FRAMEWORK TRAVEL PLAN

VIASOLUTIONS

Everill Gate Lane, Wombwell

ON BEHALF OF

Everill Gate Properties Ltd.

October 2019






Quality Management

Project Number	18078
Filename	18078 Everill Gate Lane, Wombwell TP
Issue No	1
Issue Date	18.10.2019
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Reviewer	Eric Appleton

Signatures:



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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Travel Plan (TP) to discharge a planning condition on the outline planning approval for a proposed industrial development at Everill Gate Lane, Wombwell. Figure 1 at Appendix A shows the site location in relation to the local highway network.

1.1.2. Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of the TP is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.

1.1.3. The location of the Site, close to frequent and good quality walking and cycling infrastructure and local and wider area bus and train services, also provides access to the local retail and services offer. This presents an opportunity to formulate a robust TP to increase sustainable travel choices and provide a development accessible to all.

2. Objectives

2.1.1. This TP has been produced in accordance with both Central and Local Government guidance relating to TPs. The TP is focused on the future occupiers of the Development. The specific measures will help to provide a focused and effective TP to encourage users to vary, or change, from their reliance on private car travel.

2.1.2. There are a number of objectives, both at national and local level, which the implementation of the TP is intended to help fulfil. These include:

- To influence travel behaviour of staff and visitors;
- Reduce the number of single-occupancy car trips;
- To reduce the need for unnecessary journeys by staff and their visitors;
- Reduction in travel distances;
- To help improve the health of staff, and
- Accommodating those journeys that need to be made by car.

3. Site Characteristics

3.1. SITE DESCRIPTION

3.1.1. The application site is located between the A633 Valley Way, Everill Gate Lane, a disused railway which is now a bridleway and a disused canal at Wombwell. Figure 1 at Appendix A shows the site location in relation to the local highway network.



Photograph 1 : View of the existing A633 Valley Way/Everill Gate Lane Junction

3.1.2. The site consists of a grassed area and the works undertaken as part of outline planning consent 2006/0064, reserved matters consents 2009/0189 and 2012/1120.

3.1.3. Everill Gate Lane is a lit single carriageway road with a grass verge on the site side and a footway on north side for some 137m and then a grass verge up to the bridge over the disused railway. The bridge over the disused railway, which is now a bridleway has a footway on the north side and a narrow margin on the south side.

3.1.4. Everill Gate Lane in the vicinity of the site traverses in a general westerly direction to the settlement of Broomhill. At Broomhill, Everill Gate Lane becomes Pontefract Road, traversing in a southerly direction to the A633/A6195 roundabout.

3.1.5. Everill Gate Lane prior to the construction of the A633 Valley Way continued uninterrupted to its junction with Park Street and Wath Road to the south west. Everill Gate Lane is stopped up to motor vehicles some 144m east of Park Street, the road up to that point has a carriageway with flanking footways. A pedestrian link exists on Everill Gate Lane from the A633 Valley Way in a south westerly direction to Park Street.

3.1.6. Valley Way along the site frontage has a grass verge flanking the carriageway. Behind the verge there are trees.

3.2. HIGHWAY NETWORK

3.2.1. The A633 Valley Way forms a simple priority junction with Everill Gate Lane. The junction has a deceleration lane to facilitate the left turn into Everill Gate Lane. There is a splitter island on Everill Gate Lane at the junction with Valley Way.

3.2.2. The A633 Valley Way traverses in a general north westerly direction, to the east of Wombwell towards Barnsley, whose centre can be reached from the A635, which is connected at the Stairfoot junction. The M1 at Junction 37 can be accessed via the A635, A6133 and A628. The road serves directly or indirectly a number of employment areas as well as residential areas.

3.2.3. Some 160m to the south east of Everill Gate Lane, Valley Way forms part of a four arm roundabout with the A633 Wath Road, the B6089 Brampton Road and Wath Road. Wath Road traverses in a general north westerly direction into central Wombwell. The B6089 Brampton Road traverses in a general south direction through Brampton to Rotherham.

3.2.4. The A633 Wath Road road traverses in a south easterly direction until in joins the A6195, Wath Road and Newlands Way which serves the Valley Park Estate at a roundabout. Wath Road leads to Wath-Upon-Dearne.

3.2.5. The A6195 to the west of the roundabout skirts the north of Hoyland, leading to the M1 at Junction 36. The A6195 to the east of the roundabout traverses in a general northerly direction, crossing the A635 and past Grimethorpe towards Shafton. The junction of the A6195 with the A635 provides a route to the A1(M) and Doncaster.

3.2.6. The proposed site is well located for access to the local, regional and strategic road network.

PEDESTRIANS

3.2.7. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "Providing for Journeys on Foot" (Institution of Highways and Transportation, 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.2.8. The facilities within the walking distances are summarised in the Table 2. There is a bus stop on Everill Gate Lane within 270m to the east. There are bus stops on Park Street, which are accessed by Everill Gate Lane and are within 450m of the site. There are also bus stops on the B6089 Brampton Road which are within 450m of the site.

3.2.9. The distance between the site and the bus stops is well within the preferred maximum walking distance for commuting/school/sightseeing contained in Table 1.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
500m	Bus stops on Everill Gate Lane, Wath Road and Brampton Road, Takeway Wath Road, Convenience store Brampton Road
1000m	Post Office, Pharmacy
2000m	Public House

3.2.10. There are a range of facilities that are within the desirable walking distance for commuting/school and sightseeing of 500m. There is no footway on the site side of Everill Gate Lane at present, but there is one on the opposite side of the road which provides a link to the other section of Everill Gate Lane, Wath Road and Park Street. Brampton Road can be accessed via the verge alongside Valley Way and the footways and islands at the A633 Valley Way/A633 Wath Road/B6089 Brampton Road/Wath Road roundabout.

3.2.11. A footway will be provided on the south side of Everill Gate Lane towards the junction with Valley Way and a pedestrian link from the site onto the A633 Valley Way and connecting to the footway at the roundabout as part of the development. The footway will be provided at the A633 Valley Way/Everill Gate Lane and on the A633 Valley Way frontage. Everill Gate Lane to the east has sections of footways and verge.

3.2.12. The site is considered to be well connected by foot using good quality infrastructure.

CYCLISTS

3.2.13. National and Local policy encourage sustainable development and a transfer the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

3.2.14. The bridleway to the rear of the site is number 62 and part of the Trans Pennine Trail. The route continues in a north westerly direction and then westerly north of Wombwell. At northern Wombwell route 62 connects to route 67. Route 67 traverses in a north westerly direction towards Barnsley, another route provides a link to the west and central Barnsley. Route 62 continues in northerly direction.

3.2.15. The bridleway, route 62 traverses in a generally southerly direction from Everill Gate Lane and connects to route 67 at the Valley Way Estate. The route 62 connects to route 67, which has a stretch to the west which is parallel to the A6195.

3.2.16. The site has good cycling infrastructure which give access to the surrounding area networks and will encourage sustainable travel to and from the proposed car auction facility.

3.2.17. It is considered that there are practical and convenient links available to and from the proposed development offering the potential for employees and customers to walk or cycle.

3.3. PUBLIC TRANSPORT

BUSES

3.3.1. The bus stop on Everill Gate Lane is within 270m of the site. The stop has a post and flag. The bus stop is served by the 203 service. The bus stop on Park Street is within 450m of the site. Both stops have a shelter, a flag and timetable information. The stop are served by 22X, 203. 222, 226 and X20. The bus stops on Brampton Road are within 450m of the site. The northbound stop is in a lay-by and has a shelter with timetable information and seating. The southbound stop has a shelter, timetable information and seating. The stops are served by 22X and 226 services.

3.3.2. The services that utilise the stops on Park Street, Everill Gate Lane and Brampton are indicated in Table 3.

TABLE 2. SUMMARY OF BUS ROUTES 8

Route No	Route Summary	Frequency	
		Monday to Saturday	Sunday and Evenings
22X	Rotherham – Parkgate – Rawmarsh – Warren Vale – Swinton – Manvers – Wath Upon Dearne – West Melton – Brampton Bierlow – Brampton – Wombwell – Stairfoot – Kendray – Barnsley	20 mins/15 mins Sat	60 mins Sun/30 mins
203	Doncaster – Cusworth – Scawsby – Scawthorpe – Highfields – Pickburn – Brodsworth – Hooton Pagnell – Clayton – Thurnscoe – Highgate – Goldthorpe – Billingley – Middlecliffe – Little Houghton – Middlecliffe – Broomhill – Wombwell	4 per day by direction	-
222	Barnsley – Kendray – Stairfoot – Wombwell – Corton Wood	30 mins	60 mins
226	Barnsley – Kendray – Stairfoot – Wombwell – Brampton – Brampton Bierlow – Brampton – West Melton – Wath Upon Dearne – Manvers – Bolton Upon Dearne – Goldthorpe – Highgate – Thurnscoe	30 mins	60 mins

Route No	Route Summary	Frequency	
		Monday to Saturday	Sunday and Evenings
X20	Barnsley – Staifoot – Wombwell – Old Moor – West Melton – Manvers – Mexborough – Denaby Main – Conisbrough – Warmsworth – Balby – Doncaster	60 mins	No Sun/60 mins

3.3.3. The proposed development is served by eight services an hour Monday to Friday from the Park Street bus stops. Everill Gate Lane has only four services a day Monday to Friday. The site which has bus stops within the desirable walking distance for commuting can be accessed from a large number of destinations which include Barnsley, Doncaster, Rotherham, Wombwell and Wath Upon Dearne. The site is considered to be well served by bus.

4. Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The applicant seeks planning permission for a development consisting of 14,028m² (151,000 sqft) of B1, B2 and B8 uses, which will be delivered in the form of industrial units.

4.1.2. Improvement works are required to the A633 Valley Way/Everill Gate Lane to facilitate articulated vehicles. The junction of the A633 Valley Way/Everill Gate Lane will be improved by upgrading to a ghost island priority junction.

4.1.3. The development site layout is indicated on the drawings contained within Appendix B.

4.2. SITE ACCESS

4.2.1. The site will be accessed from a simple priority junction with Everill Gate Lane and is indicated on the proposed site layout drawing contained within Appendix B.

4.2.2. The proposal is to improve the junction of Valley Way with Everill Gate Lane by the introduction of a ghost island right turn facility and a pedestrian refuge island on Valley Way and Everill Gate Lane. Right turning movements from Everill Gate Lane to Valley Way will prevented at the junction. The proposed layout is contained within Appendix C.

4.3. PARKING PROVISION

4.3.1. Barnsley Metropolitan Borough Councils parking guidance is contained within a supplementary planning document. The maximum parking standards for B2 and B8 are:

- B2 General Industry – 1 space per 30-50m² (Borough Wide for above 2,500m² GFA
- B8 Storage and Distribution – 1 space per 3 staff or 1 space per 60m² gross floor area up to 300m², then 1 space per 100m² up to 100m² up to 1,000m² and 1 space per 150m² thereafter

4.3.2. Disabled parking for non-residential development should be in addition to the maximum vehicle parking standards of 4% of the total number of spaces.

4.3.3. The Councils Cycle Parking standard for General Industry is a minimum of 1 space per 300m² for staff. The cycle parking standard for Storage and Distribution is 1 short stay space per 1,000m² gross floor area for visitors and 1 long stay space per 40 staff.

4.3.4. The Councils Motorcycle parking standard is 1 space per 20 car parking spaces.

4.3.5. The minimum cycle parking spaces would be 47 spaces.

4.3.6. The proposed development layout provides a total of 254 car parking spaces of which 12 are for the disabled. A total of 48 cycle parking spaces and 13 motorcycle parking spaces will be provided. The development complies with the Councils parking standards.

4.4. SERVICING

4.4.1. The site can be served by up to 16.5m articulated HGVs. Those large vehicles will use the A633 Valley Way/Everill Gate Lane junction.

5. Travel Plans

5.1. INTRODUCTION TO TRAVEL PLANS

5.1.1. A TP is typically a package of practical measures to encourage all users of a development to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with the Development.

5.1.2. The TP should be tailored to the Site and include a range of measures which will make a positive impact at that Site, e.g. setting up a car sharing scheme; providing cycle facilities; restraining car parking and/or possibly setting up video conferencing facilities to cut business travel. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to users of the Site (which in this case include staff).

5.2. THE BENEFITS OF A TRAVEL PLAN

5.2.1. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers. Central and Local Government guidance relating to TPs stress the environmental and health benefits of producing a TP.

5.2.2. It is necessary to look at the way all users of the Site might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage users to reconsider how they make regular journeys.

5.2.3. An effective TP can benefit the Site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces.

5.2.4. Table 3 summarises some of the benefits of implementing a TP at the Development and identifies who will benefit.

TABLE 3. THE BENEFITS OF THE TRAVEL PLAN

Benefit	Staff	Community / Environment
Cost savings	√	
Healthier lifestyle	√	√
Improved site access	√	√
Reduced congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality	√	√
Reduced noise	√	√

5.2.5. TPs can produce indirect but significant benefits, such as improving the punctuality of people travelling to the premises. Staff who cycle or walk to / from the Development will promote a healthier lifestyle. By having a TP, the premises will demonstrate a more responsible and caring attitude to staff and the local community.

5.3. TRANSPORT POLICY

5.3.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

NATIONAL TRAVEL PLANNING GUIDANCE

5.3.2. The research carried out by the DfT published in their report Smarter Choice, Changing the Way We Travel suggests that a reduction of 10 – 15% of driver only trips can be achieved by the provision of effective and practicable measures included within a TP. This research was based on destination TPs which are designed to reduce car use to a particular destination such as a workplace, school or leisure development.

NATIONAL PLANNING POLICY FRAMEWORK – PROMOTING SUSTAINABLE TRAVEL

5.3.1. In February 2019, the Ministry of Housing, Communities and Local Government published a revised National Planning Policy Framework (NPPF), which replaced the document that was published on 24 July 2018.

5.3.2. The Revised NPPF in paragraph 108 states that "*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that*

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

5.3.3. In paragraph 109 the revised NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"

5.3.4. In relation to paragraph 109 developments should be in accordance with paragraph 110, which states:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduce mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

5.3.5. Paragraph 111 of the revised NPPF states that "*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Assessment or Transport Statement so that the likely impacts of the proposal can be assessed.*"

5.4. LOCAL PLANNING POLICY

5.4.1. The Barnsley Metropolitan Borough Council Core strategy which was adopted in September 2011 and has a number of transport policies. Those policies relate to accessibility, new development, sustainable travel and highway improvements.

5.4.2. Policy CSP23 Accessibility Priorities states that transport investment will be focused on improving accessibility in the Accessibility Improvement Zone area, delivering a programme of community accessibility studies in all principle towns and facilitating sustainable links between the principal towns and existing and proposed employment, community and leisure and tourism facilities in the borough, particularly enhancing the non-car role of the A1-M1 link road.

5.4.3. New Development and Sustainable Travel are covered by policy CSP25. The policy states that "*new development will be expected to*:

- *be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document;*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through planning obligations or a planning condition."*

5.4.4. Policy CSP26 New Development and Highway Improvement states that "*new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.*"

6. Travel Plan Initiatives

6.1.1. TP initiatives are described as 'hard' (physical infrastructure improvements) and 'soft' (management measures) initiatives that will be used to reduce reliance on the private car and promote more sustainable travel choices.

6.2. HARD MEASURES

PROPOSED IMPROVEMENTS TO INCREASE PEDESTRIAN USAGE

6.2.1. The Site layout will provide safe and convenient access for pedestrians to link to the footways adjacent to the public highway. Appropriate levels of lighting will be provided along pedestrian routes within the Site.

PROPOSED IMPROVEMENTS TO INCREASE CYCLE USAGE

6.2.2. Safe and convenient access through the Site for cyclists will be provided. Secure cycle parking will be provided within the Development for staff/visitors.

PROPOSED IMPROVEMENTS TO INCREASE PUBLIC TRANSPORT USAGE

6.2.3. The Council has asked that the facilities at the two nearest bus stops to the site be reviewed and upgraded as necessary as part of the proposals. A new footway along Valley Road will be provided to link to these stops.

6.3. SOFT MEASURES

6.3.1. 'Soft' measures are also required to further encourage the use of sustainable transport modes by staff. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal TPs, internet sites and accessible information.

6.3.2. Travel information and initiatives will be promoted in staff room areas and within the reception and waiting areas of premises (to inform visitors). This will be achieved by producing posters and leaflets. Details of the sustainable travel options will also be included within employees' starter packs for new staff. This will also include an offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.

TRAVEL PLAN COORDINATOR (TPC)

6.3.3. To deliver the 'soft' measures it will be necessary for a TPC to be appointed to implement the measures. This appointment will be made prior to the first occupation of the proposed units.

6.3.4. Generally, the role of the TPC is to ensure promotional material for sustainable travel is accessible to all and up to date. They also act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Council's TP Team. The TPC will coordinate all initiatives for the Site in liaison with the Council's TP Team including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the Site.

6.3.5. The TPC will be responsible for the circulation of travel information within the Development and initiatives may be promoted in staff room areas and within the reception and waiting areas of the building (to inform visitors). This will be achieved by the TPC producing posters and leaflets which will be erected or distributed. Details of the sustainable travel options will also be included within employees' starter packs for new staff which they will obtain from the TPC.

6.3.6. The TPC will act as a further point of contact for employees and will relay and maintain sustainable transport information within the Development.

6.3.7. A copy of the TP will be made available on staff notice boards and a letter will be circulated to all staff following the commencement of the plan. This letter will announce the launch of the Travel Plan, location of the notice board and name of the TPC. Details of the TP will also be included within subsequent recruitment literature and staff induction packs.

6.3.8. The TPC shall then advise staff on how they might travel to the Site and offer to provide a PTP which presents the sustainable travel options available for an employee, if requested.

6.3.9. The TPC will promote each form of sustainable travel in the following ways.

INITIATIVES TO PROMOTE WALKING

6.3.10. The health, environmental and financial benefits of walking will be promoted to staff, and visitors. This applies particularly to staff who live within the maximum recommended walking distance.

6.3.11. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of staff members to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying. The provision of free personal attack alarms will be considered for staff that are able to walk to and from work.

6.3.12. Information in respect of walking routes to the Site will be made available to staff and visitors. This information will be included on maps to be produced and made available through the TP notice boards and via the internet. Reference to the walking journey planner will also be provided in promotional material (www.walkit.com).

6.3.13. Consideration will be given to setting up a user group for walking, cycling and public transport should there be a demand for it. This would act as a forum to discuss issues related to these matters and develop measures to address them. These will also aid "ownership" of the TP by staff.

6.3.14. A guaranteed lift home will be provided for staff who walk to work should an emergency arise.

INITIATIVES TO PROMOTE AND FACILITATE CYCLING

6.3.15. The TPC will promote cycling to work, particularly for those staff living within a 5km radius of the Site. The health, environmental and other benefits of cycling will be promoted by the TPC to staff. Initiatives such as bike buddy service will be promoted and the TPC will liaise with the Council's cycling officer about such schemes and other area wide initiatives. Consideration shall also be given to the provision of a 'spares and tools' box to assist with on-site repairs if necessary.

6.3.16. Consideration will be given to setting up a user group for walking, cycling and public transport should there be a demand for it. This would act as a forum to discuss issues related to these matters and develop measures to address them. These will also aid "ownership" of the TP by staff. Information regarding local bicycle user groups will also be provided.

6.3.17. Information on local cycle network routes will be made available to employees and visitors. This information will be included on maps to be produced and made available through the TP notice boards and via the internet. Details of DfT / local council cycling promotion and assistance initiatives will also be disseminated via these methods.

6.3.18. Employers will be encouraged to consider the introduction of financial incentives for cycle use (for instance mileage allowance for work use; tax free cycles for cycle to work initiative).

6.3.19. Further details of this scheme are provided at http://www.cyclescheme.co.uk/ and at www.dft.gov.uk/publications/cycle-to-work-scheme-guidance/.

6.3.20. A guaranteed lift home will be provided for staff who cycle to work should an emergency arise.

INITIATIVES TO PROMOTE PUBLIC TRANSPORT

6.3.21. The TPC will liaise with South Yorkshire PTE and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services. The information will be permanently on display for the information of staff and visitors.

6.3.22. The TPC will make arrangements to demonstrate to staff and visitors (if requested) how to access online real-time bus information and Journey Planner. Visitors will also be made aware of all relevant on-line websites administered by public transport operators.

6.3.23. A guaranteed lift home will be provided for staff who use public transport to travel to work should an emergency arise.

INITIATIVES TO REDUCE CAR USE

6.3.24. Car sharing is a good means of reducing single-occupancy car use especially for staff. It represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of employees by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available over the internet or within communal staff areas.

6.3.25. An effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the promotional material with specific reference to operating companies (such as https://liftshare.com/uk/community/southyorkshire)

6.3.26. Consideration towards providing a guarantee for a ride home in emergencies and priority will be given for the allocation of parking spaces for car sharers to encourage take-up (if deemed practical and effective).

6.3.27. Where practicable, deliveries that are within the control of the occupier shall be optimised so as to reduce avoidable movements of heavy goods and service vehicle movements.

7. Targets

7.1.1. Targets measure the outcome of what the TP has achieved. They quantify the difference a TP has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).

7.1.2. A commitment to specific targets is difficult to achieve at this stage. It is not considered possible to identify a true base level of travel behaviour until the initial travel surveys have been undertaken within three months of first occupation of the Development. The traffic flow generations in the TA could be used to derive a target based on the maximum number of vehicle movements during peak hours.

7.1.3. Once the targets have been achieved the occupier will endeavour to maintain the level of single occupancy car journeys, or reduce them further. The TPC must not omit or change the agreed targets without prior consultation and agreement with the Council's TP team.

8. Responsibility / Ownership

8.1.1. The developer will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority.

8.1.2. The applicant will be responsible for implementing the initial infrastructure measures detailed in Section 6.2 in liaison with the Local Planning and Highways Authority. The developer will be charged with appointing a TPC prior to and then whilst the Site is being marketed / developed and for a minimum of five years thereafter.

8.1.3. The TP will be implemented under the control of the TPC, who will work in conjunction with the Council's TP Officer, the local community and other interested parties for the continuing progression of the TP. On appointment, the TPC will provide contact details to the Council's TP Officer.

8.1.4. Once the Development commences and specific dates for occupation are set, the TPC will inform the Council's Travel Plan Officer (TPO) and set out preliminary dates for delivery and monitoring of this TP. The TPC will liaise with the Council's TPO on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.

8.1.5. The TPC will be provided with an adequate budget to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the TP, including carrying out travel questionnaires, presenting the results and discussing targets to and with the local authority and relaying this information to all staff involved. The TPC will agree at the onset with the Council how the outcomes will be reviewed

9. Implementation

9.1.1. The TPC will have the responsibility of implementing the remainder of the TP and the Action Plan therein.

9.1.2. The infrastructure provision outlined above will be carried out as part of the construction of the site, being incorporated into the site layout and design. These works will be complete prior to occupation of the site.

9.1.3. The TPC will carry out a questionnaire survey of staff travel characteristics within 12 months of opening of the site. Whilst the primary reason for the survey is to gather data on travel behaviour to compare to the travel survey results presented in the transport assessment and to review progress against targets, it will also be used to inform the staff of the aims and objectives regarding the Travel Plan and sustainable travel. The survey will be based upon the sample questionnaire contained within Appendix D.

9.1.4. The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the staff. The results of this survey and the refined targets will be submitted to the Council for approval.

9.1.5. The TPC shall advise staff on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for pupils and staff, if requested.

9.1.6. The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

9.1.7. As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, TravelWise Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.

9.1.8. A suggested framework for the Actions is provided in the table below and will be monitored and updated as the Travel Plan progresses.

TABLE 4. ACTION PLAN FRAMEWORK

Action	Delivery
Infrastructure provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to opening
Appointment of TPC	Prior to opening
Travel Questionnaire	Within 12 months of opening
"Soft" measures / Promotional Material	Prior to opening
Monitor and Review	Annually
Action Plan	Prepared at start of year and then implemented during that period

10. Monitoring and Review

10.1. MONITORING

10.1.1. An objective of this TP is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole TP will then be reviewed in consultation with the Council's TP Officer.

10.1.2. The TPC will form a contact point for communication with the Local Authority. Findings from the local authority discussions and reviews will be communicated to staff and visitors via notice boards, internet and staff meetings if practical. The TPC will liaise with the TPO to agree the surveys to be undertaken, the monitoring procedure and reporting.

10.1.3. Following the initial staff travel surveys, repeat travel surveys will be undertaken annually. The survey will be based upon the sample questionnaire contained within Appendix D. A written analysis of the results of the survey will be provided to the Council's TPO within one month of completion. The survey results will be used to identify the targets mentioned in section 7.

10.1.4. The TPC will then identify any necessary changes to the TP, should specific issues be raised or targets not met. This will be done in liaison with the Council's TPO and will identify measures to improve on the targets.

10.1.5. An updated full TP shall be submitted after the initial staff survey has been carried out taking in to account the results of the above surveys in setting of targets.

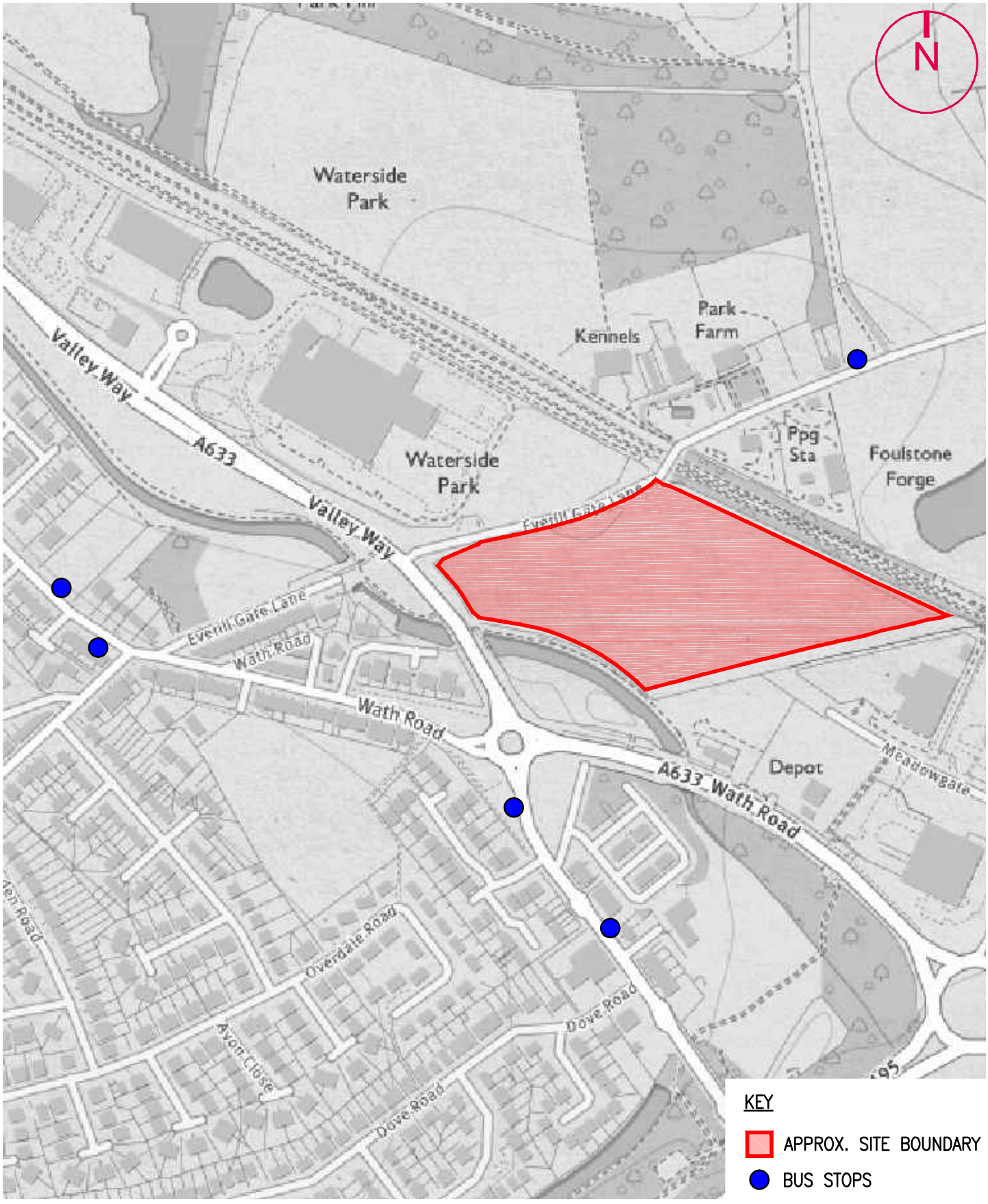
10.2. REVIEW

10.2.1. If the review determines that the travel plan targets have not been met, then the TPC shall liaise with Council's Travel Plan Officer on potential measures to mitigate and resolve this.

10.2.2. The TPC will also monitor the usage of the car park(s) so as to ensure that staff use the spaces properly and parking problems of any significance do not occur on street.

APPENDICES

APPENDIX A: Site Location Plan



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EVERILL GATE LANE, WOMBWELL

SITE LOCATION PLAN

SCALE: 1:5000 @A4

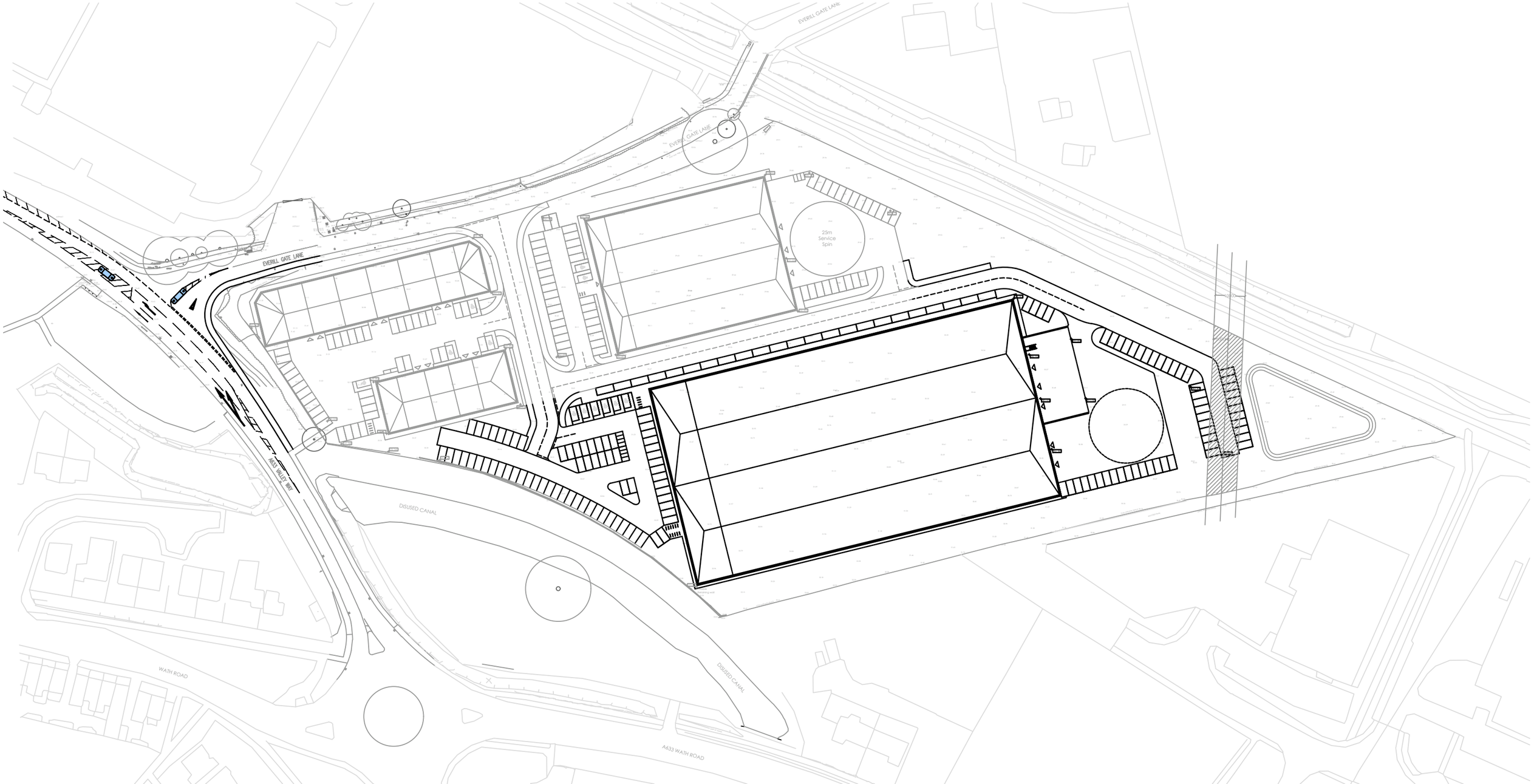
DATE: AUGUST 2018

FIGURE 1

APPENDIX B: Site Layout Plan

Revisions

rev.	revision	dr	chkd	date
A	Amended in line with client comments	MB	ASM	09/18
B	Amended in line with client comments	MB	ASM	09/18
C	Amended in line with client comments	MB	ASM	09/18



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Proposed Industrial Development, Everill Gate, Barnsley

Indicative Site Plan

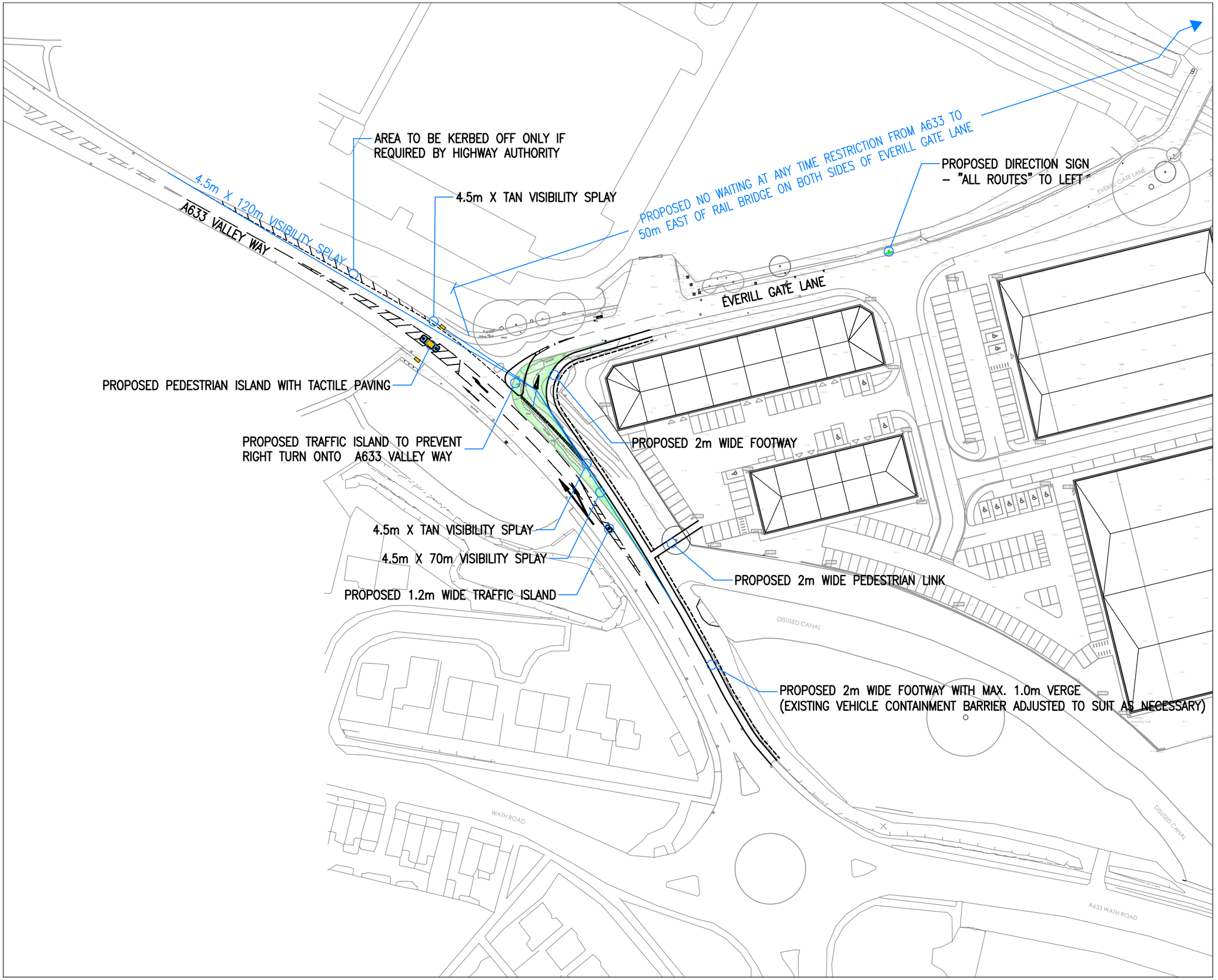
drawing.

1:1250	September 2018	MB	ASM
scale.	date.	drawn by.	chkd by.

AJ/18-23/02 C

drawing no.

APPENDIX C: Valley Way / Everill Gate Lane Junction Layout



THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

N

KEY

PROPOSED HIGHWAY WIDENING

NOTES

1. DRAINAGE AND STREET LIGHTING DESIGN TO BE UNDERTAKEN AND PROVIDED AS NECESSARY.
2. PROVISION OF RIGHT TURN BAN AND WAITING RESTRICTIONS TO BE PROMOTED BY HIGHWAY AUTHORITY.
3. ALL SIGNING AND LINING TO ACCORD WITH TRAFFIC SIGNS MANUAL AND ANY EXISTING ADJUSTED/REPLACED TO ACCORD WITH REVISED LAYOUT

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EVERILL GATE LANE,
WOMBWELL

PROPOSED SECTION 278
JUNCTION IMPROVEMENTS

SCALE: 1:1000 @A3

DATE: AUG 2019

DRAWING NO: 1807806 REV. D

APPENDIX D: Sample Travel Survey Questionnaire

This travel survey is being undertaken amongst all members of staff working at the site to gain an understanding of the existing staff travel patterns. This information will be used to develop a Travel Plan for the development site, which will seek to improve staff / visitor accessibility by alternative travel modes of transport to the private car.

Please complete the survey based on your general travel to work habits based on a normal working day. Once completed please pass your survey form back to **********.

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. Please tick the box which represents your current employment status:

Full-time	O
Part-time	O

2. What is your home postcode?

.....

3. What time do you normally arrive for work? (to the nearest quarter hour)
.....

4. What time do you normally leave work? (to the nearest quarter hour)

.....

5. What mode of transport do you primarily use to get to work?

Walk	O
Cycle	O
Bus	O
Train	O
Car (Driver)	O
Car (Passenger)	O
Motorbike	O

Other (please specify) .....

6. Approximately how far is your journey take to work?

Less than 1 mile	O
1-2 miles	O
2-3 miles	O
3-5 miles	O
5-10 miles	O
10 miles +	O

7. Approximately how long does it take you to travel to work?

0-10 minutes	O
10-20 minutes	O
20-30 minutes	O
30-45 minutes	O
45-60 minutes	O
60 minutes +	O

8. Are there any other modes of transport you use on a less regular basis?

	Once/twice week	Once/twice month	Less frequent
Walk	O	O	O
Cycle	O	O	O
Bus	O	O	O
Train	O	O	O
Car (Driver)	O	O	O
Car (Passenger)	O	O	O
Motorbike	O	O	O
Other (please specify)	O	O	O

9. Do you have a disability which affects your travel arrangements?

Yes	O
No	O

10. Do you travel to / from work with anyone else?

Yes	O
No	O

If YES, is this your:

Spouse	O
Work Colleague	O
Car Share Partner	O
Other	O

11. Would you be interested in taking part in a Car Sharing scheme with other staff who work at the site or as part of a County wide scheme?

Yes	O
No	O

12. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

Walk	O
Cycle	O
Bus	O
Train	O
Car (Driver)	O
Car (Passenger)	O
Motorbike	O
Could not use any other mode	O

Other (please specify) .....

13. Which of the following initiatives would encourage you to use public transport to travel to work at the site?

(Please tick no more than 2 options and indicate the most important option with a *)

More direct bus routes	O
More cost effective public transport	O
More frequent bus services	O
Interest free season ticket loans provided by work	O
Up-to-date Public transport information available at work	O

Easy access low floor buses	O
I would NEVER use public transport to travel to work	O

14. Which of the following initiatives would encourage you to walk / cycle to work?

(Please tick no more than 2 options and indicate the most important option with a *)

More dedicated cycle / walking routes	O
Support to purchase a cycle / cycle training	O
Quality information on the local network	O
Safe crossing points on local roads	O
Secure cycle parking at work	O
Shower and changing facilities at work	O
Improved security and lighting	O
Guaranteed ride home if asked to work late	O
Guaranteed ride home in time of family emergency	O
I would NEVER walk / cycle to work	O

15. Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey?

.....

.....

Thank you for completing this survey.

Please return it to ********** by **********

This information will help us improve travel choices at the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.

For further information contact the ****

.....


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