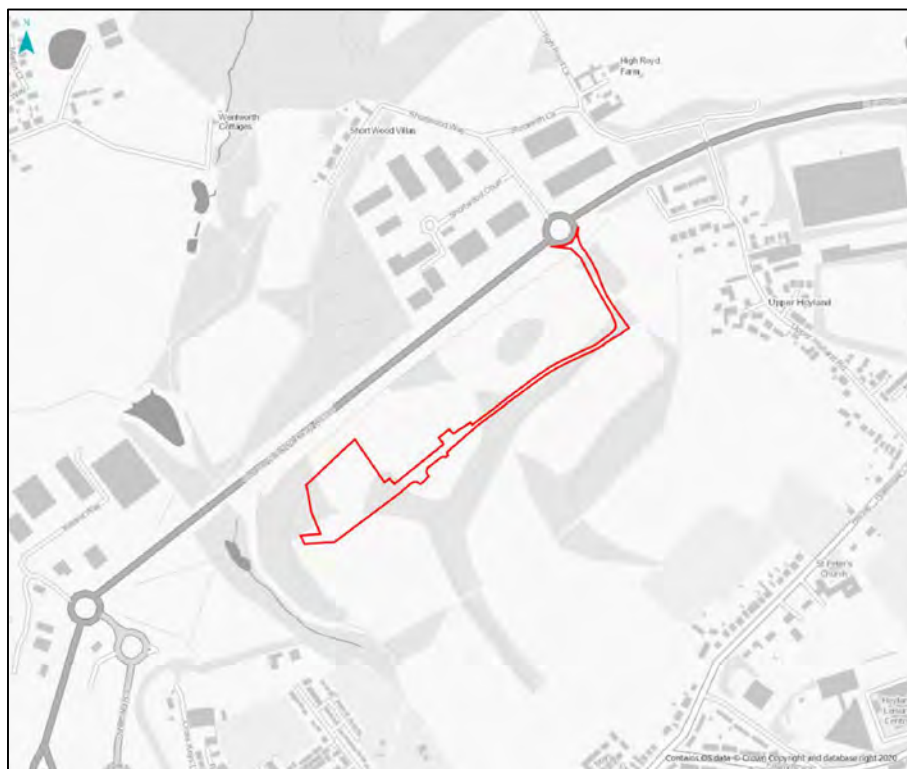
2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

2.2 Existing Site

2.2.1 The development Site is located within and adjacent to the Hoyland North Masterplan area and forms part of Gateway 36 mixed use development.

2.2.2 The location of the Site in relation to the local area is available in Figure 1, an extract of which is shown in Image 2.1.

IMAGE 2.1 SITE LOCATION



2.2.3 The development is located to the south of the A6195 Dearne Valley parkway and forms part of Phase 2 (ES17) of the Hoyland North Masterplan. The Site is approximately 5.3km south of Barnsley and 11km northwest of Rotherham. It lies to the east of the M1 and is located approximately 1 km from Junction 36.

2.2.4 The land south of the development is allocated for residential use, with employment uses to the east and north and a mixture of retail and employment uses to the west.

2.3 Existing Local Highway Network

A6195 Dearne Valley Parkway / A61 Sheffield Road / Kestrel Way – Rockingham Roundabout

2.3.1 The A6195 Dearne Valley Parkway runs on an east-west axis to the north of the development. It is an adopted dual carriageway road subject to the national speed limit as it passes the site frontage. Approximately 500m west of the Site the A6195 joins with Sheffield Road via a 4-arm standard roundabout (Rockingham Roundabout).

2.3.2 The eastern Sheffield Road arm has provisions for a shared footway/cycleway on either side of the highway.

2.3.3 Kestrel Way on the western arm also has provisions for a shared footway/cycleway on either side of the highway in addition to a pedestrian splitter island.

2.3.4 The A6195 northbound and southbound arms are dual carriageway with two lanes in each direction, separated by a central reservation. It has a shared footway/cycleway on both sides of the carriageway to the south. No footway is currently provided to the north of the roundabout; however, there is a Public Right of Way which is set back from the carriageway that can provide a traffic free route.

2.3.5 Recent improvements to the highway network between the Rockingham Roundabout and J36 of the M1 have taken place in order to accommodate the predicted growth in traffic associated with the Hoyland North Masterplan, amongst other developments. These improvements have been implemented and are shown in Image 2.1 (extract from Google maps).

IMAGE 2.2 RECENTLY IMPROVED HIGHWAY NETWORK (EXTRACT FROM GOOGLE MAPS)



A61 Sheffield Road / A6195 Dearne Valley Parkway – Birdwell Junction

2.3.6 Located approximately 900m to the west of the development Site, Birdwell Junction is an elongated roundabout connecting the A6195 and the A61. The existing layout of this junction is shown in Image 2.2.

2.3.7 The A6195 Dearne Valley Parkway northern arm is separated into segregated entry and exit only arms, both of which are signal controlled and provide pedestrian crossing facilities. There is a shared footway/cycleway on the nearside lanes on both the northbound and southbound carriageways.

2.3.8 Similarly, the A6195 eastern arm is separated into segregated entry and exit lanes. The exit lane is single carriageway approximately 5m in width with a shared cycleway/footpath on the nearside of the carriageway. The A6195 entry lane is a dual carriageway approximately 10m in width; the approach to the roundabout is controlled by a signalised pedestrian crossing. There is also a shared cycleway/footway on the nearside lane.

2.3.9 The A61 southbound arm is separated into two segregated entry lanes and one exit lane. The entry left only lane is a single carriageway and the ahead lane is a dual carriageway, access onto the roundabout for all movements is signal controlled. The exit carriageway is exit only and has no pedestrians or cyclist provision in order to restrict access to J36 of the M1.

2.3.10 The A61 Sheffield Road westbound arm has a triple entry carriageway and a single exit carriageway. Access onto the roundabout is signal controlled. There is a shared pedestrian/cycleway on the westbound carriageway.

Shortwood Roundabout

2.3.11 The Shortwood Roundabout is a four-arm roundabout located approximately 350m to the north east of the Site and will provide access into the Site. The layout is shown in Image 2.3.

IMAGE 2.3 SHORTWOOD ROUNDABOUT (GOOGLE MAPS EXTRACT)



2.3.12 The A6195 is a two-lane dual carriageway with a central barrier which routes through the junction. No provisions for pedestrians or cyclists are provided on either the eastbound or westbound carriageway.

2.3.13 Shortwood Way is the northern arm, which is subject to a 30mph speed limit and has a shared pedestrian/cycleway on both sides of the highway. A pedestrian crossing is provided by a splitter island approximately 10m from the roundabout entrance.

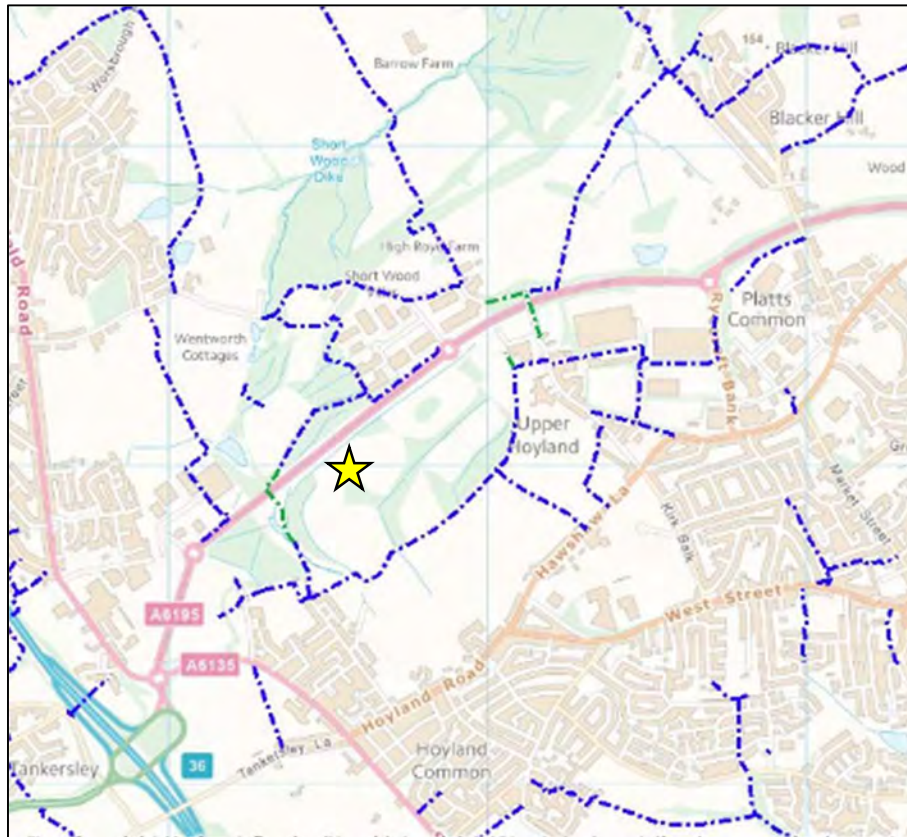
2.3.14 Newton Road is the southern arm, which provides access to the site from the Dearne Valley Parkway. The road is subject to a 30mph speed limit and has a shared pedestrian/cycleway on both sides of the highway. A pedestrian crossing is provided by a splitter island approximately 10m from the roundabout entrance.

2.4 Public Rights of Way

2.4.1 In addition to the footways and cycle facilities that form part of the adopted highway network there are numerous public rights of way that route through the proposed development connecting to and from the road network.

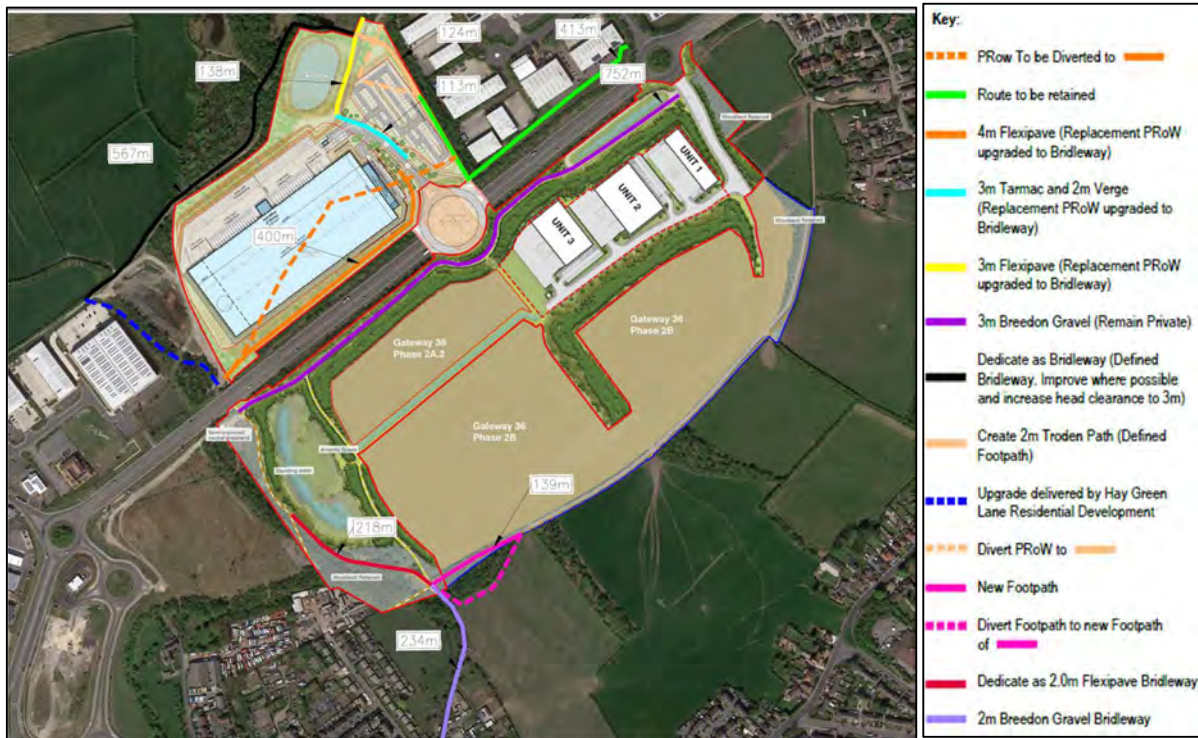
2.4.2 The image below shows an image of the extract of the Public Rights of Way map taken from Barnsley Metropolitan Borough Council's (BMBC) website. Footpaths are shown in blue and bridleways in green.

IMAGE 2.4 BMBC PUBLIC RIGHTS OF WAY EXTRACT



2.4.3 It should be noted however, that Image 2.5 does not show the sections of PRoW that have been realigned to allow for the development of the Gateway 36. Image 2.6 below has been provided to show the PRoW's that have been realigned within the immediate vicinity of the Site.

IMAGE 2.5 PROW DIVERSION ROUTES THROUGH GATEWAY 36



2.5 Accessibility by Bus

2.5.1 There are numerous bus services operating within the vicinity of the Site, with the most accessible stops being located on the A61 Sheffield Road to the west of the Site. The entirety of the Site is within a 15 minute walk of the nearest bus stops.

2.5.2 Further services are also available from bus stops located to the south of the Site on Hoyland Road/Hawshaw Lane, which are accessible via the existing public right of way network. Tables 2.1 and 2.2 summarise the existing bus services within the vicinity of the Site.

TABLE 2.1 EXISTING BUS SERVICES ON SHEFFIELD ROAD

SERVICE	ROUTE	DAY OF OPERATION	ONE WAY SERVICE FREQUENCY*	COMMENTS
2	Sheffield to Barnsley	Weekday	05:59 and 07:12 then every hour to 20:45 and an additional service at 22:58	
		Saturday	07:19 then every hour to 20:30 and an additional service at 22:58	
		Sunday	06:58 then every 2.5 hours to 21:57	
2	Barnsley to Sheffield	Weekday	05:23 then every hour to 21:30 and an additional service at 23:49	

		Saturday	06:30 and 07:00 then every hour to 21:15 and an additional service at 23:44	
		Sunday	07:44 then every 1.25 hours to 22:44	
66	Barnsley to Barnsley via Elsecar	Weekday	05:39 then every 20-30 minutes to 20:33, then hourly to 00:17	This service is a loop.
		Saturday	07:00 then every 20-30 minutes to 20:34, then hourly to 00:13	
		Sunday	09:09 then every 30-40 minutes to 20:29, then hourly to 00:25	
67 / 67a / 67c	Barnsley to Wombwell	Weekday	05:20 then every 50-60 minutes to 21:51	
		Saturday	05:16 then every hour to 19:51 and an additional service at 21:46	
		Sunday	07:47 then every two hours to 21:50	
67 / 67a / 67c	Wombwell to Barnsley	Weekday	05:38 then every hour to 19:25, then two additional services at 21:16 and 23:15	
		Saturday	05:33 then every hour to 19:34, then two additional services at 21:16 and 23:16	
		Sunday	09:15 then every two hours to 23:16	
X17 Gold	Barnsley to Sheffield via Meadowhall	Weekday	07:09 then every hour to 19:42	
		Saturday	07:25 then every hour to 20:57	
		Sunday	09:54 then every hour to 17:54	
X17 Gold	Sheffield to Barnsley via Meadowhall	Weekday	06:25 then every hour to 19:08	
		Saturday	06:51 then every hour to 20:57	
		Sunday	09:04 then every hour to 17:10	
Total		Weekday	6 per hour each way	
		Saturday	6 per hour each way	
		Sunday	5 per hour each way	

TABLE 2.2 EXISTING BUS SERVICES ON HOYLAND ROAD

SERVICE	ROUTE	DAY OF OPERATION	ONE WAY SERVICE FREQUENCY*	COMMENTS
2	Sheffield to Barnsley	Weekday	05:59 and 07:12 then every hour to 20:45 and an additional service at 22:58	
		Saturday	07:19 then every hour to 20:30 and an additional service at 22:58	
		Sunday	06:58 then every 2.5 hours to 21:57	
2	Barnsley to Sheffield	Weekday	05:23 then every hour to 21:30 and an additional service at 23:49	
		Saturday	06:30 and 07:00 then every hour to 21:15 and an additional service at 23:44	
		Sunday	07:44 then every 1.25 hours to 22:44	
66	Barnsley to Barnsley via Elsecar	Weekday	05:39 then every 20-30 minutes to 20:33, then hourly to 00:17	This service is a loop.
		Saturday	07:00 then every 20-30 minutes to 20:34, then hourly to 00:13	
		Sunday	09:09 then every 30-40 minutes to 20:29, then hourly to 00:25	
72 / 72A	Chapelton to Manvers	Weekday	05:35 then every hour to 19:42	
		Saturday	05:35 then every hour to 19:31	
		Sunday	No service	
72 / 72A	Manvers to Chapelton	Weekday	06:32 then every hour to 19:39	
		Saturday	06:31 then every hour to 19:28	
		Sunday	No service	
Total		Weekday	5 per hour each way	
		Saturday	5 per hour each way	
		Sunday	3 per hour each way	

2.5.3 During the weekday, the services set out above combine to provide an overall hourly frequency of 7 buses in each direction. Similarly, on a Saturday there are 7 buses in each direction within close proximity to the Site.

2.5.4 These services operate throughout the day commencing from 05:20 and running until 00:25.

2.5.5 On a Sunday the services combine to provide an overall hourly frequency of 5 buses in each direction.

2.5.6 It is considered that the frequency available from the services on both Hoyland Road and Sheffield Road offer excellent connectivity for a development where many of the employees will work fixed shift patterns.

2.5.7 The bus services provide regular connections to Sheffield Interchange, Barnsley, Elsecar and Wombwell. Further connections to the rest of the region and beyond are available from these destinations.

2.6 Accessibility by Rail

2.6.1 Elsecar station is located some 2.7km to the south east of the Site. Elsecar station is situated on the Hallam and Penistone Line and is within a 15 minute cycle of the Site

2.6.2 Trains from Elsecar station serve destinations including Barnsley, Wakefield, Sheffield, Leeds and Huddersfield.

2.6.1 The station benefits from cycle storage, ticket machines, CCTV and step-free access.

2.6.2 A summary of the available services is contained in Table 2.3.

TABLE 2.3 ELSECAR WEEKDAY TRAINS SERVICE SUMMARY

ORIGIN/DESTINATION	FIRST ARRIVAL	LAST DEPARTURE	JOURNEY TIME (MINUTES)	FREQUENCY (MINUTES)
Barnsley	05:45	23:36	10	20 – 30
Wakefield Kirkgate	06:15	23:36	30 – 45	30
Sheffield	05:35	00:02	20	20 – 40
Huddersfield	06:54	22:56	60 – 80	60
Leeds	06:39	22:49	50 - 65	30

Source – www.nationalrail.co.uk

2.7 Pedestrian Accessibility

2.7.1 It is generally considered that an acceptable walking distance from home to a place of work is 2km.

2.7.2 The IHT document Guideline for Providing for Journeys on Foot recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 4.1.

TABLE 2.4 ACCESSIBILITY BY FOOT

	TOWN CENTRES (M)	SCHOOL/WORK (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

2.7.3 Using GIS software typical walk times (up to 30 mins) from the proposed Site centre are shown on Figure 2. This figure demonstrates that:

- The Site is within the preferred maximum walk distance to the residential areas of Hoyland Common, Hoyland, Birdwell and Tankersley;
- The local and district centres of Hoyland Common and Hoyland are within the preferred maximum walk distance and contain amenities which staff could use;
- There are numerous cafes, fast food outlets and dining options around Rockingham Roundabout within a 10 minute walk of the Site; and
- There are 5 supermarkets within a 25-minute walk of the Site.

2.7.4 It is therefore concluded that the Site is accessible for the local residents of Hoyland and future employees of the Site by foot. It is also considered that the more active employees will choose to walk further than this guideline distance.

2.7.5 Furthermore, the travel planning measures proposed in the travel plan will have a positive influence on the sustainable travel choices made by employees of the development Site.

2.8 Accessibility by Cycle

2.8.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- The Site is within a 5 minutes cycle time of Birdwell, Hoyland Common, Upper Hoyland and Tankersley;
- The Site is within a 10 minute cycle time of Hoyland and Upper Tankersley;
- Elsecar Station is within a 10 minute cycle time of the Site;
- Wombwell Station is within a 15 minute cycle time of the Site;
- The Site is within a 15 minute cycle time of Worsbrough and Hemmingfield;
- The Site is within a 20 minute cycle time of Wombwell, High Green and Worsbrough Common;
- The NCN Route is within a 5 minute cycle ride of the Site; and
- A further 2 stations are within a 30 minute cycle of the Site.

2.8.2 It is also considered that the more active employees will choose to cycle further than this guideline distance.

2.8.3 Table 4.2 below shows the accessibility to various amenities as required by the BREEAM.

TABLE 2.5 ACCESS TO AMENITIES (BREEAM)

AMENITIES	DISTANCE TO
Appropriate supermarket	1km
Appropriate hot food takeaway	340m
Access to cash	518m
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	Adjacent
Access to recreation or leisure facility for fitness or sports	1.15km
Publicly available postal facility	799m
Community facility	784m
Over the counter services associated with pharmacy	830m
Public sector GP or general medicine centre	1.5km
Childcare facility or school	1.74km

3. Objectives and Scope of the Plan

3.1.1 This Travel Plan shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from locality of the development by people travelling by private car.

3.1.2 All employees (and where possible visitors) shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 In order to ensure that the measures contained within the Travel Plan are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.2 Travel Plan Objectives

3.2.1 The overall travel management objectives for the development are:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

3.3 Travel Plan Targets

3.3.1 This Travel Plan in conjunction with BMBC aims to promote travel choice for residents of the development, and to increase the use of sustainable transport modes. Overarching targets for the Site are to be set once baseline travel surveys have been carried out. Any targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- Site-Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

3.3.2 In order to provide a set of Site specific modal split targets, detailed travel surveys will be undertaken annually 3 months after first occupation of the development until 5 years post full occupation.

3.3.3 The baseline mode splits set out below have been taken from the journey to work 2011 census information for the Leeds 071 layer output area.

3.3.4 The travel to work data for all the residents within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

TABLE 3.1 BASELINE MODE SPLIT FOR BARNSELEY 028

Mode	Work from Home	Train	Bus	Taxi	M'cycle	Car Driver	Car Passenger	Bicycle	Foot	Other
Baseline Mode Share	23.5%	0.4%	3.2%	0.4%	0.3%	60.4%	5.1%	0.4%	5.7%	0.7%

3.3.5 In advance of the detailed travel surveys being undertaken it is proposed that an interim target should be set for trips made by future employees. The interim mode shift target should be a reduction of single occupancy car trips by at least 10% from baseline i.e. **54%** (60.4×0.90).

3.3.6 Once the targets have been achieved the level of car driver journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with BMBC.

3.3.7 Whilst the initial modal shift target may be ambitious it is anticipated that they would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

4. Roles and Responsibilities

4.1 Introduction

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 Travel Plan Coordinator

4.2.1 Prior to the commencement of the initial marketing of the development, the Travel Plan Coordinator (TPC) shall be appointed and acquire all relevant supporting information required and review the overall content of the document to ensure its relevance.

4.2.2 At the same time the TPC will inform BMBC of the date that this work has commenced and provide a contact name for the TPC.

4.2.3 The duties of the Travel Plan Coordinator will include:

- Acting as a single point of contact for all transport, access and travel related issues;
- Obtaining and providing residents with up to date details and information relating to access to the Site via sustainable modes;
- Liaison with BMBC, Stagecoach and other key stakeholders; and
- Ensuring that a copy of the Travel Plan is available to all employees and where possible visitors as well as providing details of the Site's accessibility by sustainable modes within any newsletters.

4.2.4 This TP will provide the basis for the development of the TP that will be finalised following the collation of the baseline surveys. Measures and initiatives will be tailored based on the results of these surveys. The baseline information for staff will be provided to the Travel Plan Officer for BMBC following the completion of the initial survey.

4.2.5 As the TPC is yet to be appointed, the contact at this stage will be Elliot Kelly of Mosodi on behalf of Harworth. Contact details for Elliot Kelly are as follows:

Elliot Kelly (Mosodi) 0161 667 0990

4.3 Gateway 36 Lead Travel Plan Co-ordinator

4.3.1 In addition to having TPC's for each individual tenant, Mosodi are the Lead Travel Plan Coordinator (LTPC) for the whole site and will remain in place for five years from first occupation. After five years, a decision will be made by the steering group as to whether the Lead TPC role remains with the management company or is elected from one of the tenant TPC's.

4.3.2 Mosodi's Lead TPC is Elliot Kelly. Contact details include:

Email: elliott@mosodi.co.uk **Tel:** 07799681807

4.3.3 The Lead TPC will be responsible for forming and chairing the Travel Plan Steering Group. This Steering Group will include the TPC, representatives from Barnsley Council, SYMCA and Harworth.

4.3.4 Following implementation of the plan and the completion of the initial surveys and

agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum.

4.3.5 These surveys will be produced by the lead TPC and capture details of individual circumstances, travel patterns and preferences etc. For new employees, completion of the survey will be part of the induction process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information.

4.3.6 Harworth will also provide contact details to the relevant highway authorities. Barnsley Council must be advised of any changes in Lead TPC.

4.3.7 The duties of the Lead TPC include:

- Oversee the gathering of information, e.g. the travel questionnaire. The lead TPC will agree a template with the relevant authorities prior to issue to the tenant TPCs;
- The Lead TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the individual tenant TPC's to explain the objectives and benefits of the FTP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting staff to walk, cycle or use public transport to travel to and from the Site. Hence staff will be encouraged to be fully aware of different travel options which are available from the Site;
- Liaising with BMBC's Active Travel team to ensure that, where possible, measures implemented as part of the development complement the Active Travel proposals;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the tenant TPC's through the steering group;
- Liaison with stakeholders and the Masterplan Framework Travel Plan with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc; and
- The Lead TPC will be responsible for ensuring that individual tenant TPC's are fully aware of the sources of information that are available with respect to timetable information.

4.4 Funding

4.4.1 Harworth must be fully committed to the implementation of this Travel Plan and will provide all necessary funding required.

4.4.2 To further enhance the benefits to staff, further funding will be sought from stakeholders such as SYMCA as and when it is available.

4.4.3 Prior to the commencement of the initial marketing of the development the Travel Plan Coordinator shall be appointed and acquire all relevant supporting information required and review the overall content of the document to ensure its relevance.

5. Travel Plan Measures

5.1.1 The primary objective of this Travel Plan is to inform, incentivise and influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

5.1.2 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of both hard and soft measures e.g. good quality cycling routes and changing facilities are considered hard measures whilst provision of information or 1-1 travel planning sessions are considered soft measures.

5.1.3 The Site contains a range of physical transport related infrastructure measures. These were outlined in the previous section. Their effectiveness will need to be monitored as part of the LTTC and TPC role, in order to improve quality and quantity in the future. Their role is also important to deliver softer measures, which are outlined below.

5.2 Walking and Cycling

- Provide plans and up to date information to staff/visitors indicating pedestrian and cycle routes in the surrounding area. This includes providing local cycle maps for use by employees;
- Raise awareness of the Barnsley Active Travel Hub, located close to Barnsley Rail Station;
- Provision of network analyst drawings on the Rockingham website detailing travel times;
- Promote the health benefits of walking and cycling;
- Promote the BMBC website as an excellent source of information for those wishing to cycle <https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/>;
- Raise awareness of the adult cycle training that is provided by BMBC. More details at <https://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/barnsley-bike-works/>;
- Investigate the possibility of having on-site cycle training courses for staff. If staff numbers are not sufficient, the TPC's must speak to the lead TPC over the opportunity of having combined training sessions with other tenants;
- Explore opportunities to establish park and stride locations nearby. This location should be closer to employees' home addresses, with the aim being that employees park away from Barnsley 340 and walk or cycle the last leg of the journey;
- Work with SYCA and Barnsley Council to improve direct cycle connectivity, particularly routes to Barnsley and the train stations in Elsecar and Wombwell; and

5.3 On Site Facilities

- Shower/changing areas and lockers for staff;

- Convenient sheltered and secure cycle parking is provided as part of the proposals, with a total of 28 cycle storage spaces, 26 for employees and 2 for visitors all of which are provided in Sheffield Stands;
- Consideration has been given to providing pool cycles for use by employees, the requirement for these will be determined following the travel surveys;
- Ten motorcycle parking spaces are provided within the development, eight spaces provided for employees and two spaces for visitors;
- The proposals include primary circulation routes to be designed to be accessible to all, with surface material changes proposed to demarcate between vehicle and pedestrian priority and dropped kerbs for access. This will ensure that the development will be accessible for the visually impaired as well as for a varying level and type of disability;
- Landscaping will be provided as a border surrounding the Site, with lighting provided to the front of the Site onto Newton Road;
- A breakout area is also provided to the front of the building with seating and shelter, which can be used for employees who are waiting to be picked up, alternatively there will be an internal seating within the reception area should the employee wish to wait inside the building; and
- No dedicated taxi drop off area is to be provided, however they are permitted to enter the car park and pick up passengers from there.

5.4 Public Transport

5.4.2 To encourage trips by public transport the following measures/actions are proposed:

- Promote the SYPTE website as a source of information for those wishing to travel by public transport <https://www.travelsouthyorkshire.com/>;
- Provision of up-to-date public transport information including hard copies of timetables in communal areas. The lead TPC will be responsible for ensuring that individual tenant TPC's are fully aware of the sources of information that are available;
- Web links to public transport information are to be provided on the Rockingham website;
- The information will also be available to all employees and visitors in a publicly accessible area. The information shall be updated by the Coordinator as and when required;
- The Lead TPC is to liaise directly with public transport operators to seek to negotiated discounted public transport tickets, and the potential to increase local provision for the development;
- Sign up to First Bus Commuter Travel Club. The club is an employee benefits scheme, offering discounted bus travel to employees of companies who are First Bus travel partners in South Yorkshire. More information can be found here: <https://www.firstbus.co.uk/buy-tickets/corporate-travel/commuter-travel-club-employer-information>;
- Set up Northern Rail corporate ticketing agreement <https://www.northernrailway.co.uk/tickets/employee-season-tickets>; and

- Explore setting up an employee shuttle bus that could run from popular destinations either from near people's home town/city or from a local train station. Through contact with neighbouring units in the steering group, resources could be pooled to make feasible.

5.5 Car Sharing

5.5.2 As part of the proposals, eight car share parking spaces are to be provided. Car sharing can be a popular form of transport for staff, immediately promoting this concept benefits those who have no access to public transport or live too far away. This can be achieved by:

- Liaising with the lead TPC to help promote and incentivise the concept and benefits;
- The developments TPC is responsible for ensuring that car share information is disseminated to staff;
- The provision of pool cars will be investigated to be available for staff who use public transport and require a car for company business appointments and or meetings; and
- TPC to explore the implementation of incentives such as priority car parking for car sharers and a guaranteed ride home scheme for use in emergencies for car sharers.

5.6 Governance Measures / Reducing the Need to Travel

5.6.2 Conduct employee travel survey, identify baseline figures and create SMART targets for future travel plan monitoring. To be conducted within 6 months of occupation.

5.6.3 The TPC may also consider provision of the following measures to ensure a holistic approach to reducing the development impact on the highway and environment:

- Deliver presentations to Senior Staff on the savings and benefits to be made by utilising sustainable travel within day to day operations. The LTPC can deliver these on the TPC's behalf if required or provide a presentation;
- Should new employees be hired in the future, it is advised to introduce an 'employ local policy' in which people from the immediate surrounding area are employed. This would be to support the local community and reduce the likelihood that staff need to drive for their commute. In the long term this should help increase the proportion of staff that travel to work sustainably;
- Provision of video and telephone conferencing facilities;
- If applicable change company car policy to more fuel efficient vehicles. This vehicle should double as a pool vehicle by staff during the day; and
- Seek to minimise number of servicing maintenance trips.

6. Travel Plan Implementation / Communication

6.1.1 This Travel Plan clarifies the role of the co-ordinator and sets out their responsibilities in terms of ensuring that the series of measures and initiatives identified, that will help to reduce the reliance on the private car, are delivered.

6.1.2 An action plan should be developed to set out a clear strategy for the implementation of the Travel Plan measures. This section summarises the potential measures to influence travel behaviour and sets out a target schedule for their implementation.

TABLE 6.1 PEDESTIAN AND CYCLE MEASURES

MEASURES	GUIDELINE TIMESCALE	PRIORITY	DELIVERABILITY AND RESPONSIBILITY
Presentation to the end users on the benefits to gained through sustainable travel	Prior to occupation	High	Delivered by TPC
Explore opportunities to establish park and stride locations nearby and share information with employees	Prior to occupation	High	Reduce total distance employees have to drive by parking at nearby parking area Lead TPC and LTPC
Provision of cycle and walk catchment information to employees and on the Rockingham website	Prior to occupation	High	Removes potential barriers created by lack of information. Responsibility of Lead TPC
Provision of Local Cycle Maps to employees and in communal areas. These can be ordered from the BMBC website	Prior to occupation	High	Removes potential barriers created by lack of information. Lead TPC to ensure that these are displayed in communal areas.
Provision of on-site sheltered/secure cycle spaces and changing/shower/locker facilities within the buildings	First occupation	High	High level of deliverability. Individual reserved matters of full applications in the future will specify the level of provision. Individual applicants
Advice on safe cycling & further cycle training	Available upon occupation	Med	Medium level of deliverability. Lead TPC
Investigate provision of "pool" e-cycles for use by staff	3 months	Med	Medium level of deliverability. Funding would need to be arranged either for tenants individually or centrally by Lead TPC. Demand to be established post occupancy surveys.
Organise "walking lunches", "walking days" and "walking weeks"	Within 3 months	High	Raises awareness of walking routes near Barnsley 340 and creates a team ethic Lead TPC to ensure that these are

			organised
Adapt cycle to work scheme to Barnsley 340 and advertise to employees	3 months	Med	Enable employees to access a bike Lead TPC
Work with SYCA and Barnsley Council to improve direct cycle connectivity, particularly to Barnsley and nearby train stations	Long term	High	TPC

TABLE 6.2 PUBLIC TRANSPORT MEASURES

MEASURES	GUIDELINE TIMESCALE	PRIORITY	DELIVERABILITY AND RESPONSIBILITY
Provide up to date public transport information, bus route maps. To be provided through updates to employees, the FTP and via the Rockingham website	Prior occupation	High	High level of deliverability. TPC
Set up shuttle bus to local train station or residential area for employees and advertise	Prior to occupation	High	Would increase attractiveness of choosing to travel by public transport. Lead TPC and LTPC
Provision of hard copies of bus timetables to be provided in communal areas	Available upon occupation	Med	Lead TPC
Negotiate directly with public transport operators to seek discounted weekly, monthly and season tickets	Prior to occupation	Med	High level of deliverability FTPC to investigate and provide. Lead TPC to promote to employees.
Work with SYCA, Barnsley council and public transport operators to establish bus stops within 800 m of Barnsley 340	Upon occupation	High	Would increase attractiveness of choosing to travel by bus Lead TPC and LTPC
Work with SYCA, Barnsley council and public transport operators to align bus services with shift patterns	Upon occupation	High	Would increase attractiveness of choosing to travel by bus Lead TPC and LTPC

TABLE 6.3 GOVERNANCE AND OTHER MEASURES

MEASURES	GUIDELINE TIMESCALE	PRIORITY	DELIVERABILITY AND RESPONSIBILITY
Provision of a travel information pack for all employees and future new starters	Prior to occupation	High	Employees being relocated, need to know all information and where they can look to read more
Develop and incentivize car share service.	Prior to occupation	High	Lead TPC
Promote and distribute information on car share and provide car share presentations at inductions – appropriate when new businesses moving in.	Prior to occupation	High	Arranged by lead TPC
Offer colleagues the cost for mileage differentials	Prior to occupation	Med	Assessed, defined and promoted by lead TPC
Establish lunchtime canteen and promote its use and bringing own lunch	Available upon occupation	Medium	Prevent additional journeys from driving in car to get lunch Lead TPC
Deliver presentations to Senior Staff on the savings and benefits to be made by utilising sustainable travel within day to day operations	3 months	Med	Lead TPC to liaise with Lead TPC
Employee travel surveys, establish baseline figures and set SMART targets	Within 6 months of occupation	High	Important to find out travel behaviour and priorities. Lead TPC
Establish an 'employ local' policy for any future hires	Long term	Medium	Likely to increase the proportion of people travelling sustainably to work TPC
Assistance in the form of personalised travel planning on request	As requested	High	Lead TPC

6.2 Promotion and Communication

6.2.2 In order for any of the above actions to work it is vital that the aims and messages around them are clear, repetitive and consistent.

6.2.3 The messages and campaign must:

- Be repetitive yet phased – One off messages will fail to deliver the required levels of modal shift however message fatigue can come quickly and lose impact;
- Consists of small “nudges” that don't force or push staff – this is counterproductive – but that encourage and help alleviate initial inertia to change;
- Be innovative in where and how interventions are delivered;
- Create social norms. Behaviour change will come from employees choosing modes

that are easy, accessible and used by their peers; and

- Not contain an anti-car or “green” rhetoric. This is didactic and counterproductive. It should encourage and enable employees to fully consider their realistic travel options.

6.2.4 The TPC should also consistently and repetitively utilise the following channels:

- Relevant local social media channels including Twitter, Facebook and Instagram;
- Internal newsletter;
- Internal notice boards in staff areas;
- Staff events;
- If relevant attach the message to tenant staff initiatives such as a staff wellbeing campaign;
- VDUs within the buildings;
- On site advertising especially within the car park;
- Internal email;
- Staff briefings and meetings; and
- Relevant staff training sessions e.g. Facilities staff.

6.2.5 The TPC should look to run a series of high profile events on site in full view of all staff to ensure maximum publicity.

6.2.6 The key to success is to be prolonged yet phased and to create social norms whilst maintaining interest.

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary.

7.1.2 Staff travel surveys will be carried out on an annual basis (from the baseline surveys being carried out) with monitoring of facilities such as cycle parking, motorcycle parking, lockers and travel information.

7.1.3 Initial surveys will be completed by all employees of four weeks post occupation as it is a completely new operation. If possible, the surveys will be completed prior to occupation. Following the initial surveys, the Site will synchronise the timing of their annual surveys with the Rockingham sitewide survey (January – March).

7.1.4 An annual monitoring/review report will be prepared and submitted by the LTPC to each tenant, the Developer and BMBC. Surveys will be undertaken on an annual basis as a minimum.

7.1.5 The survey will include the following elements:

- How staff currently travel to the Site;
- How staff prefer to travel to the Site;
- How staff would travel to the Site if there were no barriers to their chosen modes;
- Measures that would encourage staff to use sustainable modes;
- Total number of vehicles arriving and departing the development in the AM peak hour;
- Prevalence of walking and cycling for leisure and cycle ownership;
- Home location of staff (for example by postcode area); and
- Business travel needs.

7.1.6 It is imperative that an appropriate number of staff are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, the following targets are set as a minimum for responses:

- 30% of total staff employed including a selection of all employee types i.e shop floor, managers and centre management; and
- If the 30% target for responses is not reached the individual tenant must offer and incentive to increase the response rate to 30%.

7.1.7 The annual monitoring report must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period.

7.1.8 The monitoring will include a summary of the survey results, summary of actions delivered over the previous 12 months, reviews of how well the plan is working to meet the objectives of the targets. Any changes must be agreed by BMBC.

7.1.9 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the Travel Plan Co-ordinator. For example, if there is little/no car sharing occurring amongst the staff, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.10 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the FTP.

7.1.11 Second wave measures may include, for example,

- Introduction of a staff parking policy where only those without sustainable alternatives and longer travel distances are able to park on Site;
- Measures for public transport users may include negotiating with local bus operators to offer discounted ticket deals to staff or seeking funding for a shuttle bus service;
- The provision of personalised travel plans could also be considered if staff can be identified from surveys that have a lesser need to travel by car – for example work during daytime hours and live on a bus route; and
- Support to businesses to reduce the need for business travel by car.

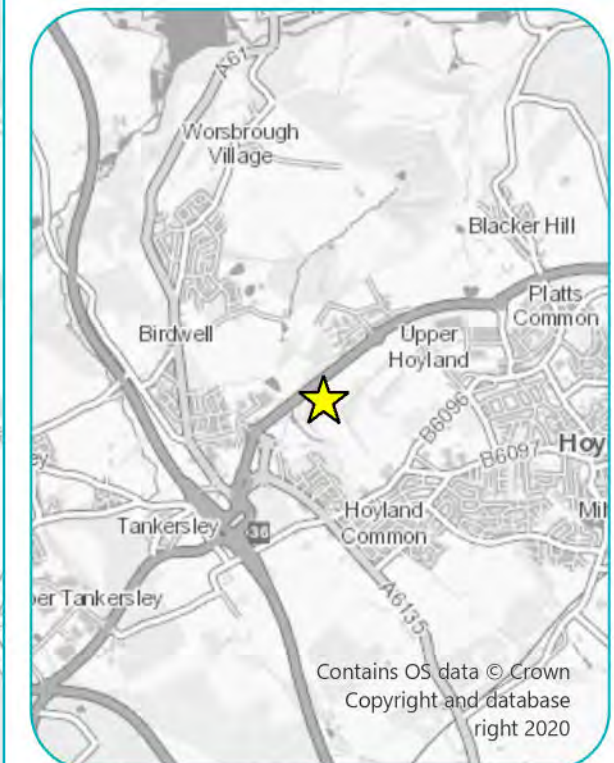
7.1.12 At this stage it is not appropriate to confirm the exact nature of the secondary measure as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

- ★ Site Location
- Indicative Site Boundary

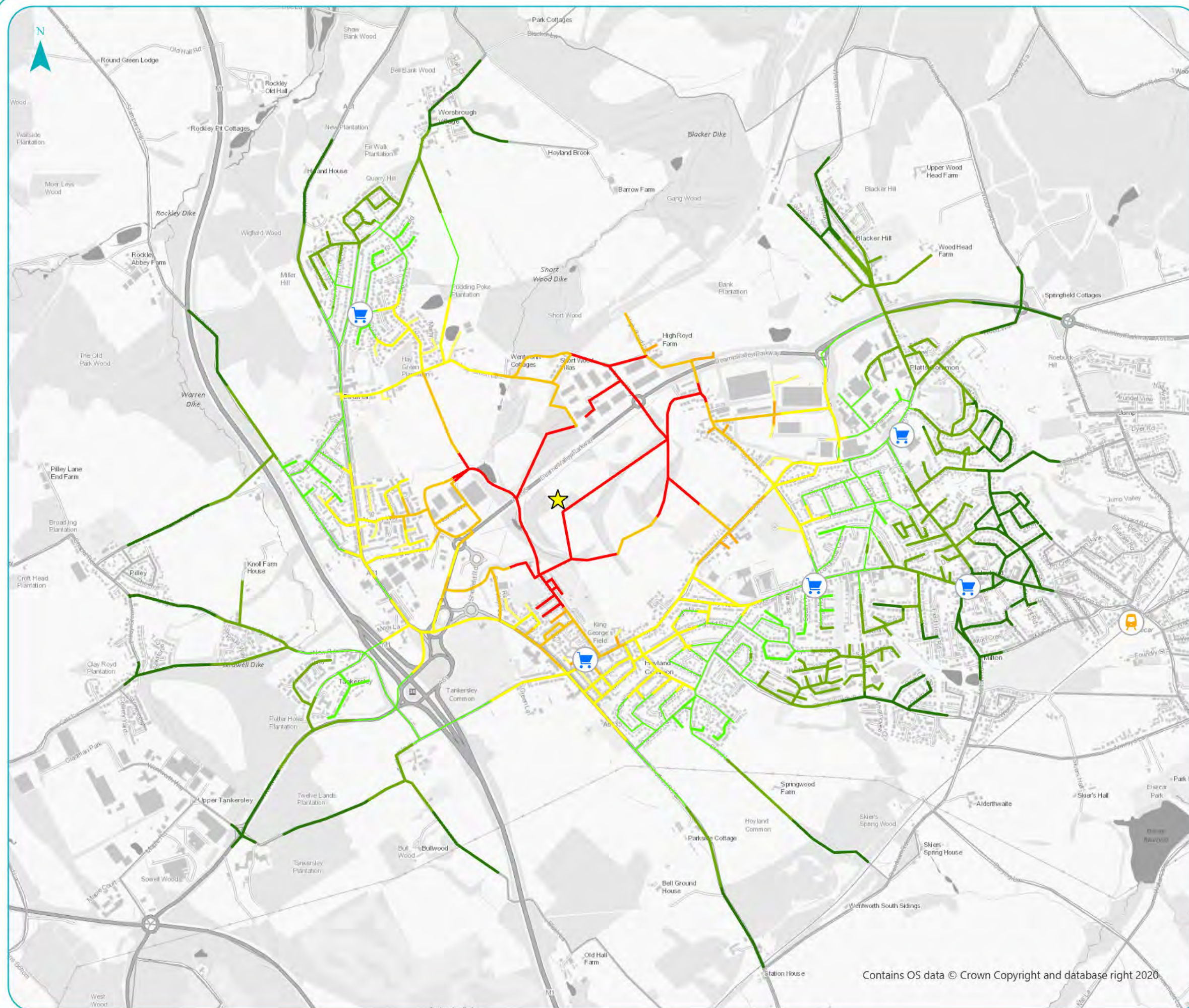


Proposed Commercial
Development
Rockingham
Site Location Plan

Figure 1

Scale @ A3 1:5,000

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Key

- ★ Site Location
- 🚂 Railway Stations
- 🛒 Supermarkets

Pedestrian Accessibility (4.8kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

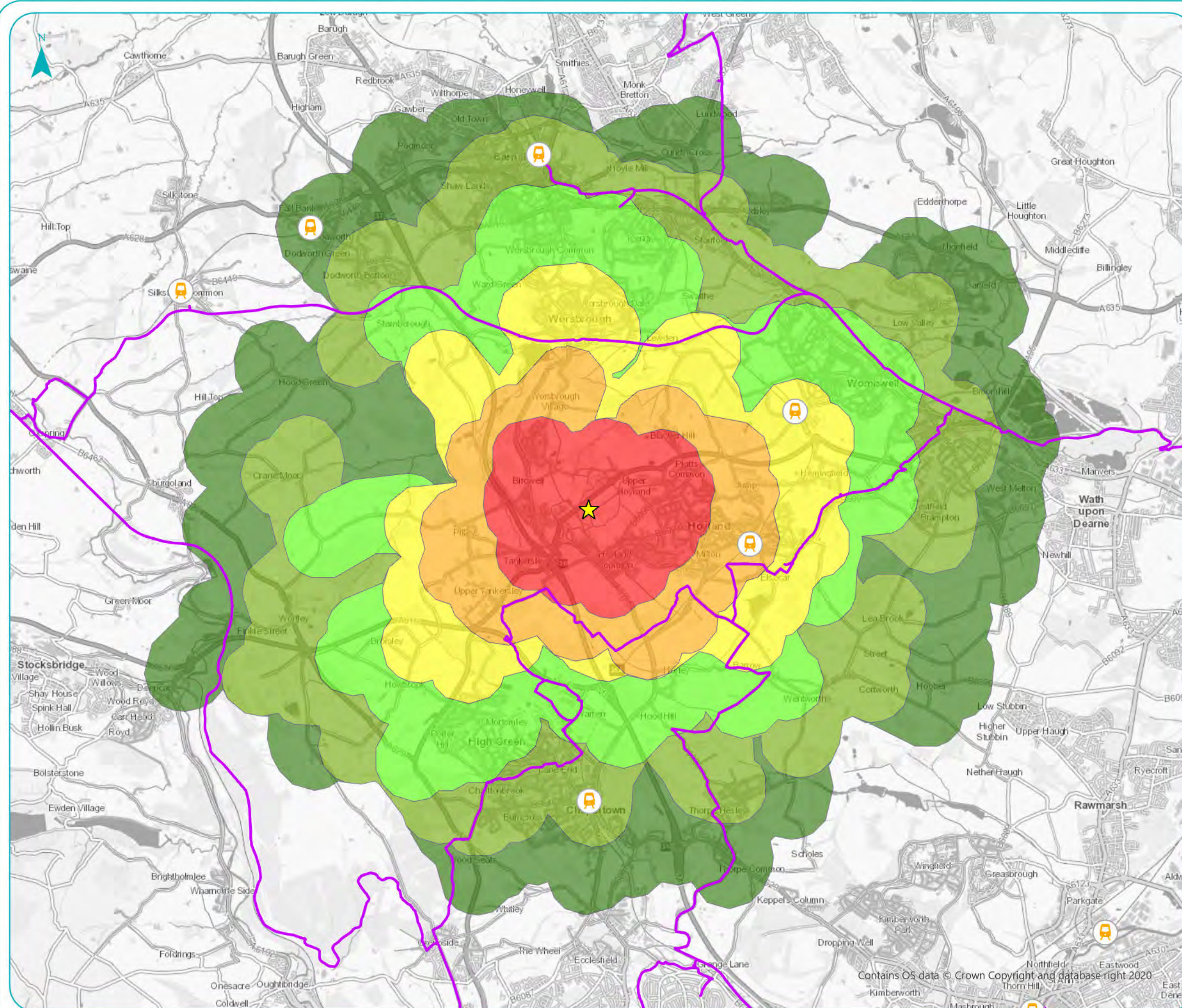
Proposed Commercial
Development
Rockingham
Pedestrian Accessibility

Figure 2

Scale @ A3 1:17,000

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Key

- ★ Site Location
- 🚆 Railway Stations
- National Cycle Network

Cycle Accessibility (16kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

Proposed Commercial Development
Rockingham
Cycle Accessibility

Figure 3

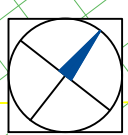
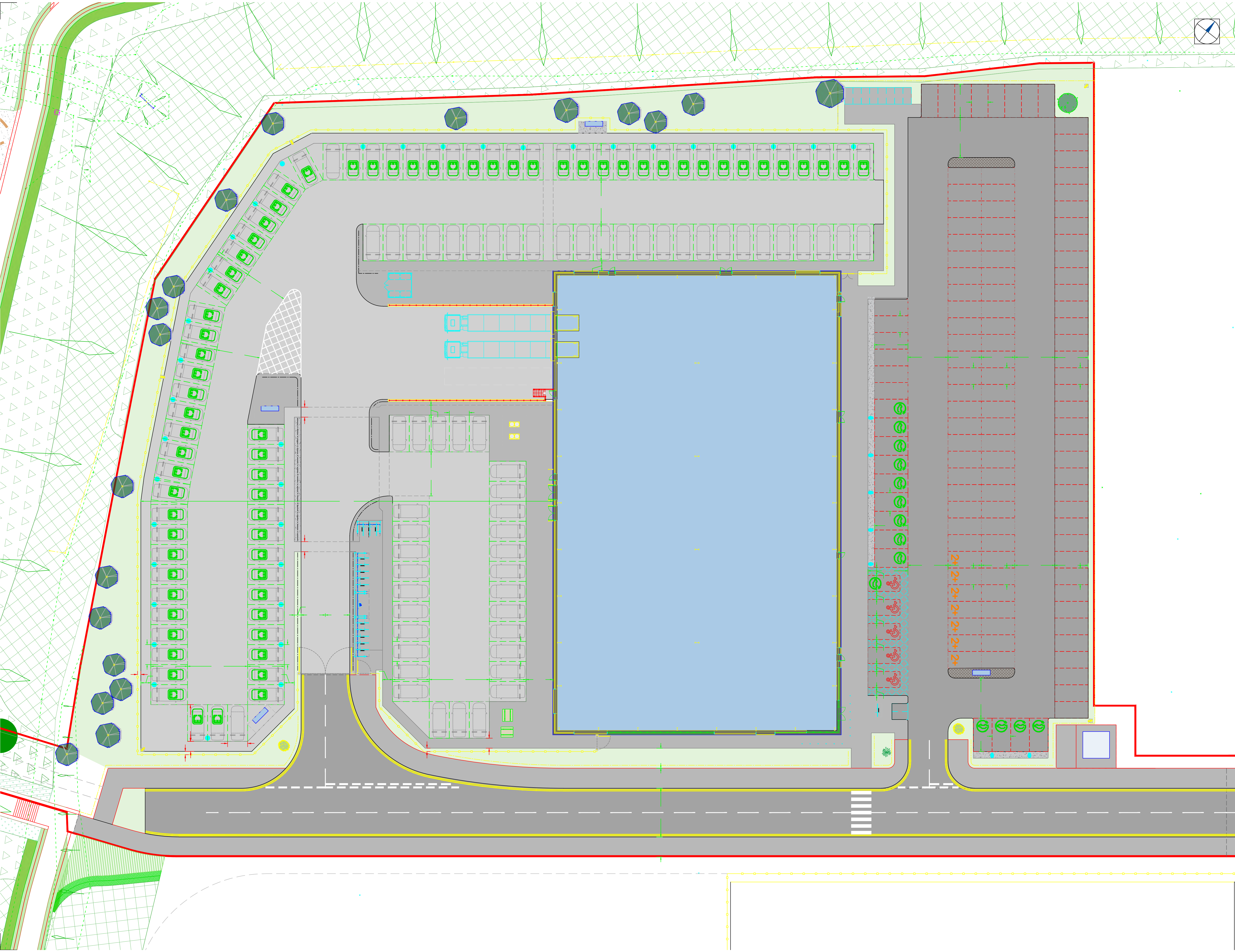
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Appendices

Appendix A Masterplan



THE
HARRIS
PARTNERSHIP